

DOWNTOWN WATERFRONT MASTER PLAN

2022 REVIEW & UPDATE REPORT

St. Petersburg Downtown Waterfront Master Plan 2022 Review and Update Report

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Report prepared by Planning & Development Services Department
Division of Urban Planning & Historic Preservation
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St. Petersburg

Downtown Waterfront Master Plan

2022 Review and Update Report

Introduction

The Downtown Waterfront Master Plan (DWMP) adopted on June 4, 2015, provided the first integrated vision for the city’s entire downtown waterfront, establishing a master plan and policy framework of guiding principles for future decision making. This review and update report has been prepared in accordance with the City Charter and Code requirements to review and update the DWMP not less than every seven (7) years after its adoption date.

The DWMP is a conceptual planning document reflecting the community’s vision for the future of the city’s Downtown Waterfront. The DWMP has a framework that includes six (6) Character Districts that subdivide the plan area into zones of specific use and focus. These Character Districts are located from Coffee Pot Park on the north end to Lassing Park on the south end. The DWMP framework is also based on five (5) overarching Waterfront Dimensions, which consist of guiding values and experiences to be available and applied to all Districts of the public waterfront. Each of the Waterfront Dimensions and the Character Districts have a set of comprehensive waterfront needs that are considered Key Action Items. This report provides an assessment of the Key Action Items, or improvements, that have been completed over the past seven years, includes feedback provided by stakeholders and identifies priorities for the next 7-year reporting period. Upon approval by City Council, this update report will serve as an addendum to the DWMP adopted in 2015.

Key Action Items

The Key Action Table provides the status of the Key Action Items identified in the Downtown Waterfront Master Plan. Key Action Items are provided for the six Character Districts and the five Dimensions of the Waterfront identified in the DWMP. Photo documentation of Key Action progress is provided at the end of each subsection of the Table. Each Key Action Item is placed under one of the three Levels of Enhancement that have been classified as follows:

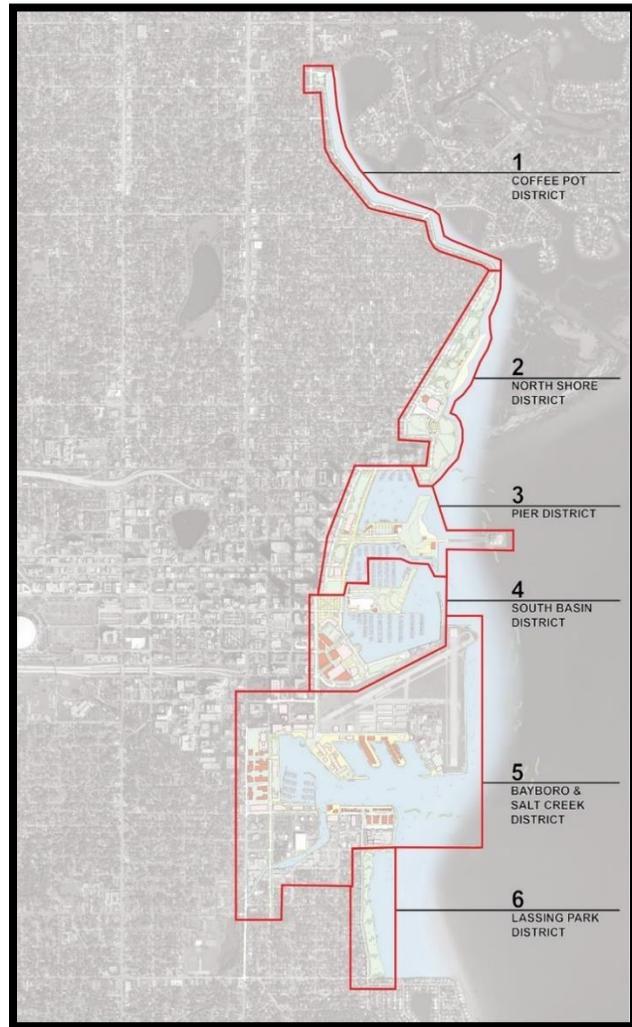
Baseline Needs	Baseline Needs are changes that can be implemented in the short-term at a relatively low cost per item;
Targeted Enhancements	Targeted Enhancements are changes that can be implemented in a phased approach with funding partners to provide additional opportunities for activities at the waterfront;
Transformative Change	Transformative Changes are long-term, large scale changes to the waterfront that have significant, substantial, or even regional benefits

Summary of Major Accomplishments

As identified in the Key Actions Table, there have been accomplishments throughout all six Character districts, addressing the five Waterfront dimensions including the repurposing of Al Lang Stadium to provide a home for the Tampa Bay Rowdies, numerous recreational and environmental improvements in addition to several accessibility and mobility projects.

The most significant accomplishment was the construction and opening of the St. Pete Pier™. The St. Pete Pier was planned under the guidance of the DWMP and opened in July 2020. The Pier consists of a beach, playground, splash pad, five dining concepts, an environmental education center, a marketplace, event spaces, waterfront promenade, public art and acres of open space. The Pier has over 80 events a year and has been enjoyed by over 2.5 million visitors a year since its opening.

The Pier marketplace serves as an incubator for small minority-owned and operated businesses. The Tampa Bay Watch Discovery Center has free classes, programs and scholarships for summer camps and provides an outreach program to local Pinellas County Title 1 schools.



Six Character Districts of the waterfront.

The St. Pete Pier provided environmental stewardship through the minimalization of construction impacts to enhancement of ecological resources. A partnership with Duke Energy provides uniquely designed solar panels for energy efficiency. Other ecological features include: provision of breakwaters to protect sea grass plantings; sea grass mitigation; a stormwater design where runoff is treated through wet and dry retention ponds and swales while eliminating pollutants before entering the bay through the use of a “Downstream Defender” stormwater system; use of best practices to prevent and repair point source and non-point source urban pollution in the bay; and coastal planting of native vegetation in bioswales and freshwater wetlands to attract birds and insects.

The Pier supports the prioritization of pedestrians with a promenade starting at Beach Drive to the end of the Pier. The goal for the Pier is to provide accessibility to all areas including the playground, beach area, the Discovery Center and trams that are all accessible for pedestrians and wheelchairs. Wayfinding and art walks are provided as part of the Pier experience. The art walk includes pieces from nationally recognized artists including pieces such as Bending Arc (Janet Echelman), First Flight (Mark Aeling), Myth (Nathan Mabry), Morning Stars (Xenobia Bailey) and Olnetopia (Nick Ervinck). Historical storytelling is provided in Benoist Plaza with First Flight, celebrating the first commercial airline flight by Tony Janus.

The excellence in design for the Pier has been recognized by over 20 regional, national and international organizations including the World Landscape Architecture Award, the International Gold Medal for Urban Design, the European Centre American Architecture Award, and the AIA Florida/Caribbean Award of Excellence.

A sampling of significant projects during the first seven (7) years of the DWMP is provided on page 5 of this report, Timeline of Significant Improvements: 2015-2022.

Stakeholder Feedback Synopsis

The DWMP was the result of extensive community outreach including members of the community, Chamber of Commerce DWMP Task Force, stakeholder groups, scientist, technical groups, consultants and city staff. As part of this review and update, over 3,200 stakeholders were invited to attend public workshops through emails and the City's DWMP webpage. These stakeholders included neighborhood and business associations, the Downtown Waterfront Parks Foundation, St. Petersburg Chamber of Commerce, participants from the 2015 stakeholder meetings, USFSP, and local businesses. The participants were invited to evaluate the progress of the master plan and recommend any priorities or changes moving forward.

Three virtual public workshops were held on March 9th, March 16th and April 13th. Workshops were also held with City Council at Public Service & Infrastructure Committee on March 31st and the Community Planning and Preservation Commission on April 12th. Meetings were held with the Waterfront Parks Foundation, the Downtown Neighborhood Association, St. Petersburg Downtown Partnership and the Chamber of Commerce.

The workshop presentations included a status assessment of the key actions from the master plan. The comments received from the workshops and provided by email to our department are provided in the attached Public Comment section of this report and are briefly reported as follows:

- Support for conversion of asphalt parking areas into green space and pedestrian areas
- Establish a Park zoning category (address lighting, concessions, art and signage installations)
- Improvements to the Saturday Morning Market
- Bicycle repair stations in downtown
- Support for Bayshore Dr as a pedestrian street concept
- Relocate Cross Bay Ferry to the Pier and make compatible with commuter work schedules
- Future of the US Army Reserve land
- Coastal resiliency
- Support for Albert Whitted Airport
- Recognition of opportunities for environmental stewardship
- Support for the Stormwater Master Plan to reduce pollutants and improve water quality
- Support for stormwater basin plantings with native plant materials
- Continue Living Shoreline programs and mitigation planting
- Boardwalks and platforms in Lassing Park are detrimental to the shoreline
- Provision of kayak facilities from Lassing Park to Coffee Pot Park
- Implement markings on trail for types of allowable transportation to provide safety
- Connect Old Southeast using Complete Streets standards
- Continue providing shaded seating, pathways, shade trees, native plantings and open vistas
- Support for pedestrian bridge between the History Museum and Museum of Fine Arts

- Safety issues for pedestrians on sidewalk along Coffee Pot Blvd with bicycles
- USFSP expansion west of 3rd Street
- Seawall restoration

Next Steps and Priorities

While there are many key actions in the DWMP that still need to be addressed, there are also active projects and studies that are in process that may affect or impact the DWMP in the future. These active projects include:

- Albert Whitted Airport Master Plan
- Stormwater Master Plan
- Marina/Demens Landing Plan
- Coastal Resiliency & Community Sustainability Project
- Seawall Height Study

Other potential projects on the horizon that may impact the DWMP area include:

- Center for the Arts Master Plan
- Downtown Streetscape Plan
- USF Campus Master Plan Update
- Port Master Plan update

Any or a combination of the above active and upcoming projects may drive the need for a more encompassing update to the DWMP sooner than the next 7-years review and update cycle. The following provision in section 16.08.060 of the code recognizes that updates may occur more frequently, “Amendments to the Downtown Waterfront Plan may be made at any time and the City Council shall determine whether an amendment is sufficient to be considered an update of the Downtown Waterfront Master Plan which would begin the seven-year time frame for the next update”.

The DWMP contains key actions based on both the character locations (park districts) and themes. A review of key items in each Character District and Waterfront Dimension should be addressed periodically based on the City’s priorities. In the DWMP, available funding for waterfront improvements was identified over the 5, 10, 15, and 20 year periods (2020, 2025, 2030 and 2035, respectively), allowing for the prioritization of improvement projects. The prioritization criteria in the DWMP include:

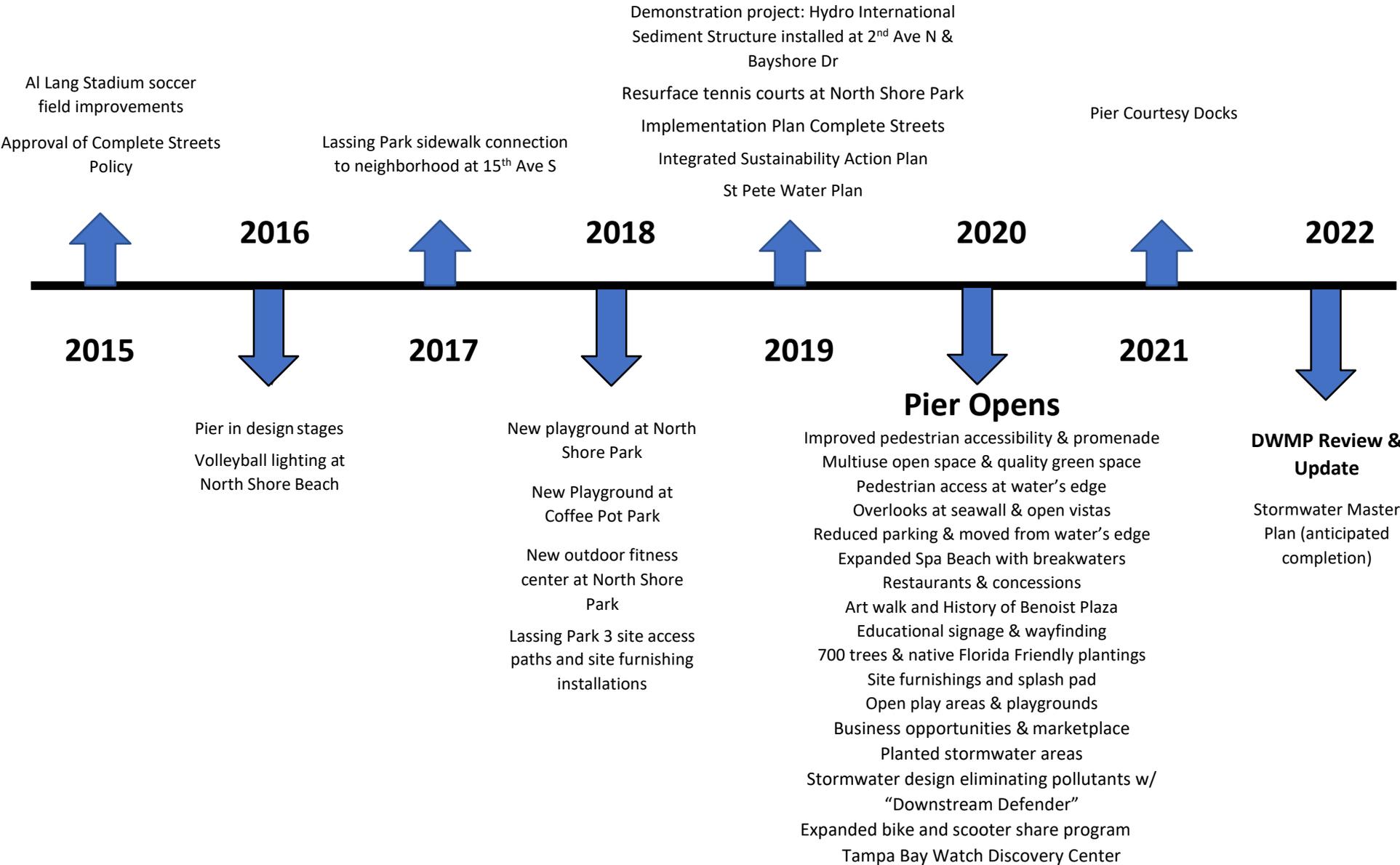
- The project advances 2 or more of the Waterfront Dimensions
- The project is listed in the city’s current 5-year Capital Improvements Program (CIP)
- The project ranks as “top priority” or “continued emphasis” as listed in the Public Opinion Survey and Needs Assessment
- Funding is available to implement the project
- A private partnership is available to implement the project
- The project will stabilize an existing asset and prevent further deterioration

Projects that are currently being pursued over the next 7-year reporting cycle for the DWMP include:

- Coastal Resiliency at North Shore Beach
- Infrastructure Improvements at Vinoy Park
- Completion of living shoreline at Lassing Park
- Design, permitting and construction of the Bartlett Lake dredging project

Downtown Waterfront Master Plan 2022 Review & Update Report

Timeline of Improvements: 2015 – 2022



Key Actions Table

Character Districts and Waterfront Dimensions

CHARACTER DISTRICT: COFFEE POT DISTRICT			
Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Develop dock space for small craft and kayaks	Parks & Recreation	Currently unscheduled. Kayaks can be launched from at existing boat ramp.
Baseline Needs	Create planted stormwater basin	Parks & Recreation, Sustainability, Public Works	Planned for future. Currently unscheduled. DWMP includes a proposed drainage basin between trail and Coffee Pot Blvd. Reconfiguration will require elevation changes to consider resiliency and sustainability.
Baseline Needs	Utilize garden architecture/Granada Terrace aesthetic	Parks & Recreation, Community Services	Planned for future vertical construction. Future implementation of this action will be at the time vertical structures are designed.
Baseline Needs	Provide new site furnishings – swings/seating at edge	Parks & Recreation	New playground structure and ancillary play equipment were replaced in 2015. Synthetic turf installed around playground. New furnishings also include a water fountain and trash receptacles. Additional swings/seating may be proposed in the future.
Targeted Enhancements	Provide new public restrooms and seasonal pop-up concession for kayak rentals and food	Parks & Recreation, Engineering & Capital Improvements Department (ECID) Community Services, Enterprise Facilities	Currently unscheduled. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Develop Trailhead park	Parks & Recreation	Complete. North Bay Trail developed with wayfinding signage created by Healthy St. Pete and installed in 2021 from Coffee Pot Park to Albert Whitted Park.
Transformative Change	Reconfigure street section	Parks & Recreation, ECID, Public Works, Transportation & Parking	Planned for future. Reconfiguration of Coffee Pot Blvd is unscheduled. The conceptual plan indicates a reconfiguration of the trail along Coffee Pot Blvd to include a planted stormwater basin between trail and Blvd. Reconfiguration may require elevation changes to consider resiliency and sustainability.



Coffee Pot Park Playground



Coffee Pot District



Wayfinding signage at Coffee Pot Park



Coffee Pot Park Stormwater basin



Birds feeding in stormwater basin

CHARACTER DISTRICT: NORTH SHORE DISTRICT			
Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Maintain open space & vistas	Parks & Recreation	Continues to maintain.
Baseline Needs	Maintain & preserve seagrass/wildlife estuary	Parks & Recreation, Sustainability, ECID, Community Services, Legal	Maintenance and preservation continues. Overall, grass beds have been maintained. Slight loss of grass beds at the mouth of Coffee Pot Bayou along seawall (along eastern side of seawall based on 2015/2020 Pinellas County AIRS Imaging).
Baseline Needs	Add bike lane to both sides of North Shore DR NE	Transportation & Parking	Currently unscheduled.
Baseline Needs	Include art installations in facility improvements.	Parks & Recreation, Cultural Affairs,	A mural was added to the old 11 th Avenue Pier. Future installations to coincide with new facilities.
Targeted Enhancements	Create nodes of activity	Parks & Recreation, ECID, Community Services	Ongoing: Fitness station with cover and bike racks were added by tennis courts. Tennis courts were resurfaced, and lights added to beach volleyball courts.
Targeted Enhancements	Move parking away from water's edge	ECID, Parks & Recreation, Transportation & Parking	Currently unscheduled. Parking located close to active recreation areas.
Targeted Enhancements	Enhance stormwater treatment	Parks & Recreation, ECID Stormwater Div., Transportation & Parking	Planned for future. Currently unscheduled. Planted basins to collect and treat stormwater. Opportunities may be available for education and discovery.
Targeted Enhancements	Renourishment program at the concession activity node	Parks & Recreation, Public Works, Sustainability	Planned for future. Currently unscheduled. Underutilized green space can be dedicated to environmental enhancements.
Transformative Change	Create roundabouts for traffic calming and art expressions of the North Shore District	Public Works, Transportation & Parking, Cultural Arts	Currently unscheduled. Proposed improvements must be compliant with Complete Streets program.
Transformative Change	Develop an active recreation zone with baseball, swimming pool, and relocated tennis courts	Parks & Recreation, ECID, Enterprise Facilities	Ongoing: New Playground structure south of North Shore pool, includes new synthetic turf around structure. There is an active recreation zone north of North Shore pool containing a covered fitness center, a resurfaced tennis court and beach volleyball courts. Relocation of tennis courts may not be financially feasible with the resurfacing of tennis courts in 2020.



Volleyball courts at North Shore Beach



Signage



North Shore Beach area



Old 11th Avenue pier mural



New trees and maintained vistas in Vinoy Park



Resurfaced tennis courts



North Shore Park new playground equipment with synthetic turf



New fitness center at North Shore Park by the tennis courts

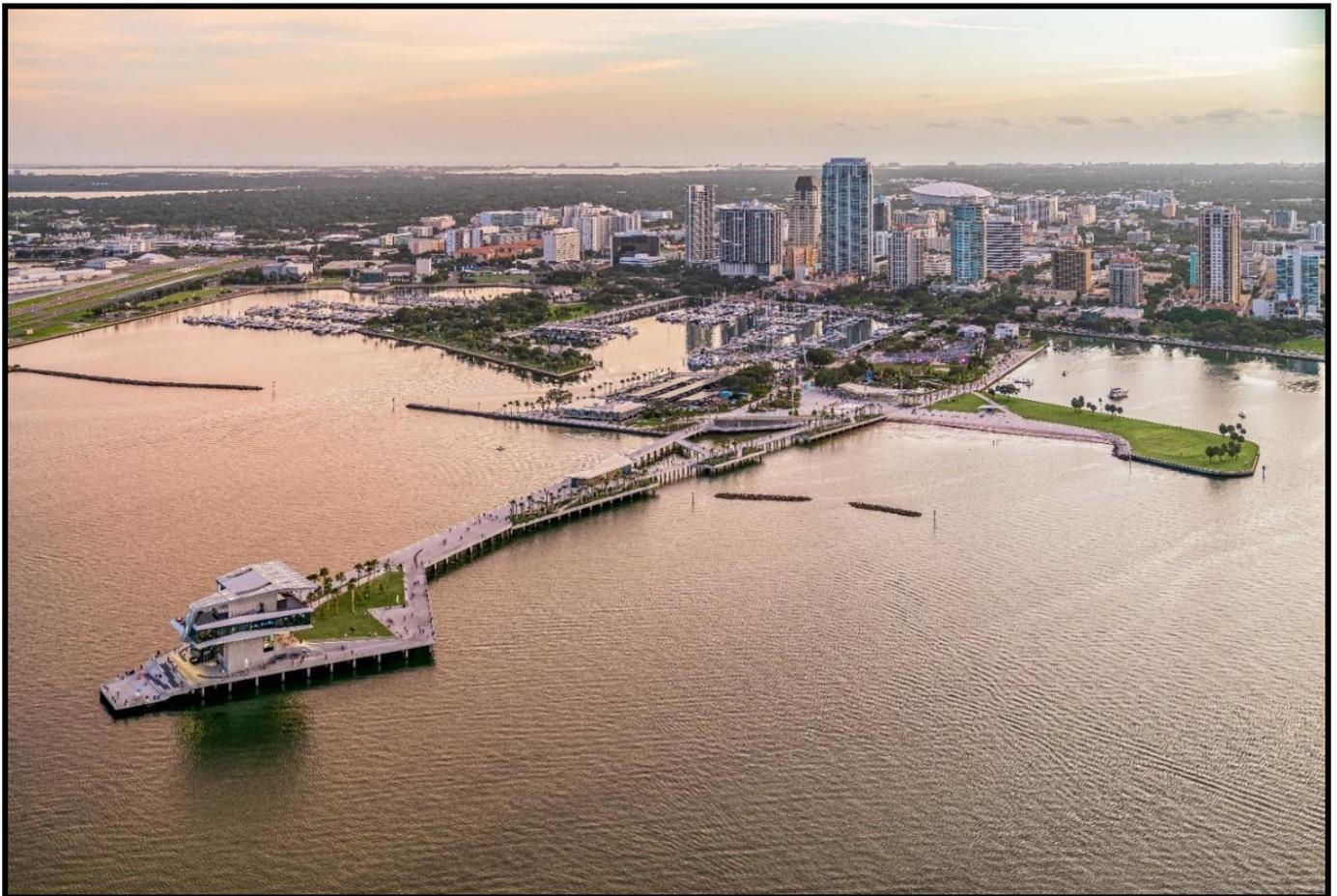
CHARACTER DISTRICT: PIER DISTRICT			
Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Improve pedestrian accessibility	Parks & Recreation, Public Works, Transportation & Parking	Pier completed in 2020: Gateway connection into the downtown core included modifications to intersection of 2 nd Ave N and Bay Shore Dr as well as Beach Dr, vastly improving accessibility. Improvements include promenade entry along 2 nd Ave N from Beach Dr to the end of Pier.
Baseline Needs	Create multi-use open space	Parks & Recreation, Public Works, Enterprise Facilities	Pier completed in 2020: Multi-use open space includes the tilted lawn, green lawn area at Spa Beach, plaza area, and large grass expanses through park (under artwork, open play areas, viewing areas) and fishing pier area at end of pier.
Baseline Needs	Additional boat slips for large boats and additional transient docks	Parks & Recreation, Public Works, Enterprise Facilities	Pier completed in 2020: 24 public courtesy boat slips provided along southside of pier facility, south of Pelican Lot, adjacent to Doc Ford's.
Baseline Needs	Maintain a volume of quality green space within the parks	Parks & Recreation	Ongoing maintenance: South Vinoy Park, North Straub Park, and South Straub Park have green passive areas, and green open areas along Spa Beach that is used for events.
Targeted Enhancements	Redesign South Straub Park	Parks & Recreation, Public Works	Currently unscheduled. Resodded in 2021. A new monument to William Straub was dedicated in 2021 at the northeast corner of South Straub Park.
Targeted Enhancements	Provide pedestrian access at water's edge	Parks & Recreation, Public Works, Transportation & Parking	Access to water's edge was provided at the St. Pete Pier (completed in 2020) with pedestrian access along the length of the Pier along the pedestrian promenade, as well as at Spa Beach, Benoist Plaza, and along new public docks along the south side of Doc Ford's. Additional opportunities exist in this district for a shared street concept on Bayshore Dr north of the Pier.
Targeted Enhancements	Create overlooks at seawall	Parks & Recreation, Public Works	Pier completed 2020: Overlooks are provided along Pier's water edge throughout the length of the Pier. Future overlooks at seawall along Bayshore Dr both north and south of the pier are planned for future, and currently unscheduled.

CHARACTER DISTRICT: PIER DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	Develop grand entry to pier approach	Parks & Recreation, Public Works, Transportation & Parking, Economic Development, Cultural Affairs	Pier Completed 2020: A pedestrian promenade developed along 2 nd Ave N from Beach Dr to the end of the Pier. Other improvements include 2 nd Ave/Bayshore Dr intersection design, street plantings, widening of pedestrian walkways along 2 nd Ave NE, signage, Red Pelican art, seating, and marketplace.
Targeted Enhancements	Move parking away from water's edge	Parks & Recreation, Transportation & Parking, ECID	Parking was moved from the water's edge at the Pier as part of the 2020 completion. The Pier Parking Study validated needs and resulted in fewer spaces on the Pier. DWMP also indicates parking along Bayshore Dr to be moved. This is planned for the future and is unscheduled.
Targeted Enhancements	Restore and expand Spa Beach	Parks & Recreation, Public Works	Completed Pier 2020: Spa Beach was expanded and restored at north side of Pier. New beach was established. Mobility mat added for ADA access. Shade structure added for beach users. Breakwaters were constructed to protect beach and restore water quality.
Targeted Enhancements	Beach café and concessions	Parks & Recreation, Economic Development, Enterprise Facilities	Completed Pier 2020: Five restaurants/café/bistros are located at Pier.
Transformative Change	Provide art walk, storytelling/history	Parks & Recreation, Cultural Affairs, ECID	Completed Pier 2020: The art walk includes Bending Arc, First Flight, Myth (Red Pelican), Morning Stars and Olnetopia. Historical storytelling is provided in Benoist Plaza with First Flight.
Transformative Change	Develop water taxi and cross-bay ferry terminal at market plaza	Parks & Recreation, Public Works, Economic Development, Enterprise Facilities, Transportation & Parking	Cross Bay Ferry is currently located in Vinoy Basin and is scheduled to be relocated to Pier within 2 years. Lengthening of seasonal service with year-round operations is expected also expected within the 2 year timeline.
Transformative Change	Connect the Museum of Fine Arts to the St Petersburg Museum of History with pedestrian bridge	Parks & Recreation, Cultural Affairs, Public Works, Transportation & Parking	Currently unscheduled. Pedestrian bridge removed from Pier design; however, Pier grades were developed to facilitate future pedestrian bridge.

CHARACTER DISTRICT: PIER DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Transformative Change	Develop breakwater implementation strategy	Parks & Recreation, Public Works	Pier completion in 2020: Breakwaters constructed offshore of Spa Beach to protect beach, shield small craft recreational boaters in navigation of open water, and protect established sea grasses and stabilize new beach.
Transformative Change	Develop blueway system for small craft	Parks & Recreation, Sustainability, Public Works,	Currently unscheduled. DWMP describes blueway as a protected safe trail to navigate through the bay and various basins within the downtown waterfront, connecting residents to downtown attractions.



The new St. Pete Pier



St. Pete Pier tram



Pier art and signage



Open space and seating with *Bending Arc* in the background



Bending Arc net sculpture by Janet Echelman



Multi-use open space and tiled lawn seating



The St. Pete Pier Plan



The St. Pete Pier marketplace



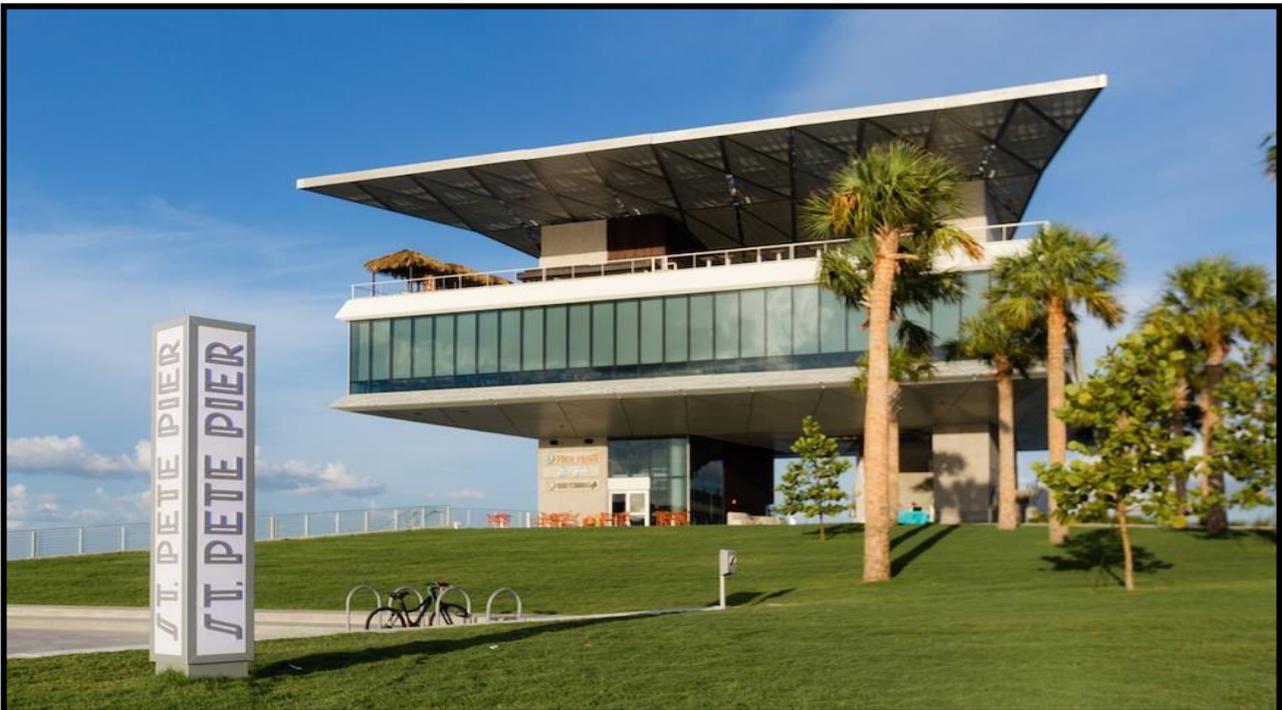
Native plantings at the St. Pete Pier



Sunset at the St. Pete Pier



Playground at St. Pete Pier



The St. Pete Pier structure

CHARACTER DISTRICT: SOUTH BASIN DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Create overlook at seawall	Parks & Recreation	Currently unscheduled. The DWMP indicates a pedestrian sidewalk along length of the water's edge along Bayshore Dr with overlook areas.
Baseline Needs	Reorganize and expand boat slips, provide transient dockage	Parks & Recreation, Enterprise Facilities, Transportation & Parking, ECID, Economic Development	Currently unscheduled.
Baseline Needs	Develop small retail and concession nodes along the canal at Demens Landing	Parks & Recreation, Enterprise Facilities, Public Works, Economic Development, EDIC	Currently unscheduled. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Redesign Demens Landing green space and parking	Parks & Recreation, Enterprise Facilities, Public Works, Community Services, Transportation & Parking, Cultural Arts	Currently unscheduled.
Targeted Enhancements	Connect 4 th Ave SE to Bayshore Dr from 1 st Street South	Parks & Recreation, Public Works, Transportation & Parking	Currently unscheduled. A vehicular parking connection with gates currently exists.
Targeted Enhancements	Provide continuous trail linkages from Bayshore Dr to 1 st Street SE	Parks & Recreation, Transportation & Parking	Currently unscheduled. The Healthy St. Pete Bike Loop was added in area. Linkages between Bayshore and 1 st St NE exist from Central Ave, 1 st Ave S and Dali Blvd providing a sidewalk only.
Targeted Enhancements	Examine the parking lots as an infill development site	Parks & Recreation, Transportation & Parking, Planning & Development	Currently unscheduled. Parking lots around the Mahaffey Theater and Dali to be examined for additional cultural and civic uses and ancillary retail at street level. Requires study of parking demand.

CHARACTER DISTRICT: SOUTH BASIN DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	Anchor art piece	Parks & Recreation, Cultural Arts	Currently unscheduled. Focal point at Saturday Morning Market or other area as part of design plans.
Transformative Change	Redesign Saturday Morning Market parking lot into multi-purpose plaza	Parks & Recreation, Economic Development, Public Works, Enterprise Facilities.	Currently unscheduled. Reconfiguration can include an outdoor venue for events.
Transformative Change	Develop water taxi and cross-bay ferry terminal at South Yacht Basin. Location should not conflict with boat slip arrangement and Sailing Center operation.	Parks & Recreation, Economic Development, Public Works, Enterprise Facilities.	Cross Bay Ferry is located in North Basin per Marina plans.



Enhancements to Al Lang Stadium, home of the Tampa Bay Rowdies.



Albert Whitted Park playground



Overlook with seating and shade structure



Educational panel messaging how a solar restroom works and calculating energy efficiency



Mural on Sailing Center building in South Basin District



New transit stop with ADA accessibility and bike racks in background

CHARACTER DISTRICT: BAYBORO & SALT CREEK DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Develop 1 st Street SE streetscape to 8 th Ave SE	Parks & Recreation, Transportation & Parking, Community Services	Currently unscheduled.
Baseline Needs	Maintain Salt Creek with dredging program	Public Works, Sustainability, Economic Development	Ongoing: The design and permitting is scheduled for Fiscal Year 2022 and construction is scheduled for Fiscal Year 2023. This project will allow for continued navigation. Dredging of Bartlett Lake (downstream section of Salt Creek) is currently in Final Design and Permitting Phase.
Baseline Needs	Create public edge at USFSP College of Marine Science, and Peninsula Dr East & West	Parks & Recreation, Economic Development, Public Works, Community Services	Currently unscheduled. DWMP includes the creation of a walkable edge by shifting cars from the water's edge to the interior space and provide sidewalks along water's edge.
Targeted Enhancements	Create art icon and access to water at 1 st Street terminus	Parks & Recreation, Cultural Affairs, Transportation & Parking, Community Services	Currently unscheduled.
Targeted Enhancements	Expand USFSP Campus on west side of 3 rd St SE	Parks & Recreation, Community Services, Economic Development	Ongoing: USF has expanded into 4 buildings west of 3 rd St SE including the Lynn Pippenger Hall, the Piano Man Building, the Warehouse Lab and the new residence hall, Osprey Suites, with 350 beds.
Transformative Change	Develop new museum institution	Economic Development, Community Services, Enterprise Facilities	Currently unscheduled.
Transformative Change	Create new deep water piers	Public Works, Parks & Recreation	Currently unscheduled. To serve mega yachts, research vessels and museum sites.

CHARACTER DISTRICT: BAYBORO & SALT CREEK DISTRICT

Level of Enhancement	Key Action Items	Departments	Status
Transformative Change	Relocate and consolidate Coast Guard to north side of Bayboro Harbor	Public Works, Economic Development, Community Services	Currently unscheduled.
Transformative Change	Develop “Creek Works” development along Salt Creek and South side of Bayboro Harbor	Economic Development, Community Services, Planning & Development	Future expansion of Innovation District
Transformative Change	Develop Tall Ships Wharf along south side of Bayboro Harbor	Parks & Recreation, Economic Development, Enterprise Facilities, Public Works	Currently unscheduled.
Transformative Change	Create pedestrian edge with trail link from south side of Bayboro Harbor to Lassing Park	Parks & Recreation, ECID, Transportation & Parking	Currently unscheduled.



USF mural along 3rd St S



USF solar panel parking area



USF mural along 3rd Street S



USF Kate Tiedemann College of Business Building



USF new residence hall, Osprey Suites, with 350 beds



Pedestrian and mobility improvements – includes scooter and bicycle corrals

CHARACTER DISTRICT: LASSING PARK			
Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Develop stormwater treatment enhancements	ECID Stormwater Div.	Low Impact Design Standards under Development. Water quality is an element of the Stormwater Master Plan. Project identified in this corridor will incorporate elements for stormwater treatment including planting of native plants to treat stormwater before reaching the bay.
Baseline Needs	Provide new site furnishings like shaded seating	Parks & Recreation	Completed. Three shaded seating areas provided: 1. Pedestrian access to water vista with bike parking rack, bench, water fountain and trash receptacle. 2. Pedestrian access with vista with two (2) benches and two (2) trash receptacles and water fountain. 3. Pedestrian access with 2 benches, and trash receptacle. One area includes sidewalk down to the water for ADA access.
Baseline Needs	Create pedestrian access paths across Beach Dr SE into park and throughout the park	Parks & Recreation	Completed. A pedestrian entry was constructed at Beach Dr SE/15 th Ave SE. Pedestrian paths have been provided in three areas to provide paths to vistas and seating areas.
Baseline Needs	Restore water's edge and protect the shore from erosion.	Public Works	Ongoing – Tampa Bay Watch habitat restoration Sea grass plantings occurred in 2021 and Shoreline plantings are planned for Summer 2022. Planting edge in key locations to prevent beach erosion and create natural buffer between park and bay. Lassing Park's Living Shore by Tampa Bay Watch is a Community Oyster Reef Enhancement (CORE) program to stabilize 700 ft of shore and provide hard bottom habitats for fish and wildlife resources to promote water quality in the Tampa Bay ecosystem (thru 2023).
Targeted Enhancements	Kayak launch at north end of park	Parks & Recreation, ECID	Currently unscheduled.

CHARACTER DISTRICT: LASSING PARK			
Level of Enhancement	Key Action Items	Departments	Status
Transformative Change	Provide a protected, branded multi-use trail connecting the southern neighborhoods to the waterfront along 3 rd St S	Parks & Recreation, ECID, Transportation & Parking	Currently unscheduled. Currently a sidewalk exists on each side of 3 rd St S. Any future connections should be consistent with Complete Streets Implementation Plan.



New seating and viewing area at Lassing Park



Site amenities at Lassing Park



Living Shore – Oyster Reef Enhancement



Signage



Pedestrian access to park at 15th Ave S

Waterfront Dimensions

DIMENSION 1. STEWARDSHIP OF THE WATERFRONT ENVIRONMENT: A sustainable relationship between the natural and built environments			
Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Safe Fishing	Parks & Recreation, Water Resources, ECID Stormwater Div.	<p>Ongoing: Implement Stormwater Master Plan best management practices to prevent and repair point source and non-point source urban pollution in the bay. The Stormwater Master Plan also identifies at risk basins for point source and non-point source pollution. Continue maintenance of water quality, natural ecosystems, and treatment of stormwater runoff.</p> <p>The new Pier has used natural ecosystem plantings and stormwater treatment to provide for higher water quality around the Pier allowing for safer fishing.</p>
Baseline Needs	No floating litter in the bay	Parks & Recreation, Public Works	Ongoing: Parks & Recreation and Public Works maintain and pick up litter including Red Tide debris. The Stormwater Master Plan will include elements to reduce or prevent debris from entering the open water.
Baseline Needs	Demonstration projects	Parks & Recreation, Public Works	<p>Ongoing:</p> <ol style="list-style-type: none"> 1. Tampa Bay Watch habitat restoration (Sea grass plantings) in both North Shore and Lassing Parks. 2. Lassing Park's Living Shore by Tampa Bay Watch is a Community Oyster Reed Enhancement (CORE) program to stabilize 700 ft of shore and provide hard bottom habitats for fish and wildlife resources to promote water quality in the Tampa Bay ecosystem (thru 2023). Shoreline plantings are scheduled for Summer 2022. 3. Hydro International sediment structure installed as part of the Pier development at 2nd Ave N and Bayshore (2019). <p>The demonstration projects provide an environmentally resilient relationship with the waterfront through natural and man-made techniques to maintain water quality and environmental habitat.</p>

DIMENSION 1. STEWARDSHIP OF THE WATERFRONT ENVIRONMENT: A sustainable relationship between the natural and built environments

Level of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Enhanced water quality and monitoring programs	Parks & Recreation, ECID Stormwater Div., Water Resources	Ongoing: The City uses Integrated Water Resources Master Plan (IWRMP) best management practices for water quality and monitoring programs. Overall Water Quality program in development connecting the MS4 and National Pollutant Discharge Elimination System (NPDES) Programs.
Baseline Needs	Mitigate pollutants and contributing land uses	Parks & Recreation, ECID, Water Resources	Ongoing: City follows Stormwater Master Plan policies, procedures and best management practices, Integrated Sustainability Action Plan (ISAP) policies, and County fertilizer Ordinances. The Stormwater Master Plan will recommend updates to Codes and Ordinances. Best Management Practices (BMP) and Low Impact Developments (LIDs) and source identification are elements of this Plan.
Baseline Needs	Defining metrics to measure progress	Parks & Recreation, ECID	Ongoing: City uses Stormwater Master Plan policies, procedures and best management practices for water quality, ecology of bay, habitat, and shoreline protection.
Baseline Needs	Fertilizer and landscaping ordinance	Parks & Recreation, ECID, Water Resources	Ongoing: City follows the County fertilizer regulations. All commercial gardens and greenhouses must comply with Federal, State and local regulations for herbicides, pesticides and fertilizer.
Baseline Needs	Low impact development guidelines	Parks & Recreation, Sustainability	Ongoing: City follows ISAP policies for future plans. The Stormwater Master Plan will include best management practices. Low impact development guidelines are currently under development.
Baseline Needs	Intergovernmental coordination	Parks & Recreation, City Admin.	Ongoing: Coordination has continued with Tampa Bay Estuary Program, Tampa Bay Regional Planning Council, PCSB, League of Cities, Tampa Bay Nitrogen Consortium, Regional Resiliency Coalition Network, and Pinellas County.
Baseline Needs	Educational signage	Parks & Recreation, ECID	Ongoing: Pier educational signage includes habitats and plant materials, history of first flight, and art. South Basin educational signage includes Albert Whitted Park solar restroom signage. Additional educational signage will continue with projects.

DIMENSION 1. STEWARDSHIP OF THE WATERFRONT ENVIRONMENT: A sustainable relationship between the natural and built environments

Level of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	No untreated stormwater dumping into Tampa Bay	Parks & Recreation, ECID, Water Resources	Ongoing: City maintains its' MS4 Permit with the Florida Department of Environmental Protection (FDEP) with annual reporting. City to follow FDEP permits for wastewater and effluent and consent agreement for clean-up. City's stormwater criteria requires treatment of stormwater prior to discharge to the City's stormwater system.
Targeted Enhancements	Improve existing recycling system	Parks & Recreation, Sustainability, Neighborhood Services	Updated in 2018. Recycling was added to waterfront parks system in 2018 and is ongoing.
Targeted Enhancements	Improved basin flushing	Parks & Recreation, ECID, Water Resources	Ongoing: City follows policies and best management practices of IWRMP and the Stormwater Master Plan.
Targeted Enhancements	Implement living shoreline (pilot projects) appropriately located and scaled	Parks & Recreation, ECID, Water Resources, Sustainability	Ongoing: Currently implementing the Lassing Park Living Shore with the Community Oyster Reef Enhancement (CORE) program by Tampa Bay Watch, to stabilize 700 ft of shoreline and provide hard bottom habitats for fish and wildlife resources promoting water quality in the Tampa Bay ecosystem. (thru 2023).
Targeted Enhancements	Establish sustainable districts and overlays (ecological, net zero energy, zero waste, or carbon neutral)	Parks & Recreation, Sustainability	Currently unscheduled. Follow ISAP guidelines.
Targeted Enhancements	Flexible and informal space along waterfront with targeted areas for activities and access to water.	Parks & Recreation, ECID, Water Resources	Ongoing: The conceptual Park Districts plans have identified areas/expanses of informal park open spaces and targeted areas for activities. Each Park District Conceptual Plan is at different implementation stages. The 6 Park Districts identify conceptual areas for water related activities.
Transformative Change	Water quality suitable for swimming at beaches	Water Resources, Engineering & Capital Improvements, Water Resources	Ongoing: Follow the IWRMP policies and best management practices.

DIMENSION 1. STEWARDSHIP OF THE WATERFRONT ENVIRONMENT: A sustainable relationship between the natural and built environments

Level of Enhancement	Key Action Items	Departments	Status
Transformative Change	Breakwater system to improve and increase habitat and provide storm protection	Parks & Recreation, ECID, Water Resources, Sustainability	Ongoing: Breakwaters constructed offshore of Spa Beach to protect beach.
Transformative Change	New programs to re-establish mangrove habitat in targeted areas	Parks & Recreation, Water Resources, Sustainability	Currently unscheduled.
Transformative Change	Reduce impervious areas (parking lots) and increase use of natural areas	Parks & Recreation, ECID, Transportation & Parking	Ongoing: The Pier Parking Study validated needs and resulted in fewer spaces on the Pier. Parking was reduced in the parking lot adjacent to the Museum of History.



Stormwater planting at St. Pete Pier



Breakwaters protecting Spa Beach at the St. Pete Pier



Planted Sea Grass Beds



Coastal habitat planting at the St. Pete Pier

DIMENSION 2. ENHANCING THE EXPERIENCE OF THE WATER: Expanding St Petersburg as a waterfront destination for boaters and non-boaters

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Preserve and enhance views	Parks & Recreation	Ongoing: Pier has provided enhanced views along the length of the pedestrian walkways, and additional views are provided at Spa Beach, under art exhibitions, at fishing pier and seating areas along seawall. Additional enhancement of views are proposed in each District.
Baseline Needs	Consistent, wide sidewalk along the water	Parks & Recreation, ECID	Ongoing: The Pier provides a pedestrian promenade and with wide sidewalks along the length of the Pier. See Individual District Plans in the Downtown Waterfront Master Plan for sidewalk widening opportunities.
Baseline Needs	Wayfinding for waterfront facilities	Parks & Recreation,	Ongoing: New wayfinding signage has been provided from Coffee Pot Park to Albert Whitted Park for North Bay Trail and at the Pier entry and throughout the pedestrian walkways at the Pier.
Baseline Needs	Human powered watercraft storage and access	Parks & Recreation, ECID	Currently unscheduled. Future plans for canoe and kayak rentals at the St. Pete Pier.
Baseline Needs	Create breaks in the seawall to provide access to water	Parks & Recreation, ECID	Currently unscheduled.
Targeted Enhancements	More visitor boat docks	Parks & Recreation, ECID, Enterprise Facilities, St Pete Marina & Bayboro Harbor	Ongoing: The Pier has provided public docks along the southside of parking area.
Targeted Enhancements	Modernize marinas	Parks & Recreation, ECID, Enterprise Facilities, St. Pete Marina & Bayboro Harbor	Currently unscheduled.
Targeted Enhancements	More waterfront dining	Parks & Recreation, Enterprise Facilities, Community Services	The completion of the Pier provides 5 restaurants/cafes/bistros (2020).

DIMENSION 2. ENHANCING THE EXPERIENCE OF THE WATER: Expanding St Petersburg as a waterfront destination for boaters and non-boaters

Levels of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	Enhance Spa Beach	Parks & Recreation, ECID	Completed 2020 with the completion of the Pier. Spa Beach was enhanced and expanded. The improvements also included beach furniture and umbrellas, and breakwaters to provide shoreline protection.
Targeted Enhancements	Water taxi	Parks & Recreation, Enterprise Facilities	The Cross Bay Ferry has a temporary dock in the North Basin pursuant to the Marina Master Plan. There are plans to relocate the dock in the North Basin at the St Pete Pier within 2 years.
Targeted Enhancements	Ferry service (Tampa, Apollo Beach)	Parks & Recreation, Enterprise Facilities	Ferry service was added along the seawall on Bayshore DR NE, in the North Basin. A temporary dock and pilings were installed to accommodate the Ferry. The Ferry is planned to be relocated at the Pier.
Targeted Enhancements	Pedestrian swing bridge at the mouth of Salt Creek	Parks & Recreation, ECID, Water Resources, Transportation & Parking, Community Services	Currently unscheduled.
Targeted Enhancements	Bridge connecting fine art and history museums	Parks & Recreation, ECID	Currently unscheduled.
Transformative Change	Breakwater system to enhance boat protection and create blueway for non-motorized craft	Parks & Recreation, ECID, Water Resources	Pier completion provided a breakwater system along Spa Beach to provide protection. Additional breakwaters may be needed in other Districts and are unscheduled.
Transformative Change	Reallocate streets and parking away from waterfront/make pedestrians the priority along water's edge	Parks & Recreation, ECID, Transportation & Parking, Community Services	Ongoing: The Pier Parking Study validated needs and resulted in fewer spaces on the Pier. Pier parking removed from water's edge to allow for pedestrians to access water with the completion of the Pier in 2020. Currently unscheduled for other Park Districts.



Spa Beach improvements and provide enhanced views of water



Seating along the water's edge provide views of new courtesy docks at the Pier



Cross Bay Ferry provides service between Tampa and St. Petersburg



Paddle boarding and kayaking have become popular along the pier, North Shore Park and Coffee Pot Park



Courtesy Docks are provided along the St. Pete Pier



Parking at the St. Pete Pier was moved away from the water's edge and have solar panels



Doc Ford's seating and dining on the waterside



Spa Beach event facilities – enjoying the beach with ice skating facilities in the background during the holidays

DIMENSION 3. AN ACTIVE WATERFRONT SYSTEM: Diversifying the activities of the waterfront to meet a changing and dynamic community

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	New shade trees	Parks & Recreation	Ongoing plantings: Shade trees have been planted in North Shore District along the water's edge in Vinoy Park and at the new Pier. The Pier project planted over 700 trees, with a net gain of over 500 trees.
Baseline Needs	Open vistas	Parks & Recreation	Ongoing: The Pier has provided enhanced views along the length of the pedestrian walkways, and additional views are provided at Spa Beach, under art exhibitions, at fishing pier and seating areas along seawall.
Baseline Needs	Benches	Parks & Recreation	Ongoing: Five Benches have been provided in Lassing Park, and various seating including benches and chairs at the Pier. Nineteen benches were added along 2 nd Ave NE between Beach Dr NE and Bayshore Dr NE as part of the Pier entry pedestrian promenade. Benches were provided in South Straub Park at new William Straub monument. The first swing bench has been added to the north end of Flora Wylie Park.
Baseline Needs	Drinking fountains	Parks & Recreation	Ongoing: Two water fountains have been provided in Lassing Park, one at Coffee Pot Park, and several have been provided at the Pier.
Baseline Needs	Improved pedestrian and bike access to parks	Parks & Recreation, Transportation & Parking	Ongoing: The North Bay Trail follows the seawall in Coffee Pot south to Albert Whitted Park providing access to parks in between. The Pier has a new pedestrian promenade along 2 nd Ave NE as part of the entrance. At Lassing Park, a pedestrian entrance is provided along the north end of the park, connecting to 15 th Ave SE.
Baseline Needs	Site furniture standards	Parks & Recreation	Ongoing: Parks and Recreation has standards for site furnishings.
Baseline Needs	Integrated art in parks	Parks & Recreation, Cultural Arts	Ongoing: The North Shore Park storm drain outlet has been painted with a mural, The Pier has integrated art in the pedestrian promenade and marketplace with murals on each of the market facilities. Major art works are located throughout the Pier including Bending Arc, First Flight, Myth (Red Pelican), Morning Stars and Olnetopia. There are several murals in the South Basin District, and Bayboro & Salt Creek District on 3 rd St S and on USF Harbor Hall.

DIMENSION 3. AN ACTIVE WATERFRONT SYSTEM: Diversifying the activities of the waterfront to meet a changing and dynamic community

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Natural play areas	Parks & Recreation	Ongoing: Natural play areas occur in each Park District in open space areas.
Baseline Needs	Interpretive signage and less sign clutter	Parks & Recreation	Ongoing: The Pier has provided new wayfinding and signage to guide and educate visitors. The North Bay Trail provides wayfinding from Coffee Pot through Albert Whitted Park. Albert Whitted Park has educational signage for solar panel use.
Baseline Needs	Maintenance	Parks & Recreation	Ongoing: Parks & Recreation provides routine maintenance and Public Works assists when appropriate. The Parks and Recreation Department has park land standards that are followed.
Baseline Needs	Florida-friendly planting	Parks & Recreation, Sustainability,	Ongoing: Native and Florida Friendly plantings were provided throughout the Pier with coastal habitats of native species. Planting area provide education zones within planting areas. Parks and Recreation continues to expand native plantings throughout waterfront parks districts.
Baseline Needs	Planted stormwater areas	Parks & Recreation, ECID, Sustainability	Ongoing: The Pier provided planted stormwater areas with native species.
Baseline Needs	Balance uses and demands	Parks & Recreation Community Services	Ongoing: Parks and Recreation continued to evaluate current demands and provide active and passive experiences for park patrons.
Baseline Needs	Child-friendly events	Parks & Recreation Community Services	Ongoing: The Pier District (including both North and South Straub Parks) is host to many child-friendly and family events. The Tampa Bay Watch Discovery Center provide weekly child friendly programs in the amphitheater. In addition, North Shore District has been home to several events sponsored by TASCOS for pre-teen and teens within the City. Neighborhood Associations, the Waterfront Park Foundation and other Civic Associations hosts parks for picnics, scavenger hunts, eco-walks, holiday events, egg hunts and other family-friendly events. Pier plaza is a family centric space with a variety of child/family friendly activities including splash pads and beach.

DIMENSION 3. AN ACTIVE WATERFRONT SYSTEM: Diversifying the activities of the waterfront to meet a changing and dynamic community

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Affordable activities	Parks & Recreation, Community Services	Ongoing: The City activities at the Pier are typically free, these include celebrations, festivals, and fireworks. Other events are sponsored by profit-based and non-profit entities. These entities must pay for City services during events. The Parks and Recreation Department continues to offer a mix of free and low cost events for residents.
Targeted Enhancements	Splash pads	Parks & Recreation, ECID	A large family friendly splash pad was included in the construction of the Pier which opened in 2020.
Targeted Enhancements	Skate facility	Parks & Recreation, ECID	The City constructed a regional Skate Park at Campbell Park in response to the request to have one in the downtown waterfront. The skate park was completed in 2018.
Targeted Enhancements	Restroom	Parks & Recreation, ECID	Restrooms were provided at the Pier as part of construction.
Targeted Enhancements	Light Concessions	Parks & Recreation, ECID, Enterprise Facilities	Ongoing: The Pier provided concessions in the area of the splash pad. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Non-motorized boat rentals	Parks & Recreation, Enterprise Facilities	Currently unscheduled. Possible future kayak/paddleboard rental at Spa Beach. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Equipment storage	Parks & Recreation, ECID	Currently unscheduled. Based on DWMP, storage is in conjunction with the small nonmotorized rentals.
Targeted Enhancements	Picnic areas (shelters, tables, chairs, grills)	Parks & Recreation	Currently unscheduled.
Targeted Enhancements	Beach maintenance program	Parks & Recreation, Water Resources	Ongoing: North Shore, Spa Beach and Lassing Park continue the beach maintenance programs. No modifications have been made to existing program.
Targeted Enhancements	Reduce or reallocate parking	Parks & Recreation, Transportation & Parking	A Pier Parking Study validated needs and resulted in fewer spaces on the Pier. Parking was reduced at the Pier and removed from water's edge to allow for pedestrians to access water. Unscheduled for other district locations.
Targeted Enhancements	Saturday Morning Market venue	Facilities Enterprise	Currently unscheduled.

DIMENSION 3. AN ACTIVE WATERFRONT SYSTEM: Diversifying the activities of the waterfront to meet a changing and dynamic community

Levels of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	Small music venue	Cultural Art, Parks & Recreation, ECID, Community Services, Transportation & Parking	New venues provided at St. Pete Pier in 2020 A future improvement at other park locations.
Targeted Enhancements	Access to water/swimming	Parks & Recreation	Spa Beach was completed in 2020 with the opening of the Pier. Access was provided at Spa Beach and includes an ADA access. Access to a seating area near the water's edge was provided at Lassing Park.
Transformative Change	Convert Bayshore Dr to a "Convertible street"	ECID, Community Services, Transportation & Parking, Neighborhood Services	Currently unscheduled. Bayshore Dr was temporarily converted to a pedestrian street during a 3-week period during the holidays in December 2021/January 2022. Due to traffic volume on Beach Dr, a traffic and/or parking study may be required if the capacity of Bayshore Dr is reduced or being functionally changed from use by vehicles due to traffic volume from Pier.
Transformative Change	Acquire additional land to "thicken" parks	Parks & Recreation, Real Estate, City Admin.	Unscheduled.
Transformative Change	Arts destination – art trail & art "anchor pieces"	Parks & Recreation, Cultural Arts	The Pier provides art integrated along the pedestrian promenade and marketplace with murals on each of the kiosks. Art works are located throughout the Pier including Bending Arc, First Flight, Myth (Red Pelican), Morning Stars and Olnetopia. The Benoist Plaza provides the <i>First Flight</i> sculpture and a history of Tony Janus, commemorating the first commercial flight.
Transformative Change	Multi-modal access to parks and events	Parks & Recreation, Transportation & Parking	The Downtown Looper provides an additional stop along Bayshore Dr and extended service hours. The SunRunner Bus Rapid Transit will open in 2022 offering service along the 1 st Ave pairs connecting downtown to South Pasadena and St. Pete Beach. The Bike Share program has bikes and scooters at over 100 corrals downtown. There is a tram service at the pier. A pedestrian promenade was added to the Pier. A pedestrian/bike access was added along the north end of Lassing Park

DIMENSION 3. AN ACTIVE WATERFRONT SYSTEM: Diversifying the activities of the waterfront to meet a changing and dynamic community

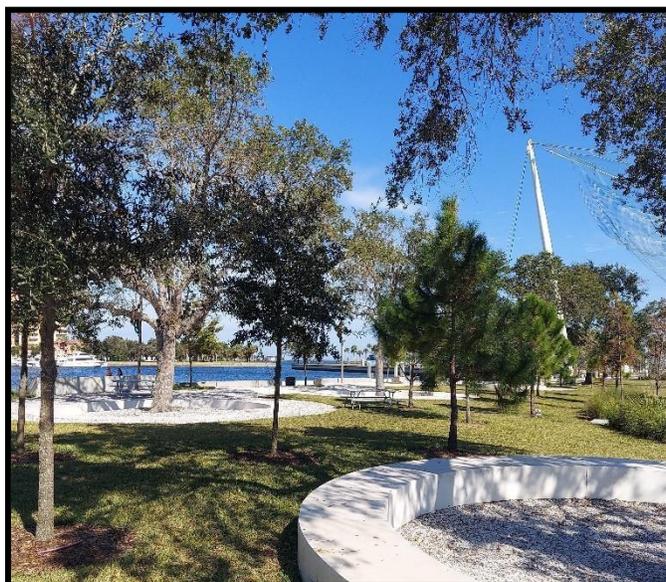
Levels of Enhancement	Key Action Items	Departments	Status
Transformative Change	Reallocate events across waterfront parks	Parks & Recreation, Enterprise Facilities, Cultural Arts, Community Services	Ongoing: Park locations for events are based on event size and facilities available. St. Pete Pier provides an opportunity for medium size concerts and events.



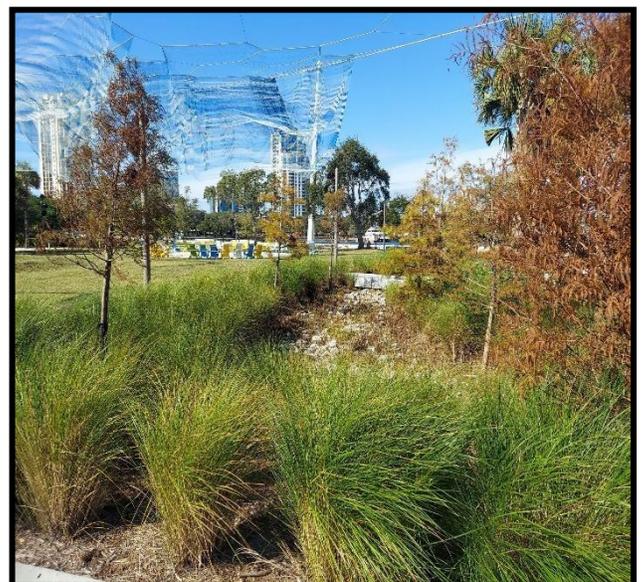
Native plantings



New trees at North Shore Park



Open space and native trees provide open play areas



Planted stormwater ponds for water quality



Benoist Plaza – sculpture commemorating first commercial flight



Myth by Nathan Mabry at St. Pete Pier



Morning Stars by Xenobia Bailey at the St. Pete Pier



Mural on 3rd Street South



Marketplace murals at the Pier



Water sculpture at the Pier



Seating area with open play space under the *Bending Arc* net sculpture



Seating and shade in plaza and splash pad area



St. Pete Pier Playground



Wayfinding at the St. Pete Pier



Playground facilities



Signage at the St. Pete Pier

DIMENSION 4. ECONOMICALLY VIBRANT DOWNTOWN PLACES: Leveraging the potential of in-water and upland areas along the water’s edge

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Neighborhood and family focused; meeting needs for all people	Parks & Recreation, Community Services	<p>Ongoing: The Parks are host to many family events. The Tampa Bay Watch Discovery Center provides weekly child friendly programs in the amphitheater. North Shore District has been home to several events sponsored by TASCOC for pre-teen and teens. Neighborhood Associations, the Waterfront Park Foundation and other Civic Associations hosts picnics, scavenger hunts, eco-walks, holiday events, and other family-friendly events.</p> <p>The waterfront parks host many neighborhood and family focused events such as Snowfest, Fourth of July Fireworks, First Night, Tampa Bay Triathlon, Southeastern Guide Dog Walkathon, SPCA Pet Walk, American Stage, and Mainsail Arts Festival, all examples of family programs provided in the waterfront parks system.</p>
Baseline Needs	Require new development to be consistent with existing neighborhood character	Parks & Recreation, Community Services, ECID, Planning & Development Services	<p>Required: The STPETE2050 Vision Plan provides a set of goals that serve as guiding principles for the next 30 years. A core principle of the Vision Plan is Community Character and Growth allowing for growth while preserving the desirable aspects of community character. Areas of protection within the City’s development framework include the waterfront and open space. Because the Land Development Regulations (LDRs) are to follow the Vision and Comprehensive Plan, the preservation of and consistency to Neighborhood Character should be reflected in the LDRs.</p> <p>The Waterfront Parks are designated under the following zoning districts in the Land Development Regulations: Neighborhood Suburban Estate (NS-E); Downtown Center (DC-3) in areas of Pier; Downtown Center-Park (DC-P); and Institutional Center (IC) in Bayboro District. Because the current zoning is not specific to the waterfront park use, it is recommended that a Parks zoning designation be established.</p>

DIMENSION 4. ECONOMICALLY VIBRANT DOWNTOWN PLACES: Leveraging the potential of in-water and upland areas along the water’s edge

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Seating, shade, recycle bins, trash cans, drinking fountains	Parks & Recreation	<p>Ongoing: St. Petersburg continues with providing basic site furnishings within all the parks. At Lassing Park, 3 shaded seating areas are provided including: 1). a pedestrian access to water vista with bike parking rail, bench, water fountain and trash receptacle; 2). a pedestrian access with vista with 2 benches and 2 trash receptacles and water fountain; and 3). a pedestrian access with 2 benches, and trash receptacles.</p> <p>The Pier includes beach area with chairs and umbrellas, bike rails, benches, water vista seating areas, picnic areas with tables, viewing areas with umbrellas and trash receptacles and recycling bins.</p> <p>The Pier entry promenade along 2nd Ave NE between Beach Dr NE and Bayshore Dr NE included the addition of 8 benches and a trash receptacle on the north side of the promenade and 11 benches and several trash receptacles on the south side of 2nd Ave NE.</p> <p>Coffee Pot Park has added 2 trash receptacles and a drinking fountain and North Shore park has added the City’s first swing bench.</p>
Baseline Needs	Signage and way finding (directional and educational)	Parks & Recreation	<p>Ongoing: The Pier has provided new wayfinding and signage to guide and educate visitors. New wayfinding signage is provided from Coffee Pot Park to Albert Whitted Park. Albert Whitted Park has educational signage for solar panel use. St. Petersburg continues providing signage and wayfinding within parks and along trails.</p>
Baseline Needs	Art component in new public spaces	Parks & Recreation, Cultural Arts	<p>Ongoing: The North Shore Park storm drain outlet has been painted with a mural, The Pier has integrated art in the pedestrian promenade and marketplace with murals on each of the market kiosks. In addition, major are works are located throughout the Pier including Bending Arc, First Flight, Myth (Red Pelican at entry), Morning Stars and Olnetopia. There are also several murals in the Bayboro & Salt Creek District on 3rd St S and on USF Harbor Hall. St. Pete continues to provide art components in park construction projects.</p>

DIMENSION 4. ECONOMICALLY VIBRANT DOWNTOWN PLACES: Leveraging the potential of in-water and upland areas along the water’s edge

Levels of Enhancement	Key Action Items	Departments	Status
Baseline Needs	Maintain and increase local business opportunities	Parks & Recreation, Facilities Enterprise, Economic Development	The St. Pete Pier offers a collection of opportunities and a diversity of experiences. The Pier marketplace serves as an incubator for small minority-owned and operated businesses and has provided for business growth and development. Business opportunities at the Pier include marketplace vendors, musical artists, temporary sports facilities (ice skating), restaurants, bars, Pier store, bait shop, food trucks and programmed events.
Baseline Needs	Gathering spaces with food	Parks & Recreation Facilities Enterprise	The completion of the Pier in 2020 provides five restaurants/cafes/bistros. Additional gathering areas with food are unscheduled.
Targeted Enhancements	Facilitate pedestrian movement	Parks & Recreation	Ongoing: The North Bay Trail follows the water’s edge along Coffee Pot Blvd and the North Shore District, providing access to parks. The Pier has a pedestrian promenade along 2 nd Ave NE as part of the entrance. At Lassing Park, a pedestrian entrance is provided along the north end of the park connecting to 15 th Ave S. Pedestrian movement is a priority for all waterfront parks and the relationship between the adjoining neighborhoods and downtown.
Targeted Enhancements	Improve staging for events	Parks & Recreation	Ongoing: With the completion of the Pier in 2020 a variety of staging events from large to small spaces at Spa Beach, and other lawn and open areas. A small amphitheater setting is in front of Tampa Bay Watch. With the completion of the St. Pete Pier, several events from other parks can be established at the Pier to alleviate the event load on other parks.
Targeted Enhancements	Salt Creek – enhance and connect area to tell its working waterfront story	Parks & Recreation, Community Services, Economic Development	Unscheduled. May be a challenge due to the tidal impacts and flooding potential to upstream sections of Salt Creek.
Targeted Enhancements	Increase entertainment/event venue options to reduce burden on Vinoy Park	Parks & Recreation, Facilities Enterprise	Ongoing: With the completion of the St. Pete Pier, several events can be established at the Pier to alleviate the event load.

DIMENSION 4. ECONOMICALLY VIBRANT DOWNTOWN PLACES: Leveraging the potential of in-water and upland areas along the water’s edge

Levels of Enhancement	Key Action Items	Departments	Status
Targeted Enhancements	Outdoor marketplace	Parks & Recreation, Facilities Enterprise	Complete with Pier 2020. The Pier provides an outdoor market with small vendor stations. No other marketplace improvements are scheduled.
Targeted Enhancements	Water sports rentals	Parks & Recreation, Facilities Enterprise	Possible kayak/paddleboard rental at Spa Beach Park/Pier is unscheduled. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Water taxi	Parks & Recreation, Facilities Enterprise	Ongoing: Cross Bay Ferry currently provides a taxi service between St. Petersburg and Tampa. The Cross Bay Ferry is scheduled to move to the Pier within 2 years.
Transformative change	Al Lang Field redevelopment	Parks & Recreation, Facilities Enterprise	Renovation of Al Lang Stadium was completed in 2015 and is the new home of the Tampa Bay Rowdies soccer team. Additional improvements are unscheduled.
Transformative Change	Pier uplands with restaurants and entertainment	Parks & Recreation, Facilities Enterprise	St. Pete Pier was completed in 2020. The Pier has provided upland habitats with educational signage and native Florida plant materials. Five restaurants/cafes/bars are available at the Pier. Local musicians and entertainment perform daily.
Transformative Change	Large covered market pavilion	Parks & Recreation, Facilities Enterprise	St. Pete Pier was completed in 2020. The Pier provides a market pavilion covered with large solar panels overhead providing shade and efficient energy use.
Transformative Change	Arts destination – art trail & art “anchor pieces”	Parks & Recreation, Cultural Arts	St. Pete Pier was completed in 2020. The Pier has integrated art in the pedestrian promenade and marketplace with murals on each of the market facilities. In addition, major art works are located throughout the Pier including Bending Arc, First Flight, Myth (Red Pelican), Morning Stars and Olnetopia. There are also several murals in the Bayboro & Salt Creek District on 3 rd St S and on USF Harbor Hall. St. Pete continues as an art destination providing art works in its new developments.

DIMENSION 4. ECONOMICALLY VIBRANT DOWNTOWN PLACES: Leveraging the potential of in-water and upland areas along the water's edge

Levels of Enhancement	Key Action Items	Departments	Status
Transformative Change	Leverage USFSP and other Innovation District institutions to improved K-12 opportunities	Parks & Recreation, Economic Development, Community Services,	Ongoing: The City continues to coordinate with the Innovation District institutions and businesses to provide educational opportunities to Pinellas County Schools. Businesses include the Florida Wildlife Research Institute, the USF College of Marine Science and the Florida Institute of Oceanography all having educational programs for K-12 students including estuary education, marine science, field trips, eco-walks, youth STEAM programs, mobile outreach, annual marine science festival, environmental, renewable energy, marine life and weather programs, kid zone fishing camps, and youth conservation centers.



Seating under the *Bending Arc* netting



USFSP maintains a strong presence in the Bayboro & Saltcreek District. USFSP has continued to expand the campus west of 3rd Street S and partner with the city in the Innovation District.



Sundries and Bait and tackle fishing supplies are available at the Pier.



The marketplace provide an active retail area and incubates the development of small minority businesses.



Shaded seating is provided at this café that overlooks the many activities, centrally located on the Pier plaza.



Shaded seating overlooking Tampa Bay



The Tampa Bay Watch Discovery Center is an educational center to learn about the environment and ecology of the Tampa Bay. Many programs exist for children. Scholarships are available for low income families.



Tampa Bay Watch educational program at the Pier



Inside Tampa Bay Watch Discovery Center

DIMENSION 5. A CONNECTED, ACCESSIBLE DOWNTOWN WATERFRONT: Continuous linkages, service oriented parking and transit, increased public access

Level of Enhancement	Key Action Items	Departments	Status	Notes
Baseline Needs	Improved bike lanes (increase length and connectivity)	Transportation & Parking	Ongoing:	<p>A bike lane has been added to southbound lane of Bayshore Dr SE from 1st Ave SE to Dali Blvd SE and continues along Dali Blvd SE to 1st St SE, connecting the South Basin District and the Bayboro & Salt Creek District Parks. The bike lane has a protected buffer with large planters spaced along the lanes.</p> <p>The bike lane on the southbound side of 1st St SE from 5th Ave SE to 1st Ave SE were reconfigured by moving the bike lane along the curb and continuing the buffer of large planters to protect the bicyclists. This provides a connectivity of the Saturday Morning Market to the Bayboro & Salt Creek and South Basin Parks.</p> <p>An entry bike/pedestrian path is provided a connection at the north end of Lassing Park from 15th Ave SE.</p> <p>Beach Dr NE became a bike route from 1st Ave SE to 5th Ave NE. Designated bike lanes are not provided though a designation for ‘bike share’ has been added providing a connectivity between South Basin, the Pier and North Shore Parks.</p> <p>Bike lanes were provided along the east and west bound lanes as part of the 6th Ave S improvements between 3rd St N and 1st St N connecting the Bayboro & Salt Creek District areas.</p> <p>Future bike lane improvements are unscheduled.</p>
Baseline Needs	Shade and benches at trolley	Parks & Recreation	Ongoing:	<p>A trolley stop was added at the Pier entry on the Southwest corner of 2nd Ave NE and Bayshore Dr NE. Shaded seating was existing on the corner. Benches are provided at all trolley stops.</p>
Baseline Needs	Wider sidewalks	Parks & Recreation, Eng. & Capital Improvements		<p>Wider sidewalks were provided as part of the Pier entry promenade along 2nd Ave NE from Beach Dr east to the entry.</p> <p>Pedestrian movement is one of the top priorities for the Downtown Waterfront Parks and is considered in each district park area.</p>
Baseline Needs	Reduce pedestrian crossing distances	Parks & Recreation, Transportation & Parking	Unscheduled	<p>This is part of the Complete Streets standards and recommendations for updates.</p>

DIMENSION 5. A CONNECTED, ACCESSIBLE DOWNTOWN WATERFRONT: Continuous linkages, service oriented parking and transit, increased public access

Level of Enhancement	Key Action Items	Departments	Status	Notes
Baseline Needs	Lower vehicular speeds	Transportation & Parking		This is part of Complete Streets standards and recommendations for updates.
Baseline Needs	Wayfinding signage – all modes	Parks & Recreation		Ongoing: The Pier and downtown has new wayfinding and signage to guide and educate visitors. New wayfinding is from Coffee Pot Park to Albert Whitted Park. St. Petersburg provides signage and wayfinding in all parks and along trails.
Baseline Needs	Canoe and kayak trails	Parks & Recreation		Unscheduled.
Baseline Needs	Buffers from motor vehicle traffic	Parks & Recreation		Ongoing: Buffer planters were placed along bike lanes on 1 st St S from 5 th Ave S to 1 st Ave S and along Dali Blvd SE from 1 st St N east to Bayshore Dr SE. The buffer planters are along the north bound bike lane on Bayshore Dr SE between Dali Blvd SE and 1 st Ave SE. This is part of Complete Streets standards and recommendations for updates.
Targeted Enhancements	Increased quality of service for bike and pedestrian facilities	Parks & Recreation, Transportation & Parking, Enterprise Facilities		Ongoing: The Bike Share program expanded with Coast Bike Share in 2020. There are over 100 Bike corrals throughout downtown St. Pete.
Targeted Enhancements	Improved access to downtown and waterfront with better public transportation	Transportation & Parking		Ongoing: St Pete Looper added a trolley stop at the new Pier. The new Scooter Share program started with both sitting and standing scooters available from designated corrals. The scooters can ride in bike lanes or on streets. The SunRunner is Tampa Bay’s first Bus Rapid Transit (BRT) project offering a modern, fast transportation service along the 1 st Avenue pairs connecting downtown St. Petersburg to South Pasadena and St. Pete Beach. The SunRunner bus will run every 15 minutes during the day and every 30 minutes during the evening with limited stops and semi-exclusive travel lanes. Service is expected to open for operation in 2022.
Targeted Enhancements	Create more east-west corridors into the city from waterfront	Transportation & Parking		Unscheduled.

DIMENSION 5. A CONNECTED, ACCESSIBLE DOWNTOWN WATERFRONT: Continuous linkages, service oriented parking and transit, increased public access

Level of Enhancement	Key Action Items	Departments	Status	Notes
Targeted Enhancements	Multi-modal links	Transportation & Parking	Ongoing:	Several multi-modal links were made including: 1. The new Pier entry promenade on 2 nd Ave NE provides larger pedestrian path. 2. The 6 th Ave improvements between 1 st St S and 3 rd St S added bicycle lanes. 3. Bike lanes added on 1 st St S, Dali Blvd SE and Bayshore Dr S. 4. Bike route added to Beach Dr NE. 5. The Scooter Share program provides sitting and standing scooters at designated corrals. The scooters can ride in bike lanes or on streets. This is part of Complete Streets standards and recommendations for updates.
Targeted Enhancements	Links to parking garage	Transportation & Parking	Unscheduled	
Targeted Enhancements	Bike and kayak lockers	Parks & Recreation	Unscheduled	The DWMP indicates that Canoe and Kayak rentals may be planned at the Pier in the future. Note: City Charter limits commercial activity in city parks.
Targeted Enhancements	Bridge and pathway systems to connect Old Southeast	Parks & Recreation, ECID		A bicycle/pedestrian path was added along the north side of Lassing Park allowing access to the park from the adjacent neighborhood. Other improvements are unscheduled.
Targeted Enhancements	Reallocate parking, shift away from water's edge	Transportation & Parking		The Pier design shifted parking away from water's edge allowing pedestrian more access to water. Additional reallocation of parking away from water's edge is unscheduled.
Targeted Enhancements	Seawall maintenance	ECID, Public Works		West wall within North Basin is scheduled for Replacement in FY 22-23. Injection to stabilize walls have been continuous. City is performing a Citywide Seawall Vulnerability Assessment to prioritize replacement sequences and design criteria.
Targeted Enhancements	Bridge connecting fine art and history museums	Parks & Recreation, ECID		Unscheduled. Removed from Pier Design, may be part of Bayshore Dr NE conversion plan.
Targeted Enhancements	Water Taxi	Parks & Recreation, Enterprise Facilities	Ongoing:	Cross Bay Ferry currently provides a taxi service between St. Petersburg and Tampa. Other private taxi services are located at the St. Pete Marina.

DIMENSION 5. A CONNECTED, ACCESSIBLE DOWNTOWN WATERFRONT: Continuous linkages, service oriented parking and transit, increased public access

Level of Enhancement	Key Action Items	Departments	Status	Notes
Transformative Change	Cross-bay ferry service	Parks & Recreation, Enterprise Facilities, Transportation & Parking	Ongoing: Cross Bay Ferry has a temporary Dock along Bayshore DR NE in the Vinoy basin. It is planned to be moved to the Pier in the Vinoy Basin by 2024. Cross Bay Ferry currently provides a taxi service between St. Petersburg and Tampa. Planned for year round service.	
Transformative Change	Bike share program	Parks & Recreation, Enterprise Facilities	An expanded Bike Share program started in February 2020 with Coast Bike Share. A new station was provided along Bayshore Dr NE adjacent to the Vinoy Basin and the Cross Bay Ferry. 100 electric assist bikes were added to the fleet in February 2020. Additional corrals will be placed within the park districts as development projects continue.	
Transformative Change	Pedestrian Swing bridge	Parks & Recreation, ECID, Transportation & Parking	Currently unscheduled.	
Transformative Change	Breakwater system for improved boating use and protection	Parks & Recreation, Public Works	A new breakwater system was constructed as part of the Pier improvements to protect Spa Beach (completed in 2020). Additional breakwater may be considered for other areas. Additional breakwaters are currently unscheduled at this time.	
Transformative Change	Repurpose Bayshore Dr to a “convertible street”	Transportation & Parking, ECID	Currently unscheduled. This concept was piloted during the end of 2021 for 3 weeks. During that time, traffic flow was altered and on-street parking used for local businesses was removed. A traffic/parking study may be required if the capacity of Bayshore Dr is reduced or functionally changed. A study may also be needed due to traffic volume from the Pier to determine adverse impacts in traffic congestion. A roadway redesign may be an alternative.	
Transformative Change	Pedestrian and street corridors to have water views from avenues	Parks & Recreation	Ongoing: The City continues to open water views from streets and corridors.	



The central promenade of the Pier provides wide sidewalks from Beach Drive to the end of the St. Pete Pier



Bike racks are found throughout the Pier and waterfront parks



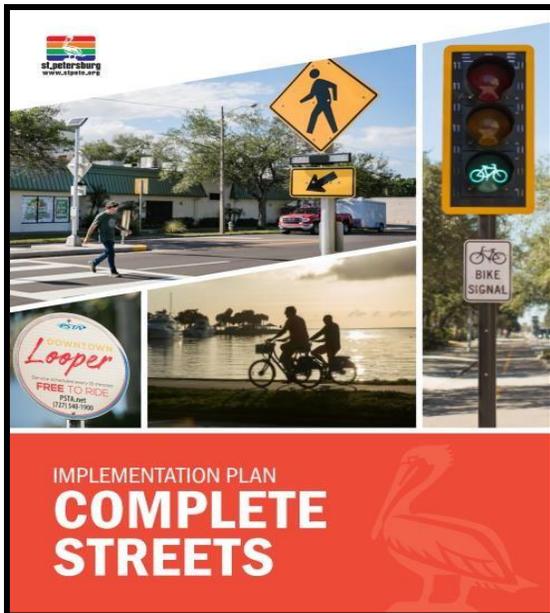
Bike corrals in North Shore Park parking lot.



Scooter and bike corrals along at USFSP



The St. Pete Pier tram providing transportation along the length of the Pier



St Petersburg Complete Streets Implementation Plan



Downtown Looper on 2nd Ave NE



New bike lanes on 1st Street S provide buffer area from vehicular traffic.

Public Comments

Public Meeting/Workshop Comments

Virtual Workshop #1, March 9, 2022

Meeting started few minutes late due to technical difficulty, but Liz made opening remarks until we could get you online.

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

The Downtown Waterfront is one of St. Petersburg's greatest assets and our City leaders through the years have had great foresight in the preservation of these waterfront lands. The Downtown Waterfront Master Plan extends from the Northeast Exchange Club Coffee Pot Park on the north end to Lassing Park on the south end, spanning nearly seven (7) linear miles and is the result of extensive community outreach.

The agenda for this workshop is to provide:

- a brief overview of the Downtown Waterfront Master Plan and review the Framework established in the Master Plan
- identify the Key Action improvements that have been made to our parks since the adoption of the Master Plan
- review the stakeholders' meetings and public workshops identifying comments
- discuss the review and update process and what it entails.

At 6:45 PM, we had 37 attendees. This number included several City staff.

Comments included:

- Comments from Madison Rice
 - Likes Bayshore convertible or pedestrian street concept.
 - Too much surface parking at Pier
 - Saturday Morning Market on asphalt too hot. Suggests alternative surface materials.
 - Expects Mahaffey and Dali study to conclude too much surface parking
 - Would like to see more bicycle repair stations
- Comments from Warren Willingham
 - Likes Bayshore convertible or pedestrian street concept.
 - Too much surface parking at Pier.
 - Question about Cross Bay Ferry. Made remark that sail times are not compatible with commuter work schedule.
 - Cheryl Stacks, Transportation, provided detailed response.
- Comments from Susan Maher
 - Question about Coast Guard Station and Army Reserve. If relocated what is plan for land at the vacated location.

- Derek Kilborn responded that at this time, the US Coast Guard and the US Army Reserves have not indicated that there are any plans to vacate their respective locations.
- Comments from Nick Bell
 - Question about climate change.
 - Derek Kilborn answered in context of coastal resiliency. Sharon Wright was on the call, but since there was no follow-up call or question, she did not need to respond.
- Problem with Will Michaels connection. Please contact Will Michaels for follow-up at (727) 867-7249/H or (727) 420-9195/C

Meeting ended at approximately 7:25 PM with 32 attendees online.

Public Meeting/Workshop Comments

Virtual Workshop #2, March 16, 2022

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

The Downtown Waterfront is one of St. Petersburg's greatest assets and our City leaders through the years have had great foresight in the preservation of these waterfront lands. The Downtown Waterfront Master Plan extends from the Northeast Exchange Club Coffee Pot Park on the north end to Lassing Park on the south end, spanning nearly seven (7) linear miles and is the result of extensive community outreach.

The agenda for this workshop is to provide:

- a brief overview of the Downtown Waterfront Master Plan and review the Framework established in the Master Plan
- identify the Key Action improvements that have been made to our parks since the adoption of the Master Plan
- review the stakeholders' meetings and public workshops identifying comments
- discuss the review and update process and what it entails.

Comments included:

- Comments from Rand Snell:
 - Opposes closing of Albert Whitted Airport
 - On page 21 of the DWMP Review & Update it was mentioned that 8th Ave Streetscape may be impacted by Albert Whitted Airport Plans
 - The City voted in 2003 to keep the Airport, as required by City Charter
 - Albert Whitted Airport is not recognized in the plans
 - In the original DWMP Hanger 1 was referenced to a local landmark
 - Derek Kilborn responded that at this time we do not have information on the Airport Master Plan. We will continue forward with the 2015 Plan information concerning Albert Whitted Airport until we know something different.
- Bob Airington's call was dropped
- Comments from Phil Graham Jr.:
 - Questions about whether changes can be made to the DWMP after this update and will the public be involved
 - Derek Kilborn responded that the Land Development Regulations allows updates before the 7 years. We would start a formal review process which would include the public process and then implement changes. Any Review and update requires the public notice and public meetings as required by the Land Development Regulations.
- Comments from Paul Carter:
 - Will the slide show be posted?

- Derek Kilborn responded that at this time, the US Coast Guard and the US Army Reserves have not indicated that there are any plans to vacate their respective locations.
- Comments from Nick Bell
 - Question about climate change.
 - Derek Kilborn answered in context of coastal resiliency. Sharon Wright was on the call, but since there was no follow-up call or question, she did not need to respond.
- Problem with Will Michaels connection. Please contact Will Michaels for follow-up at (727) 867-7249/H or (727) 420-9195/C

Meeting ended at approximately 7:25 PM with 32 attendees online.

Public Meeting/Workshop Comments

Virtual Workshop #3

April 13, 2022

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

The Downtown Waterfront is one of St. Petersburg's greatest assets and our City leaders through the years have had great foresight in the preservation of these waterfront lands. The Downtown Waterfront Master Plan extends from the Northeast Exchange Club Coffee Pot Park on the north end to Lassing Park on the south end, spanning nearly seven (7) linear miles and is the result of extensive community outreach.

The agenda for this workshop is to provide:

- a brief overview of the Downtown Waterfront Master Plan and review the Framework established in the Master Plan
- identify the Key Action improvements that have been made to our parks since the adoption of the Master Plan
- review the stakeholders' meetings and public workshops identifying comments
- discuss the review and update process and what it entails.

Comments Included:

- Comments from Will Michaels:
 - Thanked the Council of Neighborhood Associations (CONA) the Waterfront Parks Foundation and City for all the work that is done to keep and preserve the waterfront parks. Opposes closing of Albert Whitted Airport
- Comments from Roger Henderson:
 - He echoes Will Michaels comments
 - Will the alleys in the downtown be activated in the evening?

Derek Kilborn responded that the City has talked with owners to Downtown about this.
- Comments from Peter Belmont:
 - How will the City address future issues like Al Lang Stadium? Are the Rowdies going to be there in the future? How do we plan for when they leave? When we look how much the City has changed in 7 years, how do we address other changes?

Derek Kilborn responded that the Rowdies are owned by the Rays and where they play may be based on where the Rays play. The City is aware that the Rowdies location may change, but the City has not heard what the future plans of the Rowdies are. Therefore, we are planning for what we know. If there are changes in the use of Al Lang Stadium then we will have to reevaluate the uses in 1-3 years when there is more information available; however, at this time, we have not been given information that the Rowdies are leaving. The City is staying informed on how the parks play into the plans of other adjacent uses like Al Lang Stadium, the Marina and the Albert Whitted Airport.

- Comments from Kelly Weinberger:
 - Does this include a citywide vote by all the residents?
Derek Kilborn responded that this Review and Update to the Downtown Waterfront Master Plan does not require a citywide vote. It will go to City Council for 2 public hearings on May 19th at 5:00 pm and June 2 at 9:00 am.

The workshop had twelve attendees.

WATERFRONT PARKS FOUNDATION

preserve | protect | promote

April 18, 2022

Dear Mayor & Council Members,

I am writing to you as President of the Waterfront Parks Foundation (WPF). A few months ago, we became aware of the City's 7-year review of its 2015 Waterfront Master Plan (the "Master Plan"). The wisdom of such review is unquestioned and WPF is honored to be included in the process. WPF has reviewed the City's proposed changes to the Plan and makes the following comments and recommendations, some of which are carried forward from the original 2015 Plan and some are as to the current proposed changes. Overall, the City should be commended for the successful implementation of key goals such as the early phases of the Lassing Park Living Shoreline Project. This joint effort by City Parks and Tampa Bay Watch, with stakeholder support of the Old Southeast Neighborhood Association, is a perfect example of creative collaboration on waterfront issues.

1. The current park zoning and land use is confusing with overlapping definitions. We feel that it has become necessary that a "Park Zone" be established for the downtown waterfront parks. Such a Zone is already in the City's latest recommendations and we think it should become a priority. We have provided the City with a complete draft ordinance that could help the City in preparing a Park Zone ordinance specific to our historic downtown waterfront parks. This Zone might also address some other concerns listed below.
2. Prioritize the restoration of the crumbling seawall along the waterfront.
3. A serious concern is damage to our parks during co-sponsored events. Vinoy Park and others are often turned from usable green space to unusable mud or bare dirt after a single event, taking many weeks to recover at a City subsidized cost and greatly limiting the public's usage of the park during such recovery. Review of the process, fees, park infrastructure and types of use should be afforded these parks. We feel that large or heavy trucks, including food trucks, should not be allowed to drive on the grass. Designated impervious areas should be created.
4. Public Art can be a valuable addition to our waterfront parks, yet there is no governing ordinance to address the type, location or duration of such displays. We feel a Park Art ordinance should be written and implemented before any public art is placed in a waterfront park. This should be part of the proposed Park Zone ordinance and all public art should be presented as a temporary installation or exhibit. Memorials and monuments like the Benoist could have a different set of rules.
5. The Plan calls for additional concession areas in select parks. These should be reviewed thoroughly by the Park's Department and citizen groups before design and implementation. Type, location and duration are critical elements of these facilities.

Concessions should be permanently prohibited in certain parks and encouraged in others. All signage and marketing issues should also be managed.

6. Include lighting rules in the Park Zone ordinance that maximizes safety, but eliminates excessive light trespass and pollution.
7. Relocate the Cross Bay Ferry and its industrial facilities to a more practical location near parking (e.g. the Pier approach).
8. Convert portions of Bayshore Drive (south of 5th Av N) into a convertible street with flush curbs and painted surfaces (but less signage and pylons) which would allow the adjacent parks and the street to feel more pedestrian and provide a more relaxed and safe opportunity for City initiated events.
9. Open Space and Views of the Waterfront:
 - a) Significant 275-300 foot visual blockage caused by volunteer mangroves on North Shore Park. Legal trimming should be encouraged in this area to maintain open views as much as possible. This same concern exists as to excessive commercial signage on most of the slips along Bayshore Dr and the Pier Approach. Stricter provisions can easily be phased into all slip agreements.
 - b) Permanent shade structure on Spa Beach was never in the Plan, but was added after approval of the Pier development and contrary to assurances given to the WPF. This structure certainly provides functional shade for the disabled and others to enjoy Spa Beach; however, the structure is a permanent year-round large blue screen that blocks our prime easterly and westerly views of the Bay and the City and is a visual distraction. A recommendation would be to offer temporary umbrellas, free of cost on the existing pad and to remove the structure entirely. This structure violates the "Passive Park" designation for Spa Beach Park.
 - c) Review and consolidate all signage throughout the parks in order to highlight key locations and areas of public interest, but minimizes redundancy or simple wayfinding signage that impairs views to the Bay. This would include commercial signage that impairs water views.
 - d) Any site furnishings or new structures proposed within the waterfront parks should be suggested by the Parks Department and reviewed by a citizen group. Various facilities have been added to the waterfront parks that compete with the Plan's attempt at minimizing clutter and maintaining open space and views to Tampa Bay (i.e., bike share corals, scooter depots, electric car charging stations, utility structures, guy wires, etc.) These add clutter and their visual impact should be considered for every location of such facilities including water, sewer, electrical and other utility installations.
 - e) Visual impact of recycling program and number and size of trash cans throughout the park. These receptacles should be located at least 10'-20' away from benches to limit the impact of odors for users.

9) Traffic

- a) Pedestrians conflicting with other forms of traffic has been a problem since the Pier opened and continues to cause congestion. Cars, trucks, buses, trams, scooters, bikes, skaters and pedestrians are all competing for the same space, which may just be a symptom of success, but unless carefully managed, it will lead to complete failure. All traffic (pedestrian, vehicular or otherwise) is funneled into one point at 2nd Ave. N.E. and Bayshore. The 2015 Plan called for a pedestrian bridge just north of that site which was eliminated in the initial construction and would have given pedestrians a way on and off the Pier without encountering other forms of traffic. We recommend this element be installed as soon as possible and that other congestion management methods be applied.
- b) Multi-use pathways have the potential of being hazardous for pedestrians. Pedestrians, bikes, scooters, roller blades, skateboards and other transportation modes share the same walkways and roads. Markings should be made on these walks to designate pedestrian vs. other modes of transportation. None of this should be accomplished by creating unsightly channels or mazes that further block views or inhibit flow. We again realize that this issue is a symptom of success, but also requires smart management, possibly via live crossing guards. Off premises parking needs to be heavily incentivized and parking costs increased on the Pier so that the general public learns to park elsewhere and to walk or ride a shuttle.
- c) Eliminate parallel parking along 2nd Ave. NE. This area is heavily congested and parked cars (doors opening into traffic lane) impede traffic to the designated parking lots. This would also open the marina view to the south.
- d) Bikeways are an important feature in our City, however, the design of these elements should be reviewed for circulation conflicts, visual confusion as well as potential accidents. For example, the pots along Dali Blvd. and 1st St. S.E. as well as unsightly plastic poles separating bike lanes from vehicles. This review could potentially reduce visual clutter. Pedestrian and bicycle lanes could be clearly marked on the pavement without the installation of physical vertical elements.

10. Tampa Bay and Stormwater

- a) Stormwater treatment enhancements should be reviewed. Tampa Bay seagrass and debris is regularly an issue along the shoreline and the Park's Department should have adequate funding to keep the water's edge clean.
- b) Storm water retention within the parks should use the latest systems and technology, such as underground drainage/storage to limit any reduction of existing greenspace.
- c) A proposed future kayak launch at the north end of Lassing Park does not reflect either a stakeholder demand or need. Furthermore, the coastal topography and current tide, storm surge conditions, and rising sea waters do not support a sustainable implementation. The need for any form of boardwalk or pathway system in Lassing Park is not sustainable and would only lead to unnecessary engineering costs and frequent maintenance and repair or replacement issues.

11. We know this 7-year review and the entire Plan itself is, by definition, a work in process and the WPF will continue to engage with the City. WPF will forward other ideas and recommendations in the months and years to follow.

Thank you for considering our comments. The Waterfront Master Plan is a valuable tool and a catalyst for the City and for the mission of the WPF. We hope that it can continue to be a tool for

preserving our uniquely open and peaceful public waterfront and a catalyst for all of us to passively enjoy our parks.

Sincerely,



Logan DeVicente

President

Waterfront Parks Foundation, Inc.

www.waterfrontparksfoundation.org

Cc: Mayor Ken Welch, City Council, Joe Zeoli, Mike Jefferis, Elizabeth Abernathy, Ann Vickstrom, Derek Kilborn, Bryan Eichler

**Waterfront Parks Foundation
Meeting March 25, 2022**

Attendance: Steve Harvey, Bill Dahl, Phil Graham Jr., Logan DeVicente, Derek Kilborn, Elizabeth Abernethy, Ann Vickstrom, Bryan Eichler

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

- Activity nodes as provided in DWMP have merit but may not follow plan. Plans show relocation of tennis courts by the baseball field. The tennis courts have been resurfaced and it may not be financially feasible to relocate at this time.
- It was agreed by all, that boardwalks along the Lassing Park shoreline was not intended for Lassing Park and could be detrimental to shoreline.
- Vinoy Park is being damaged by trucks driving through park to set-up events. Need to provide an area for or underground stabilization for vehicles.
- Like reduction of asphalt areas
- Shoreline restoration at Lassing Park should continue with Tampa Bay Watch CORE program.
- Is there a proposed canoe/kayak trail between Coffee Pot Park and Pier? To Lassing Park?
- The Review and Update document should be a supplement to the existing DWMP document.
- Waterfront Parks Foundation will provide comments and priorities for the next 5-7 years
- Foundation would like a zoning for parks
- Need a broader statement of stormwater
- Concern about concession in North Shore Park – not allowed by City Charter

The Waterfront Parks Foundation said they would provide a formal response and priorities to the City.

Chamber of Commerce Meeting: March 29, 2022

Attendance: Ross Preville, Brooks Wallington, Chris Steinocher, Matt Lettelleir, Liz Abernethy, Ann Vickstrom

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

Comments from the Chamber members included:

- Like the Bayshore Dr conversion
- Need to address damage to Vinoy Park after events
- Inquired about Marina plans
- Straza – Circular pedestrian walk through downtown.
- Second Ave N Plan may be included in downtown streetscape plan
- Sidewalk along Coffee Pot should be wider to accommodate pedestrians. It is dangerous with narrow width and bicyclists.
- Please keep Chamber of Commerce informed with meeting dates and times.

Downtown Neighborhood Association (DNA) Meeting 7:00 pm – 8:30 pm

April 13, 2022

A presentation was made by city staff that provided a status update of the Character and Dimensional District Key Actions that have been implemented or constructed in the waterfront parks in the past 7 years since the approval of the Downtown Waterfront Master Plan (DWMP).

The Downtown Waterfront is one of St. Petersburg's greatest assets and our City leaders through the years have had great foresight in the preservation of these waterfront lands. The Downtown Waterfront Master Plan extends from the Northeast Exchange Club Coffee Pot Park on the north end to Lassing Park on the south end, spanning nearly seven (7) linear miles and is the result of extensive community outreach.

The agenda for this workshop is to provide:

- a brief overview of the Downtown Waterfront Master Plan and review the Framework established in the Master Plan
- identify the Key Action improvements that have been made to our parks since the adoption of the Master Plan
- review the stakeholders' meetings and public workshops identifying comments
- discuss the review and update process and what it entails.

Comments/Questions included:

- How does the Marina Plan play into the Downtown Waterfront Master Plan?
The City responded that because there are several plans including the Marina Plan, the Airport Plan, the Center for the Arts Plan, and the Downtown Streetscape Plan that are currently being updated or will be updated, we do not know the potential effects on the DWMP until these studies are completed. The City may have to reevaluate the DWMP within the next 1-3 years as the other plans are addressed.
- What height will the new seawall be constructed?
If the seawall is to be reconstructed, we will not know the height of the seawall until after the study is completed. At this time, the study is not completed.
- How will the Airport effect the DWMP?
- *The City responded that because there are several plans including the Marina Plan, the Airport Plan, the Center for the Arts Plan, and the Downtown Streetscape Plan that are currently being updated or will be updated, we do not know the potential effects on the DWMP until these studies are completed. We are proceeding forward with what we know and cannot speculate. The City may have to reevaluate the DWMP within the next 1-3 years as the other plans are addressed.*
- Are the nets at the Demens Landing bridge still in good condition? The DNA donated the nets to stop litter from entering into Tampa Bay and to help water quality.
The City did not know the condition of the nets but will find out from either the Parks & Recreation or Marina.

The meeting ended with approximately 40 members in attendance.

From: [Velva Lee Heraty](#)
Sent: Friday, March 04, 2022 8:47 PM
To: [Ann O. Vickstrom](#)
Subject: Re: Downtown Waterfront Master Plan 2022 Update Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ann, I do have a question. It is not that long ago that the city hired and paid for an outside consultant that evaluated our city. It was very expensive and many residents, including myself, went to many, many meetings all over the city such as this series of meetings. I have a folder of information from that time as I'm sure you do too. My question is why are we repeating this lengthy procedure. What has changed so dramatically in this short time (less than 10 years) that needs to be reviewed and why. Thank you.

On Fri, Mar 4, 2022 at 7:23 PM Ann O. Vickstrom <Ann.Vickstrom@stpete.org> wrote:

Good evening!

This is a reminder that the first DWMP Update Virtual Workshop is scheduled for Wednesday, March 9, 2022 at 6:30 PM – 8:30 PM Eastern Time (US and Canada).

In preparation for the workshop, the following webpage provides information about the Downtown Waterfront Master Plan:

https://www.stpete.org/residents/current_projects/planning_projects/downtown_waterfront_master_plan_review.php

The webpage includes the following documents:

- [Downtown Waterfront Master Plan 2022 Review and Update](#) – A status of the Key Action Items provided in the Master Plan (Draft Version 1)
- [Downtown Waterfront Master Plan, Adopted 2015](#)
- [Character Districts Map](#)
- [Dimensions of the Waterfront Summary](#)
- [City Code Article 16.08](#)

The Zoom meeting information is provided below.

Topic: Downtown Waterfront Master Plan Review and Update Workshop

Please click the link below to join the webinar:

<https://zoom.us/j/96371468786>

Or One tap mobile :

US: +13126266799,,96371468786# or +16468769923,,96371468786#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

Webinar ID: 963 7146 8786

International numbers available: <https://zoom.us/u/ac1PEqOzFi>

Please contact Ann Vickstrom at Ann.Vickstrom@stpete.org with any questions.

Please note all emails are subject to public records law.

[Your Sunshine City](#)

Velva Lee Heraty, MSW, Certified Jungian Depth-psychotherapist
St. Petersburg, FL
"The City as Art"

AKA Dream Momma: <https://www.facebook.com/DreamMomma>

Author: *The Dream belongs to the Dreamer*, Amazon.com 5 star reviews

Radio Show Host: "Let's Talk Life!"

Board Member: Downtown Waterfront Parks Foundation, St. Petersburg, FL

Ambassador: Loyola University Chicago, SSW

<http://www.sixdegreesofsuccess.com>

<http://www.tadain.org>

From: [Velva Lee Heraty](#)
Sent: Saturday, March 05, 2022 12:18 PM
To: [Ann O. Vickstrom](#)
Cc: [Derek Kilborn](#)
Subject: Re: Downtown Waterfront Master Plan 2022 Update Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ann, Thanks for that vital piece of information. You mention parks and I admit I'm an avid defender of our park system, especially the passive parks. I also loved St. Pete. Have been here since 2006 and feel established and informed enough to share my "voice" for others. I love St. Pete and like many others am now concerned with over-development especially how it impacts our water quality. I do wish our council members are more informed about the need for passive parks in urban areas. Finally, thank you for your time in responding and for this needed information.

On Sat, Mar 5, 2022 at 11:33 AM Ann O. Vickstrom <Ann.Vickstrom@stpete.org> wrote:

Mrs. Heraty,

Thank you for your concern. When the Downtown Master Plan was approved in 2015, the Land Development Regulations amended to require a review and update of the Master Plan every seven years. As part of the Review and Update, we have provided a draG document that provides the current status of Key Action Items in the Master Plan. This is not a reassessment of the Waterfront Parks, but rather an update of improvements (Key Action Items) that have been made pursuant to the adoption of the Master Plan.

As part of the Review and Update the City has an obligation to reach out to our citizens and stakeholders to inform them of the status of improvements made to the Downtown Waterfront Parks made in the past 7 years. This is not a re-envisioning of the Waterfront Parks, just an update of what has occurred in the past 7 years.

Thank you again for your question. Please let me know if you have further concerns.

RespecVully,

Ann Vickstrom, AICP, RLA#0001122

Planner II, Urban Planning and Historic Preservation

City of St. Petersburg

(727)892-5807

Ann.Vickstrom@stpete.org

Please note all emails are subject to public records law.

From: Velva Lee Heraty <vlheraty@gmail.com>

Sent: Friday, March 04, 2022 8:47 PM

To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>

Subject: Re: Downtown Waterfront Master Plan 2022 Update Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Ann, I do have a question. It as not that long ago that the city hired and paid for an outside consultant that evaluated our city. It was very expensive and many residents, including myself, went to many, many meetings all over the city such as this series of meetings. I have a folder of information from that time as I'm sure you do too. My question is why are we repeating this lengthy procedure. What has changed so dramatically in this short time (less that 10 years) that needs to be reviewed and why. Thank you.

On Fri, Mar 4, 2022 at 7:23 PM Ann O. Vickstrom <Ann.Vickstrom@stpete.org> wrote:

Good evening!

This is a reminder that the first DWMP Update Virtual Workshop is scheduled for Wednesday, March 9, 2022 at 6:30 PM – 8:30 PM Eastern Time (US and Canada). In preparation for the workshop, the following webpage provides information about the Downtown Waterfront Master Plan:

https://www.stpete.org/residents/current_projects/planning_projects/downtown_waterfront_master_plan_review.php

The webpage includes the following documents:

- [Downtown Waterfront Master Plan 2022 Review and Update](#) – A status of the Key Action Items provided in the Master Plan (Draft Version 1)
- [Downtown Waterfront Master Plan, Adopted 2015](#)
- [Character Districts Map](#)
- [Dimensions of the Waterfront Summary](#)
- [City Code Article 16.08](#)

The Zoom meeting information is provided below.

Topic: Downtown Waterfront Master Plan Review and Update Workshop

Please click the link below to join the webinar:

<https://zoom.us/j/96371468786>

Or One tap mobile :

US: +13126266799,,96371468786# or +16468769923,,96371468786#

Or Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

Webinar ID: 963 7146 8786

International numbers available: <https://zoom.us/u/ac1PEqOzFi>

Please contact Ann Vickstrom at Ann.Vickstrom@stpete.org with any questions.

Please note all emails are subject to public records law.

[Your Sunshine City](#)

--

Velva Lee Heraty, MSW, Certified Jungian Depth-psychotherapist

St. Petersburg, FL

"The City as Art"

AKA Dream Momma: <https://www.facebook.com/DreamMomma>

Author: *The Dream belongs to the Dreamer*, Amazon.com 5 star reviews

Radio Show Host: "Let's Talk Life!"

Board Member: Downtown Waterfront Parks Foundation, St. Petersburg, FL

Ambassador: Loyola University Chicago, SSW

<http://www.sixdegreesofsuccess.com>

<http://www.tadain.org>

--

Velva Lee Heraty, MSW, Certified Jungian Depth-psychotherapist

St. Petersburg, FL

"The City as Art"

From: [Sharon Winters](#)
Sent: Thursday, March 10, 2022 11:16 AM
To: [Ann O. Vickstrom](#)
Subject: waterfront master plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Ms. Vickstrom:

In the Coffee Pot District section, several potential projects are impacted by this item (in the notes field): "Sidewalk and seawall are privately owned north of 18th Avenue which may prohibit the ability to construct these improvements."

I'm curious as to how this all came to be privately owned.

If we're unable to participate in next week's public session, am I correct that we can just send comments directly to you or Mr. Kilborn?

Thanks for any light you can shed,
Sharon Winters
806 18th Ave. NE
St. Petersburg FL 33704

From: [Ann O. Vickstrom](#)
Sent: Thursday, March 10, 2022 2:06 PM
To: 'Swinters3455@gmail.com'
Cc: [Derek Kilborn](#)
Subject: RE: waterfront master plan

Ms. Winters,

Thank you for your email. This is a very good question. The reference is to the water lots which are along the seawall on the other side of Coffee Pot Boulevard. These lots may have a portion of the seawall or sliver of the sidewalk within the boundary (It is typical for private properties to have their boundary line in the middle of the seawall). However, the City has not sold or vacated any of the right-of-way along Coffee Pot Boulevard, nor does it intend to. We will rewrite this response to better address the situation. Thank you for bringing this to our attention.

Coffee Pot District					
Baseline	Develop dock space for small craft and kayaks	Parks & Recreation	Future, Unscheduled	No	Dock to tie up small craft.
Baseline	Create planted stormwater basin	Parks & Recreation, Sustainability, Public Works	Future, unscheduled	No	Includes a proposed drainage basin between trail and Coffee Pot Blvd. <u>Reconfiguration will require elevation changes to consider resiliency and sustainability. Sidewalk and seawall are privately owned north of 18th Avenue which may prohibit the ability to construct these improvements.</u>
Baseline	Utilize garden	Parks & Recreation,	Future implementation at	No	Use of consistent design character

Please send all your comments to me and you can copy Derek. We appreciate that you have taken the time to read through the document and we value your comments.

RespecVully,

Ann Vickstrom, AICP, RLA#0001122
 Planner II, Urban Planning and Historic Preservation
 City of St. Petersburg
 (727)892-5807
Ann.Vickstrom@stpete.org

Please note all emails are subject to public records law.

From: Sharon Winters <swinters3455@gmail.com>
Sent: Thursday, March 10, 2022 11:16 AM
To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Subject: waterfront master plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Ms. Vickstrom:
 In the Coffee Pot District section, several potential projects are impacted by this item (in the notes field): "Sidewalk and seawall are privately owned north of 18th Avenue which may prohibit the ability to construct these improvements."
 I'm curious as to how this all came to be privately owned.

If we're unable to participate in next week's public session, am I correct that we can just send comments directly to you or Mr. Kilborn?

Thanks for any light you can shed,
 Sharon Winters
 806 18th Ave. NE
 St. Petersburg FL 33704

From: [Sharon Winters](#)
Sent: Thursday, March 10, 2022 5:55 PM
To: Ann O. Vickstrom
Cc: [Derek Kilborn](#)
Subject: Re: waterfront master plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

A few comments but my husband and I were impressed with the breadth of thoughVul recommendations.

Top priorities from my perspective:

continue to move parking away from water's edge; remove impervious areas; facilitate pedestrian movement

continuous trail linkages; pedestrian link between districts; connect Old SE alignment with Complete Streets standards

shaded seating & pathways; new shade trees

living shoreline pilot projects; native plants

open vistas

Don't support:

convert Bayshore Drive to convertible street - Beach Dr. business owner concern makes sense;

Beach Dr. is already highly congested

pedestrian bridge between history & fine art museums - seems an unnecessary extravagance

Thanks for your good work on this,
Sharon

On Mar 10, 2022, at 2:05 PM, [Ann O. Vickstrom](#) wrote:

Ms. Winters,

Thank you for your email. This is a very good question. The reference is to the water lots which are along the seawall on the other side of Coffee Pot Boulevard. These lots may have a portion of the seawall or sliver of the sidewalk within the boundary (It is typical for private properties to have their boundary line in the middle of the seawall). However, the City has not sold or vacated any of the right-of-way along Coffee Pot Boulevard, nor does it intend to. We will rewrite this response to better address the situation. Thank you for bringing this to our attention.

<image002.png>

Please send all your comments to me and you can copy Derek. We appreciate that you have taken the time to read through the document and we value your comments.

RespecVully,

Ann Vickstrom, AICP, RLA#0001122

Planner II, Urban Planning and Historic Preservation

City of St. Petersburg

(727)892-5807

Ann.Vickstrom@stpete.org

Please note all emails are subject to public records law.

From: Sharon Winters <swinters3455@gmail.com>

Sent: Thursday, March 10, 2022 11:16 AM

To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>

Subject: waterfront master plan

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi, Ms. Vickstrom:

In the Coffee Pot District section, several potential projects are impacted by this item (in the notes field): "Sidewalk and seawall are privately owned north of 18th Avenue which may prohibit the ability to construct these improvements."

I'm curious as to how this all came to be privately owned.

If we're unable to participate in next week's public session, am I correct that we can just send comments directly to you or Mr. Kilborn?

Thanks for any light you can shed,

Sharon Winters

806 18th Ave. NE

St. Petersburg FL 33704

[Your Sunshine City](#)

From: [Richard Doyle](#)
Sent: Wednesday, March 09, 2022 8:26 PM
To: [Ann O. Vickstrom](#)
Subject: RE: Downtown Waterfront Master Plan 2022 Update Workshop

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Great Presentation,

One suggestion is kayak facilities from Lassing to NE Exchange Park

From: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Sent: Tuesday, March 8, 2022 10:40 AM
To: Richard Doyle <rdoyle@rtdgroup.us>
Subject: RE: Downtown Waterfront Master Plan 2022 Update Workshop

Rich,

Yes, you can call into any of the numbers below.

Telephone:

Dial(for higher quality, dial a number based on your current location):

US: +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782

Webinar ID: 963 7146 8786

Thank you,

Ann Vickstrom, AICP, RLA#0001122
Planner II, Urban Planning and Historic Preservation
City of St. Petersburg
(727)892-5807
Ann.Vickstrom@stpete.org

-
Please note all emails are subject to public records law.

From: Richard Doyle <rdoyle@rtdgroup.us>
Sent: Saturday, March 05, 2022 5:09 PM
To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Subject: RE: Downtown Waterfront Master Plan 2022 Update Workshop

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Ann hi,

Looking forward. If zoom doesn't work well (because of me), is there a conference call phone number I can use? Thank you.

Richard Doyle
rdoyle@rtdgroup.us
727 430 3552iPhone

From: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Sent: Friday, March 4, 2022 7:23 PM
To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Subject: Downtown Waterfront Master Plan 2022 Update Workshop

Good evening!

This is a reminder that the first DWMP Update Virtual Workshop is scheduled for Wednesday, March 9, 2022 at 6:30 PM – 8:30 PM Eastern Time (US and Canada).

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Webinar ID: 963 7146 8786

International numbers available: <https://zoom.us/j/96371468786>

Please contact Ann Vickstrom at Ann.Vickstrom@stpete.org with any questions.

-
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From: [Thomas Rogers](#)
Sent: Wednesday, March 02, 2022 11:23 AM
To: [Ann O. Vickstrom](#); [Derek Kilborn](#)
Cc: [Jayne E. Ohlman](#)
Subject: Waterfront Master Plan - Dangerous Sidewalk Conditions

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ann & Derek,

I'm writing to you today about two dangerous conditions that many Old Northeast neighbors agree require attention.

1. The sidewalk along Coffee Pot Blvd north of the Snell Isle bridge is narrow and bicycles should not be allowed on it. I've personally witnessed two accidents where pedestrians were hit and many near-misses. We can wait until someone is seriously injured or killed, or we can act now.
2. Along the wider sidewalks (Flora Wylie Park and south along the waterfront), bicycles can co-exist with pedestrians, but lately we've seen more and more motorized conveyances speeding along the sidewalks, which are very dangerous for pedestrians (and I believe illegal). Again, we can wait until someone is hurt or killed, or we can be proactive now.

(Just in case you're wondering, I am not anti-bicycle. My wife & I ride our bikes frequently, to the south side, downtown, pier, Grand Central breweries, etc.).

Thank you for your attention to this important matter.

Sincerely,

Tom Rogers

33704

From: [Cheryl N. Stacks](#)
Sent: Thursday, April 14, 2022 8:51 AM
To: 'thomasrogers120@yahoo.com'
Cc: [Evan Mory](#); [Ann O. Vickstrom](#); [Lucas Cruse](#); [Jayne E. Ohlman](#); [Bryan M. Eichler](#)
Subject: FW: Waterfront Master Plan - Dangerous Sidewalk Conditions

Good morning, Mr. Rogers. Ann Vickstrom asked me to assist in providing a response to your email. Thanks for sharing your concerns regarding the waterfront trails. They are indeed very popular, which requires courtesy from all users. Bicycles are allowed to operate on the sidewalks and trails in St. Petersburg, though they must legally yield right of way to pedestrians. The need for more space along the promenade is captured in the Downtown Waterfront Master Plan. The Coffee Pot District section of the plan calls for the street to be reconfigured so that more room is provided for the pathway along the water. The City's Complete Streets plan and program seek to create additional comfortable places to bicycle, which can also hopefully encourage more use on the alternate paths away from the congested waterfront trails.

Regarding the operation of motorized vehicles (e-bikes, scooters, motorized skateboards, one-wheels, etc) along the trail, you are correct that they are illegal per the City's micromobility ordinance. We do have limited signage installed that would remind people of this regulation and are currently working with our Parks & Recreation Department on some updated signage along waterfront trails, which is always a careful balance so as to not provide sign clutter while also working towards promoting a safe environment. If you notice any of the shared scooters or shared e-bikes using the trails, you can report those via See Click Fix to the various operators. The shared scooters in particular all have visible vehicle numbers to assisting in such reporting. Private vehicles and other motorized toys require enforcement from the St Pete Police Department and we have raised this concern with them, but if you notice behavior that's concerning, feel free to contact them directly through the non-emergency line 727-893-7780.

Thanks again,
Cheryl N. Stacks, P.E., PTOE, AICP
Transportation Manager
City of St. Petersburg
727-892-5328
cheryl.stacks@stpete.org

From: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>
Sent: Tuesday, April 12, 2022 6:25 PM
To: Evan Mory <Evan.Mory@stpete.org>; Cheryl N. Stacks <Cheryl.Stacks@stpete.org>
Subject: FW: Waterfront Master Plan - Dangerous Sidewalk Conditions

Evan & Cheryl,

Can either of you respond to the email below?

Thank you,

Ann Vickstrom, AICP, RLA#0001122
Planner II, Urban Planning and Historic Preservation
City of St. Petersburg
(727)892-5807
Ann.Vickstrom@stpete.org

-
Please note all emails are subject to public records law.

From: Ann O. Vickstrom
Sent: Tuesday, March 08, 2022 1:35 PM
To: 'Thomas Rogers' <thomasrogers120@yahoo.com>
Cc: Jayne E. Ohlman <Jayne.Ohlman@stpete.org>
Subject: RE: Waterfront Master Plan - Dangerous Sidewalk Conditions

Tom,

Thank you for your comments. Having multi-modal transportation can be challenging. The City may need to educate the public on safety when there are several types of uses on the sidewalk and which form of transportation has the right-of-way. I will forward this email to our Transportation Department for a response.

I appreciate your comment!

Ann Vickstrom, AICP, RLA#0001122
Planner II, Urban Planning and Historic Preservation
City of St. Petersburg
(727)892-5807
Ann.Vickstrom@stpete.org

-
Please note all emails are subject to public records law.

From: Thomas Rogers <thomasrogers120@yahoo.com>
Sent: Wednesday, March 02, 2022 11:23 AM
To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>; Derek Kilborn <Derek.Kilborn@stpete.org>
Cc: Jayne E. Ohlman <Jayne.Ohlman@stpete.org>
Subject: Waterfront Master Plan - Dangerous Sidewalk Conditions

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ann & Derek,

I'm writing to you today about two dangerous conditions that many Old Northeast neighbors agree require attention.

1. The sidewalk along Coffee Pot Blvd north of the Snell Isle bridge is narrow and bicycles should not be allowed on it. I've personally witnessed two accidents where pedestrians were hit and many near-misses. We can wait until someone is seriously injured or killed, or we can act now.
2. Along the wider sidewalks (Flora Wylie Park and south along the waterfront), bicycles can co-exist with pedestrians, but lately we've seen more and more motorized conveyances speeding along the sidewalks, which are very dangerous for pedestrians (and I believe illegal). Again, we can wait until someone is hurt or killed, or we can be proactive now.

(Just in case you're wondering, I am not anti-bicycle. My wife & I ride our bikes frequently, to the south side, downtown, pier, Grand Central breweries, etc.).

Thank you for your attention to this important matter.

Sincerely,

Tom Rogers

33704

From: [KPF](#)
Sent: Wednesday, March 16, 2022 9:22 AM
To: Chris E. Ballestra
Cc: [Derek Kilborn](#); [Ann O. Vickstrom](#)
Subject: Re: Downtown Waterfront Master Plan Questions

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Chris,

Thank you for your response. I have forwarded your response to the members of my COA since many of them have been asking the same questions.

Thank you again.
Best regards,
Kerry

On Mar 15, 2022, at 5:33 PM, [Chris E. Ballestra](#) wrote:

Good afternoon Kerry and thank you for participating in the Downtown Waterfront Master Planning process, as well as being active in your neighborhood. I received your inquiry from Derek Kilborn below, and will respond in red below to the questions asked with what we know to date.

From: KPF <kfertel@gmail.com>

Sent: Friday, March 11, 2022 11:27 AM

To: Ann O. Vickstrom <Ann.Vickstrom@stpete.org>; Derek Kilborn <Derek.Kilborn@stpete.org>

Subject: Question from Waterfront Planning meeting

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning Ann, Derek:

I attended the on-line zoom meeting Wednesday evening where you presented the city of Saint Petersburg Downtown Waterfront Master Plan. I appreciate every time the city reaches out to residents to inform and solicit inputs. However I do have a couple of questions and I did not want to take up everyone's time on Wednesday evening.

I live in the Madison 100 and I am president of an association made up of five condominiums in downtown Saint Petersburg. Representatives from five Boards meet monthly to discuss our latest issues/concerns in downtown Saint Petersburg and of course share rumors.

(1) What is the latest plan for Al Lang? Mayor Welch on two occasions has said he wants to keep the Rays in Saint Petersburg and three weeks ago discussed getting rid of Albert Whitted Airport and replacing it with a stadium for the Rays. Doesn't that make any plans for Al Lang uncertain?

There is no plan at the current time for Al Lang stadium. The Ray's have a short term lease to utilize it for the Rowdies. There is a larger discussion pending on a potential reworking of the larger performing arts district (Al Lang down to Dali to the South), but that is a visioning exercise. That has been discussed previously with Council, and will be reviewed again on April 28th at the Public Services and Infrastructure (PSI)

committee meeting (tentatively). Al Lang and the land it sits on is prominent on our waterfront, so while the next steps are undetermined, there will be plenty of attention paid to this asset over the next couple of years.

(2) What is going on with Albert Whitted Airport? Whether the airport expands, or not, has a significant impact on development at USF and the development south of USF.

The City is developing a scope to select a consultant(s) through an RFQ process to analyze the economic impact of the airport in the future. Simultaneously there is an airport master planning process in progress which will progress through the summer, as well as include another public input session (these are updated every 10 years). The Mayor's request to review these items is to ensure the community is getting the best return on its assets and resources.

(3) About six months ago I attended an on-line meeting presented by the City of Saint Petersburg about major updates to the city marina. However, since then I have not heard anything and I did not see anything in your plans. Do you know the latest?

The Marina will also get before the PSI committee in April (date TBD) to review city development cost alternatives vs. third-party development and management alternatives. Regardless of the path taken, the Marina is overdue for replacement as the infrastructure is over 50 years old, so that redevelopment will likely be occurring during the next 2-5 years.

Thank you again for your time.

Best regards,

Kerry Fertel

kfertel@gmail.com

Respectfully,

Chris Ballestra

City of St. Petersburg

Managing Director

City Development Administration

P.O. Box 2842

St. Petersburg, FL 33731-2842

Mobile: 727-776-3636

Office: 727-892-5960

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[Your Sunshine City](#)

From: [Andrea Krzystan](#)
Sent: Monday, March 14, 2022 3:07 PM
To: [Ann O. Vickstrom](#); [Derek Kilborn](#)
Subject: Questions and comments for Downtown Waterfront Master Plan review

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello,

Thank you for organizing the presentations regarding the 2022 review of the Downtown Waterfront Master Plan (DWMP). I participated in the original planning process in 2015 and am glad to see the city on track with the review and updates for the plan. I attended the presentation on March 9 and have some follow up questions and comments to share.

From the presentation last week, it wasn't clear what the proposed updates may be for the DWMP. The provided review and update PDF document and presentation seemed to be an inventory of completed projects and an assessment of plan status in the various parks rather than proposed updates. **Will there actually be changes made to the 2015 plan beyond checking off completed projects and reporting project status and, if so, where can details of those proposed changes be found?**

As a 12-year resident of Tropical Shores and daily user of Lassing Park and an employee within the Innovation District, the rest of my comments are related to plans for those areas.

1) Page 21 of the review and update document refers to the continued expansion of USFSP campus to the west side of 3rd St S. **Does this expansion include the potential closure of any part of 3rd St S to vehicles?** While I support the development of a multi-use trail along 3rd St S to improve usability for bikers like myself, I do not support the complete closure of that road to vehicles as it is a main connector for southern neighborhoods to downtown.

2) Page 86 of the DWMP refers to the addition of paths that "should line Beach DR SE from 22nd Ave SE on the south along the eastern boundary of Lassing park". Since the eastern boundary of Lassing Park is the shoreline, **does this proposal refer to the boardwalks and plaVorms depicted in the image on this same page running along the shoreline or is this language meant to refer to a shared, sidewalk-type path within the park running N-S on the east side of Beach DR SE (i.e., western park boundary)?** The plan rendering on page 84 of the DWMP seems to depict both of these, but it does not include boardwalks, only plaVorms, and the plan text does not describe boardwalks or plaVorms outside of the image captions.

3) While I appreciate the concept of a wide shared bicycle/pedestrian path along Lassing Park, an idea that has worked great along Vinoy Park, for example, I don't agree that a shared path is needed or a good fit for Lassing for the following reasons:

a) Has there been a traffic or pedestrian use study to support the loss of park greenspace to create a shared path within Lassing? There is a sidewalk on the west side of Beach DR SE that is used by pedestrians and provides park and waterfront views and the addition of a separated bike lane or shared use path does not seem to be supported for this area based on the FHWA guidance figure provided on slide 37 of the 18th Ave planning Kick Off [presentation](#). The FHWA guidance indicates a separated bike lane or a shared use path is appropriate for roads with volumes greater than ~2 thousand vehicles per day or speed limits over 25 mph. The speed limit on Beach DR SE is

currently 20 mph and I don't imagine traffic in this area even gets close to 1 thousand vehicles per day even on the busiest of weekends. Given the existing sidewalk and traffic conditions, it seems more appropriate that Beach DR SE be treated as a shared lane or bike boulevard rather than losing usable park greenspace and trees to a concrete path that would also add impermeable surfaces to the park.

b) At a width of ~12 G, which is about the size of the newer shared path along Poynter Park, the images below depict a path along the western boundary of Lassing Park that would conflict with many of the shade trees located along the street. Trees are already limited within the park and concentrated at the road intersections due to the desire to not block resident viewsheds, so further restriction or loss of the trees along these parts of the park would not be desirable. Also, given the change in slope of the park that starts to drop off not far from the road in most areas, it would be challenging to re-route the path to avoid these trees without also necessitating the construction of additional structure to support a path, which would degrade the natural feel of the park.



4) As mentioned above, there are scattered references to plaVorms and boardwalks at Lassing Park, but this idea is not well described in the current DWMP. Artist renderings in the DWMP suggest plaVorms should be placed at and along the water in multiple places. However, plaVorms and boardwalks are included in the update document as a targeted enhancement associated with the addition of a kayak launch at the north end of the park. I believe that the goal of the plaVorms to provide vistas and watercraG access has been met by the addition of the accessible sidewalks and shaded seating areas to the park and the plans for a kayak launch at the north end of the park and so these references to plaVorms and boardwalks should be removed from the DWMP or clarified to only be associated with the kayak launch.

If plaVorms/boardwalks are intended to be added to Lassing Park, this should be done in a way that does not fundamentally change the current use of the shoreline and beach, which is the longest area of natural shoreline within the waterfront parks system. This could look like only adding them near the proposed kayak launch over the oyster reef ball and marsh grass project in the north end of the park to highlight the demonstration project rather than adding plaVorms and boardwalks along the beach that would disrupt beach goers, walkers, kiteboarders, direct water access, and the natural vistas. A primary use of the shoreline at Lassing is walking the beach and this would be the most affected by the installation of plaVorms since people would no longer be

able to walk the length of the shoreline without needing to climb over or walk up the bank and around these structures.

5) Page 25 of the update and review document lists the baseline need to create pedestrian access paths across Beach DR SE into the park and throughout the park at Lassing. The status for this entry only mentions the pedestrian access at 15th Ave SE, but does not mention the addition of the 3 shaded seating areas and pedestrian access paths described in the previous row in this table, which seem to meet the DWMP goal to create access paths into the park. Other than providing access to the proposed kayak launch, I do not support the addition of more sidewalks E-W across the park, which would disrupt the use of the park open spaces for group activities and gatherings.

6) There are a few references to the Tampa Bay Living Shoreline Project, that refer to the CORE program but use the word Reed instead of Reef for the R in this acronym. Although it looks like this error is in multiple places online, the correct term is the Community Oyster *Reef* Enhancement program. **Can the city please add the detailed plans for this project to the park or public works websites?** They are not easily accessible via a web search and the extent and scope of the living shoreline project is not clear from the descriptions available on city websites.

Thank you for your time,

Andrea Krzystan
2310 Sunrise DR SE
St. Petersburg, FL 33705

From: [Ann O. Vickstrom](#)
Sent: Wednesday, March 16, 2022 4:19 PM
To: 'andrea.krzystan@gmail.com'
Cc: [Derek Kilborn](#)
Subject: Downtown Waterfront Master Plan

Andrea,

Thank you for your very thorough and detailed questions. We appreciate your time and comments. I have sent some of your questions to other City Departments for a response (i.e. Transportation & Parking Dept. and Parks & Recreation Dept.) and will email you as soon as I hear back from them.

In response to Questions 5. & 6:

5. Thank you for your comment. You are correct, we will update the status and include the 3 shaded seating areas and pedestrian access paths. Thank you for letting us know about that omission! Many of these Key Actions are overlapping and as you indicated, we included it in another portion of the table but not in this section.

6. Did you try this link:

https://www.stpete.org/news_detail_T30_R234.php

Finally, I want to note that the Downtown Waterfront Master Plan is a conceptual planning document intended to provide guidance to the City and its people in the stewardship of St. Petersburg's Waterfront parks, environment and amenities. The sketches were provided as a visual way to express an idea. While I understand your concern, the sketch does not provide detail of an approved trail, but rather a concept. Please note that on Page 86 under "Improving the Park", the Plan recognizes that any improvements to Lassing Park should be accomplished with a "light touch" and incrementally to protect the character of the park.

I will email you responses to the other questions when I receive responses from our Transportation and Parking Department and our Parks & Recreation Department.

Thank you again for your comments.

RespecVully,

Ann Vickstrom, AICP, RLA#0001122
Planner II, Urban Planning and Historic Preservation
City of St. Petersburg
(727)892-5807
Ann.Vickstrom@stpete.org

- Please note all emails are subject to public records law.

From: [Ann O. Vickstrom](#)
Sent: Friday, April 01, 2022 5:01 PM
To: '[Andrea Krzystan](#)'
Cc: [Derek Kilborn](#); [Elizabeth Abernethy](#); [Bryan M. Eichler](#)
Subject: Downtown Waterfront Master Plan Review & Update

Andrea,

Thank you for your patience in waiting for this response. I have received responses back from both the Parks and Recreation and Transportation and Parking Management Departments concerning your questions and comments. I have provided their responses below in red:

Hello,

Thank you for organizing the presentations regarding the 2022 review of the Downtown Waterfront Master Plan (DWMP). I participated in the original planning process in 2015 and am glad to see the city on track with the review and updates for the plan. I attended the presentation on March 9 and have some follow up questions and comments to share.

From the presentation last week, it wasn't clear what the proposed updates may be for the DWMP. The provided review and update PDF document and presentation seemed to be an inventory of completed projects and an assessment of plan status in the various parks rather than proposed updates. **Will there actually be changes made to the 2015 plan beyond checking off completed projects and reporting project status and, if so, where can details of those proposed changes be found?**

Because there are many active projects and studies that are in process within the City that may affect or impact the DWMP, we are anticipating this update to provide a status of the current Key Actions. Some of the projects and studies include:

Albert Whitted Airport Master Plan
Stormwater Master Plan
Marina/Demens Landing Plan
Coastal Resiliency & Community Sustainability Project
Seawall Height Study
Downtown Streetscape Plan
Center for the Arts Master Plan
Al Lang Stadium
USF Campus Master Plan Update
Port Master Plan Update

We hope to readdress the Key Actions within 2 years when we know how other plans may impact the Downtown Waterfront Parks.

As a 12-year resident of Tropical Shores and daily user of Lassing Park and an employee within the Innovation District, the rest of my comments are related to plans for those areas.

1. Page 21 of the review and update document refers to the continued expansion of USFSP campus to the west side of 3rd St S. **Does this expansion include the potential closure of any part of 3rd St S to vehicles?** While I support the development of a multi-use trail along 3rd St S to improve usability for bikers like myself, I do not support the complete closure of that road to vehicles as it is a main connector for southern neighborhoods to downtown.

The City Transportation and Parking Management Department is not supportive of any additional permanent closures of streets in the USFSP campus area, including 3rd Street South.

2. Page 86 of the DWMP refers to the addition of paths that "should line Beach DR SE from 22nd Ave SE on the south along the eastern boundary of Lassing park". Since the eastern boundary of Lassing Park is the shoreline, **does this proposal refer to the boardwalks and plaVorms depicted in the image on this same page running along the shoreline or is this language meant to refer to a shared, sidewalk-type path within the park running N-S on the east side of Beach DR SE (i.e., western park boundary)?** The plan rendering on page 84 of the DWMP seems to depict both of these, but it does not include boardwalks, only plaVorms, and the plan text does not describe boardwalks or plaVorms outside of the image captions.

The Parks and Recreation Department is supportive of restoring and maintaining the Lassing Park shoreline. The sketch on Page 84 is supposed to be for a kayak launch which appears to continue and extend along the shoreline. While the City may support a kayak launch, it does not support a boardwalk that would disrupt the shoreline.

3) While I appreciate the concept of a wide shared bicycle/pedestrian path along Lassing Park, an idea that has worked great along Vinoy Park, for example, I don't agree that a shared path is needed or a good fit for Lassing for the following reasons:

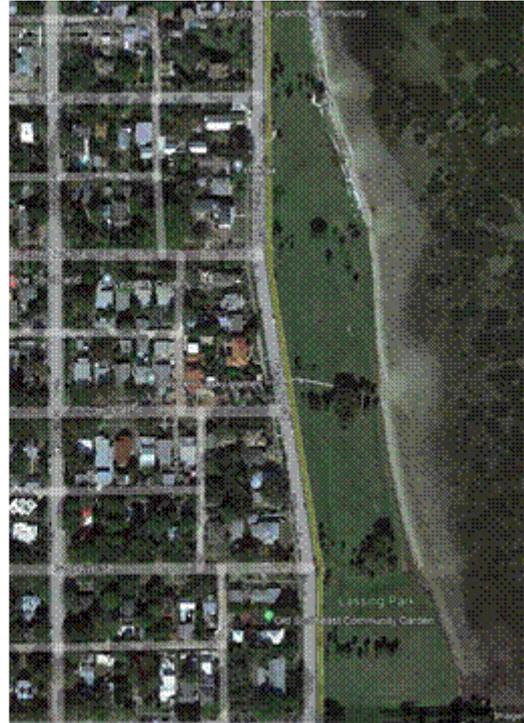
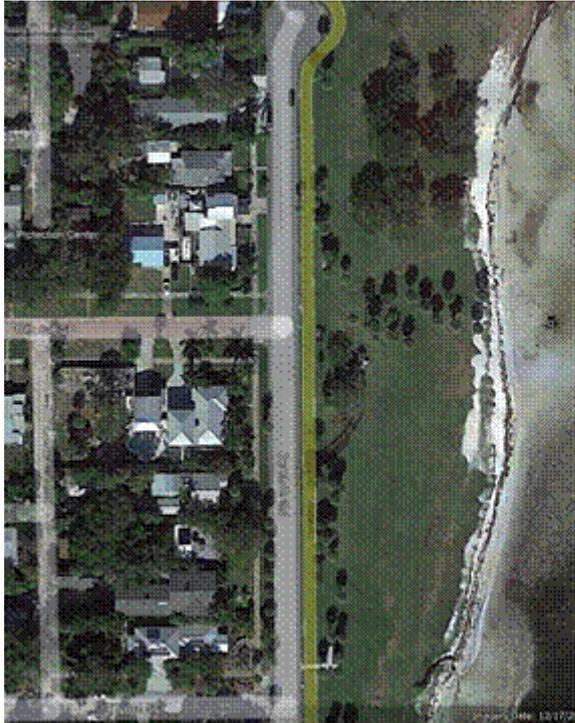
- a. Has there been a traffic or pedestrian use study to support the loss of park greenspace to create a shared path within Lassing? There is a sidewalk on the west side of Beach DR SE that is used by pedestrians and provides park and waterfront views and the addition of a separated bike lane or shared use path does not seem to be supported for this area based on the FHWA guidance figure provided on slide 37 of the 18th Ave planning Kick Off [presentation](#). The FHWA guidance indicates a separated bike lane or a shared use path is appropriate for roads with volumes greater than ~2 thousand vehicles per day or speed limits over 25 mph. The speed limit on Beach DR SE is currently 20 mph and I don't imagine traffic in this area even gets close to 1 thousand vehicles per day even on the busiest of weekends. Given the existing sidewalk and traffic conditions, it seems more appropriate that Beach DR SE be treated as a shared lane or bike boulevard rather than losing usable park greenspace and trees to a concrete path that would also add impermeable surfaces to the park.

The Transportation and Parking Management Department is supportive of a continuous waterfront trail concept as presented in the DWMP. That includes a paved pathway along the east side of Beach Drive, fronting Lassing Park. The location or relocation of any trees would be addressed in the design phase for such a trail.

Rather than simply identifying an appropriate on-street bicyclist facility for Beach Drive, the conceptual DWMP proposes a continuous and multi-use trail that spans all districts along the waterfront. A graphic from the FHWA Separated Bike Lane Planning and Design Guide is referenced in the comment. The intended use of that graphic is to identify the motor vehicle speed and volume thresholds above which physical separation of on-street bicycle facilities is required for comfort and safety, with the general point being that more separation is required with higher speeds and volumes. Beach Drive would still provide shared lane accommodations for bicyclists that choose to ride in the street.

b) At a width of ~12 G, which is about the size of the newer shared path along Poynter Park, the images below depict a path along the western boundary of Lassing Park that would conflict with many of the shade trees located along the street. Trees are already limited within the park and

concentrated at the road intersections due to the desire to not block resident viewsheds, so further restriction or loss of the trees along these parts of the park would not be desirable. Also, given the change in slope of the park that starts to drop off not far from the road in most areas, it would be challenging to re-route the path to avoid these trees without also necessitating the construction of additional structure to support a path, which would degrade the natural feel of the park.



We are not sure where you received your information that the pedestrian/bike trail in Lassing Park would be the same as the pedestrian path for Poynter Park. The trail as proposed in the DWMP has not entered the design stage. We will keep your comments under advisement. Thank you.

4) As mentioned above, there are scattered references to plaVorms and boardwalks at Lassing Park, but this idea is not well described in the current DWMP. Artist renderings in the DWMP suggest plaVorms should be placed at and along the water in multiple places. However, plaVorms and boardwalks are included in the update document as a targeted enhancement associated with the addition of a kayak launch at the north end of the park. I believe that the goal of the plaVorms to provide vistas and watercraG access has been met by the addition of the accessible sidewalks and shaded seating areas to the park and the plans for a kayak launch at the north end of the park and so these references to plaVorms and boardwalks should be removed from the DWMP or clarified to only be associated with the kayak launch.

Thank you for your comment.

If plaVorms/boardwalks are intended to be added to Lassing Park, this should be done in a way that does not fundamentally change the current use of the shoreline and beach, which is the longest area of natural shoreline within the waterfront parks system. This could look like only adding them near the proposed kayak launch over the oyster reef ball and marsh grass project in the north end of the park to highlight the demonstration project rather than adding plaVorms and boardwalks along the beach that would disrupt beach goers, walkers, kiteboarders, direct water access, and the natural vistas. A primary use of the shoreline at Lassing is walking the beach and this would be the most affected by the installation of plaVorms since people would no longer be able to walk the length of the shoreline without needing to climb over or walk up the bank and around these structures.

Thank you for your comment. We have met with the Parks & Recreation Department and the Downtown Waterfront Parks Foundation (Bill Dahl from Old Southeast Neighborhood Association was attending as a Board Member of the Foundation) and your concerns about the sketch that shows boardwalks and plaVorms along the shoreline was a topic of conversation. It was agreed that we are all supportive of restoring and maintaining the Lassing Park shoreline and will address this Key Action with a note that will indicate that while there may be a kayak launch, there are no plans for a boardwalk or plaVorm system that will encroach within or affect the shoreline of Lassing Park.

5) Page 25 of the update and review document lists the baseline need to create pedestrian access paths across Beach DR SE into the park and throughout the park at Lassing. The status for this entry only mentions the pedestrian access at 15th Ave SE, but does not mention the addition of the 3 shaded seating areas and pedestrian access paths described in the previous row in this table, which seem to meet the DWMP goal to create access paths into the park. Other than providing access to the proposed kayak launch, I do not support the addition of more sidewalks E-W across the park, which would disrupt the use of the park open spaces for group activities and gatherings.

Thank you for your comment. You are correct, we will update the status and include the 3 shaded seating areas and pedestrian access paths. Thank you for letting us know about that omission!

6) There are a few references to the Tampa Bay Living Shoreline Project, that refer to the CORE program but use the word Reed instead of Reef for the R in this acronym. Although it looks like this error is in multiple places online, the correct term is the Community Oyster Reef Enhancement program. **Can the city please add the detailed plans for this project to the park or public works websites?** They are not easily accessible via a web search and the extent and scope of the living shoreline project is not clear from the descriptions available on city websites.

Did you try this link:

https://www.stpete.org/news_detail_T30_R234.php

I will forward your comment to both our Public Works and Parks and Recreation Departments.

Thank you for your time,

Andrea Krzystan
2310 Sunrise DR SE
St. Petersburg, FL 33705

We appreciate the time that you have invested in reviewing the project and providing your comments.

RespecVully,

Ann Vickstrom, AICP, RLA#0001122
Planner II, Urban Planning and Historic Preservation
City of St. Petersburg
(727)892-5807
Ann.Vickstrom@stpete.org

-
Please note all emails are subject to public records law.

From: [Richard Doyle](#)
Sent: Monday, April 04, 2022 3:55 PM
To: [Ann O. Vickstrom](#)
Subject: Waterfront Master Plan and Remote Controlled Sailboats

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ann,

Thank you for your continued support of the Waterfront Master Plan. Remote controlled sailboats are fun for the sailors and bring interest to many others. At nearby Freedom Lake in Pinellas Park is our closest example. It is off US 19 next to Bill Jackson's, usually on Wednesday until 2 PM. Small docks are used. These boats are all over Florida and the US.

Tides and salt water, like St. Petersburg, are dealt with in Newport RI and East Greenwich, RI.

Hope this helps.

Richard Doyle
rdoyle@rtdgroup.us
727 430 3552cell

From: [Richard Doyle](#)
Sent: Monday, April 04, 2022 3:35 PM
To: [Ann O. Vickstrom](#)
Subject: Waterfront Master Plan Launching of Kayaks

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Ann,

Thank you for your continued support of the Master Plan. For me, there are two ways to get into and out of a kayak,

1. From a beach
2. From a dock

I have found the beach alternative to be much preferred. The bow will be on the beach. The kayaker would get on or off the kayak. and safely push off into or out of the water.

If I use a dock, there is some chance that I will tip over.

Please have beaches available at kayak areas. These beaches can be small and lower maintenance cost than a dock.

Hope this helps.

Richard Doyle
rdoyle@rtdgroup.us
727 430 3552cell

From: Elizabeth Abernethy
Sent: Thursday, August 12, 2021 2:14 PM
To: Ann O. Vickstrom; Derek Kilborn
Subject: FW: Car-Free St. Pete: Waterfront Master Plan Recommendations

FYI
For our stakeholder list...

Thanks!
--Liz

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-----Original Message-----

From: Elizabeth Abernethy
Sent: Thursday, August 12, 2021 2:13 PM
To: 'Nicole' <Nicole@stpetepartnership.org>
Subject: RE: Car-Free St. Pete: Waterfront Master Plan Recommendations

Nicole,

Thanks for reaching out.

We have not posted any documents or schedule yet for the Waterfront Master Plan update. When we are ready to do so, it will be on this page:

https://www.stpete.org/residents/current_projects/planning_projects/index.php

I am expecting that we will have a draG of our Key Action Progress report ready for distribution in October or November, and will schedule stakeholder meetings towards the end of this year, or first quarter of next.

We plan on having the update ready for Council's adoption in May 2022, to meet the June 2022 deadline.

The Key Action Progress report will provide the status on each Key Action identified in the plan, and any recommended changes.

We will also look at whether any new Key Actions need to be added.

We can have one of our team participate in your meeting, and will include you in our stakeholder outreach as we move forward.

Thanks!
--Liz

Please note all emails are subject to public records law.

-----Original Message-----

From: Nicole <Nicole@stpetepartnership.org>
Sent: Thursday, August 12, 2021 11:01 AM
To: Elizabeth Abernethy <Elizabeth.Abernethy@stpete.org>
Subject: Car-Free St. Pete: Waterfront Master Plan Recommendations

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Liz,

Hey there! I hope you are doing well!

I'm not sure how much you know about our Car-Free St. Pete initiative, but the Partnership started this campaign in 2019 to encourage locals to go car-free in the Downtown area. This year, we have created a Car-Free St. Pete committee to help guide us in our efforts. They have shown a lot of interest in advocacy work and one of the projects they were interested in is advocating for pedestrian priority in the Waterfront Master Plan as you all work on reviewing & revising it. I do believe you are starting the process to revise this Waterfront Plan but am struggling to find any information online to confirm, can you confirm this?

If you are starting the process to review this plan, we are planning to have an in-person meeting in the coming weeks to analyze the current plan & infrastructure in the waterfront area so we could recommend some potential improvement projects. I was wondering if you would be interested in attending this meeting to give us some background about the Waterfront Master Plan and answer any questions we might have. We would also love to have another meeting where we could share our proposed projects during the community engagement process. Would this be possible?

Thank you,

Nicole Roberts
Community Outreach Coordinator
St. Petersburg Downtown Partnership
nicole@stpetepartnership.org
(321) 482-0314