



1. INTRODUCTION

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THE DISTRICT MASTER PLAN

Project Background

The Grand Central District is a vibrant neighborhood with coffee shops, restaurants, and boutique and antique shops located west of downtown St. Petersburg along the Central Avenue corridor. The District encompasses the area bounded by 16th Street to the east, 1st Avenue N to the north, 1st Avenue S to the south, and 31st Street to the west, and includes the neighborhoods of Palmetto Park, Kenwood, and Downtown.

With rapidly increasing development in the area, the City of St. Petersburg developed this master plan for the Grand Central District to guide future development, while maintaining the District's unique character. The primary goals of this plan are to set clear standards and priorities for the public realm and create a safer district for pedestrians.

Recommendations and implementation strategies address the following six themes:

- Connectivity & Safety
- Public Realm
- Urban Form
- Economic Development & Regulation
- Diversity & Equity
- Resiliency & Sustainability

Planning Process

The master planning process included several sequential stages which informed and created the foundation for the next. A public and stakeholder engagement component enriched each of the planning stages and was instrumental in forming the final master plan recommendations. While each master plan component is distinct and can be viewed individually, the synthesis and

combination of all components provides the comprehensive and holistic approach to envision the District's future. The master plan components and stages are described below and in Figure 1-1:

- Existing Conditions: a comprehensive assessment of the neighborhood context, market condition, urban design, and multimodal connectivity, aiming to understand the District's overall opportunities and constraints
- **District Framework**: a method to organize emerging strategies and case studies aimed at achieving the defined district goals
- **District Master Plan**: a selection of holistic, district-wide and block specific strategies, recommendations, and implementation considerations

- **District Action Plan**: a high-level road map for implementing the final recommendations and the time horizon needed to achieve them
- **Public Engagement**: a series of in-person and online engagement events and platforms to receive input and feedback from the local community and stakeholders.

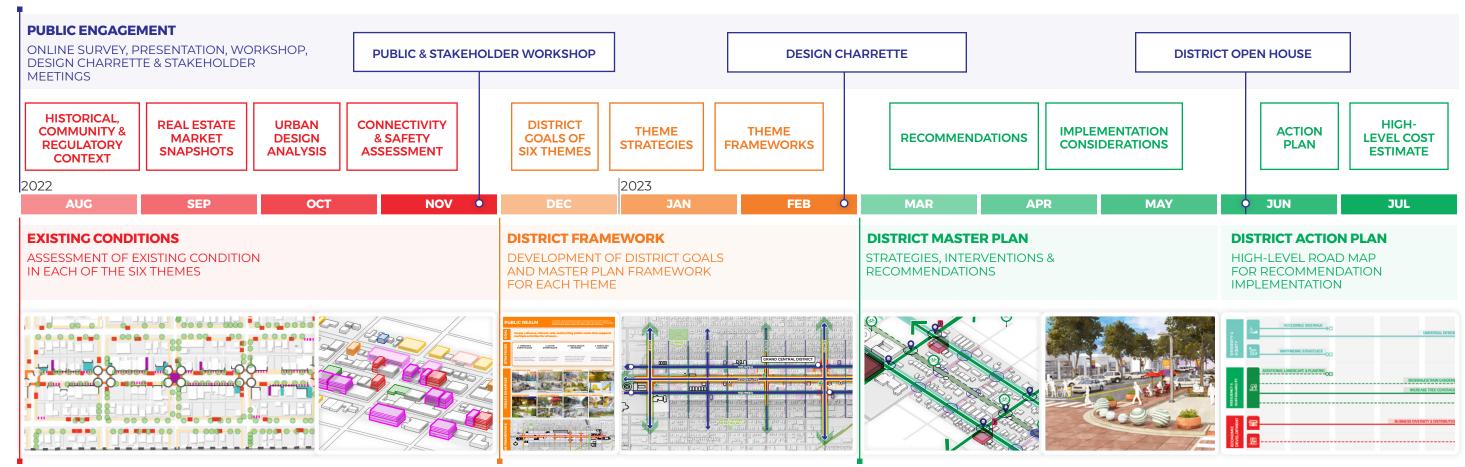


FIGURE 1-1: GRAND CENTRAL DISTRICT MASTER PLAN TIMELINE





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HOW TO USE THIS PLAN

This report is based on an assessment of available data from GIS resources, site observations, review of existing plans, policies, and regulations in place, along with input from stakeholder groups, City officials, Grand Central District Association (GCDA), public design charrettes and follow-up surveys.

It provides a tool kit to guide future growth and development within the Grand Central District and as such, the analyses, synthesis, recommendations, and implementation considerations included in the report, can be utilized to make informed decisions about investments and improvements in each of the six master plan focus themes. The report is organized into 4 chapters as described in the diagram below:

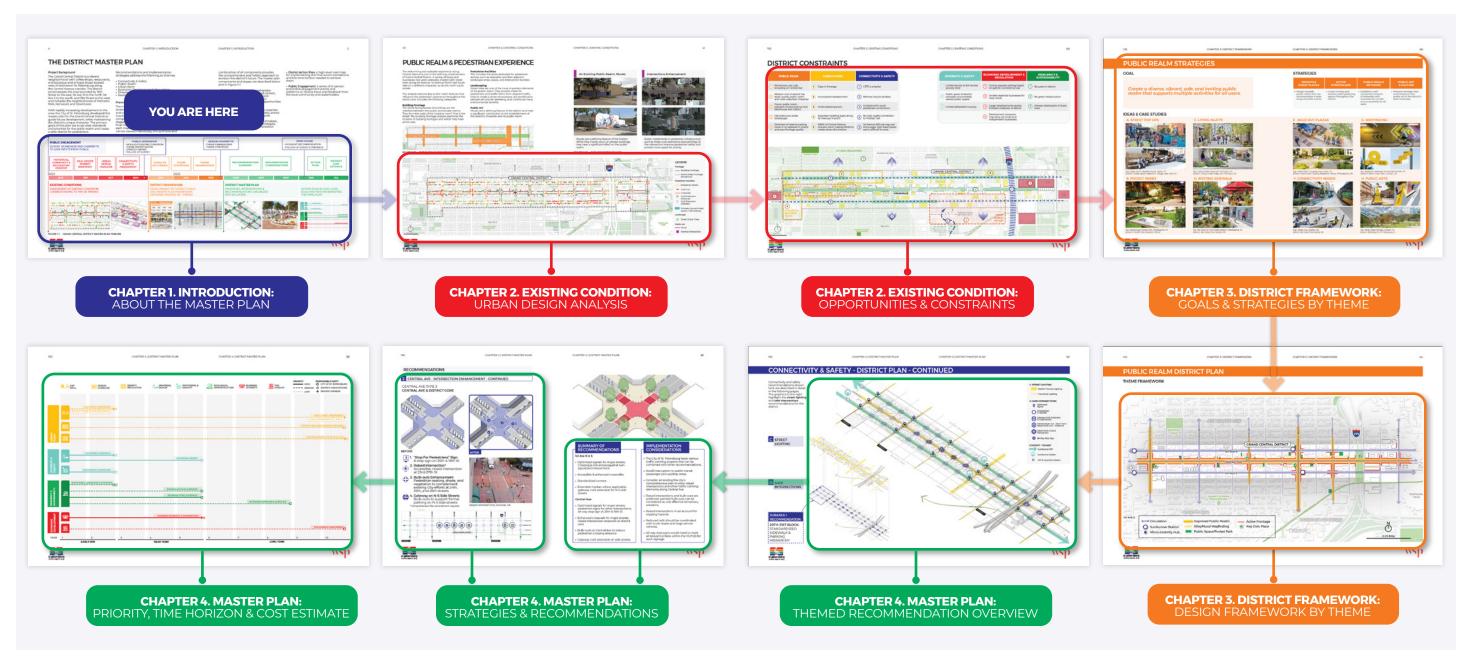


FIGURE 1-2: GRAND CENTRAL DISTRICT MASTER PLAN CHAPTERS & SELECT COMPONENTS





2. EXISTING CONDITIONS

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HISTORICAL,
COMMUNITY
& REGULATORY
CONTEXT

HISTORICAL OVERVIEW

ST. PETERSBURG HISTORY

The town of St. Petersburg was surveyed and platted in 1888 and incorporated in 1903 on land own by General John Constantine Williams and Peter Demens. The purchase and development of this land followed the Disston transaction, in which the State of Florida made available four million acres to encourage investments from railroad companies. The opportunity to invest in transportation and in new settlements attracted investors such as Williams and Demens, and in the late 19th century population growth followed these investments.

Transportation improvements such as the Orange Belt railroad and Henry Plant's rail system provided communities in the area easier access to new markets and connected the Pinellas Peninsula to its region. The new railways were transformative as they generated economic activity and more specifically new construction by improving access to building materials. Through the early years of the 20th century, St. Petersburg continued to experience development with the streetcar line opening in 1904, street paving, and further purchase of land for development. This period of growth peaked with the opening of the second railroad by the mid 1910's and the first major road to the Pinellas Peninsula.

During the 1920's the state of Florida experienced rapid growth, and St. Petersburg was no exception.

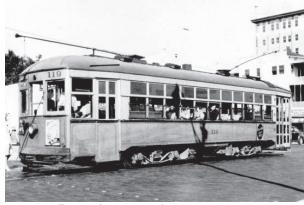
The influx of new residents and visitors attracted investments in the city's appearance, as well as in the development of new hotels. While most development in the state was on the east coast, the large amount of undeveloped land in St. Petersburg, and its location on the Tampa Bay attracted major investments in infrastructure and housing. Through the 1950's and 1960's the city's population continued to grow, a trend that continues until this day with the exception of approximately 10 years during the 1980's. St. Petersburg is a nationally popular retirement destination, and a home to regional institutions such as the University of South Florida. It maintains its reputation as a regional and national destination, not only for seasonal visitors, but also, and primarily for, year-round residents.





1923 - Looking east on Central Avenue

1954 - Original Sunshine Skyway Bridge





1930s - Trolley Car in St. Petersburg

1950s- Million Dollar Pier

FIGURE 2-2: ST. PETERSBURG HISTORIC IMAGES Source: Florida Memory

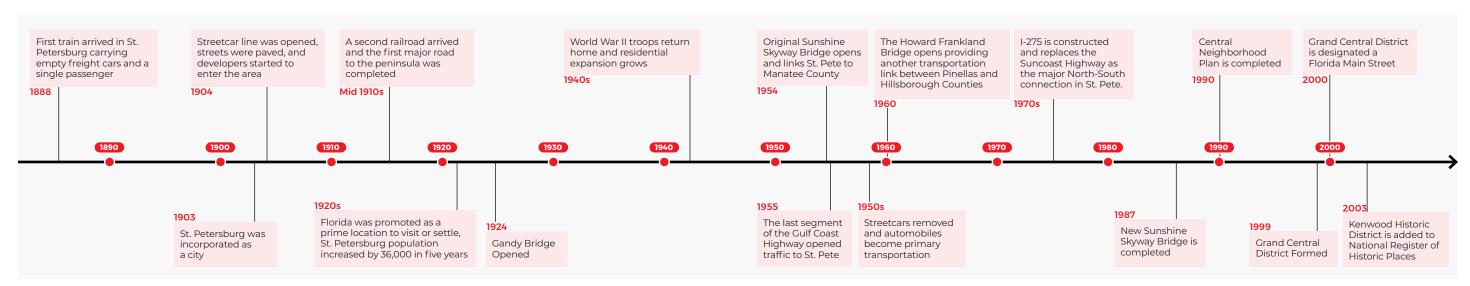


FIGURE 2-1: CITY OF ST. PETERSBURG HISTORICAL TIMELINE





GRAND CENTRAL DISTRICT HISTORY

The establishment of Grand Central District dates to the early 20th century, when Charles Hall, one of the major developers at that time, purchased large tracts of land west of downtown St. Petersburg in 1912. In the following year, the city's trolley line was extended from the downtown to 28th Street and Central Avenue was paved, which encouraged growth and development west of downtown.

Hall was the first developer to build west of 9th Street. His homes were considered the suburbs of St. Petersburg, and their success stimulated further construction in the area. By 1920, the entire area between 5th Avenues N and S had been platted. 2 to 3-bedroom houses in a variety of styles started to emerge, and Central Avenue became the core commercial corridor, with a wide range of business, serving the day-to-day needs of the new residents.

Throughout the 1940s and 50s, modern commercial storefronts started to replace many original homes. In 1952, Central Plaza, a modern suburban-style shopping center was opened west of 30th Street and quickly became an urban destination. It generated additional commercial activity in Grand Central District, which remained vibrant and prosperous until it started to decline in the mid 1970s. During this time buildings deteriorated, stores were closed, and drug activity and prostitution appeared in the District.

In 1991, Central Avenue began a revitalization

process with the development of the Central Neighborhood Plan. As part of this plan, the public realm was improved by 1993, and soon after new artisan businesses emerged in the District and marked a new beginning of Central Avenue.

As the District continues to improve, local leadership became more active, and it was formally established as a district in 2000. Since then, it continued to be a thriving, diverse and inclusive community. Grand Central District is the birthplace of St. Pete Pride and has over 150+ LGBTQ owned, operated and ally business.

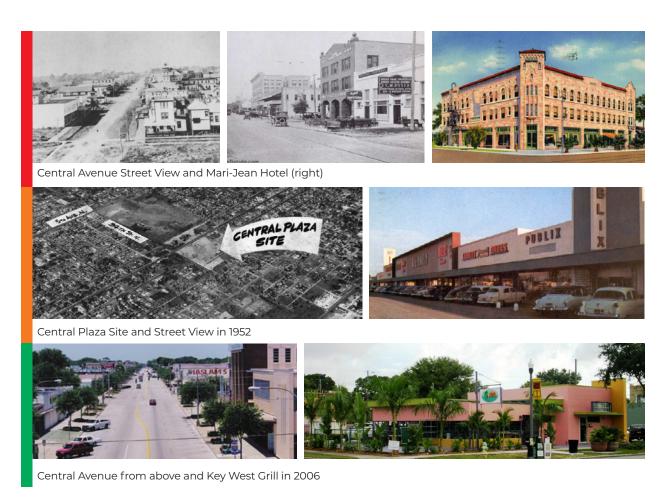


FIGURE 2-4: GRAND CENTRAL DISTRICT HISTORY Source: Tampa Bay Times & Hillsborough County Library

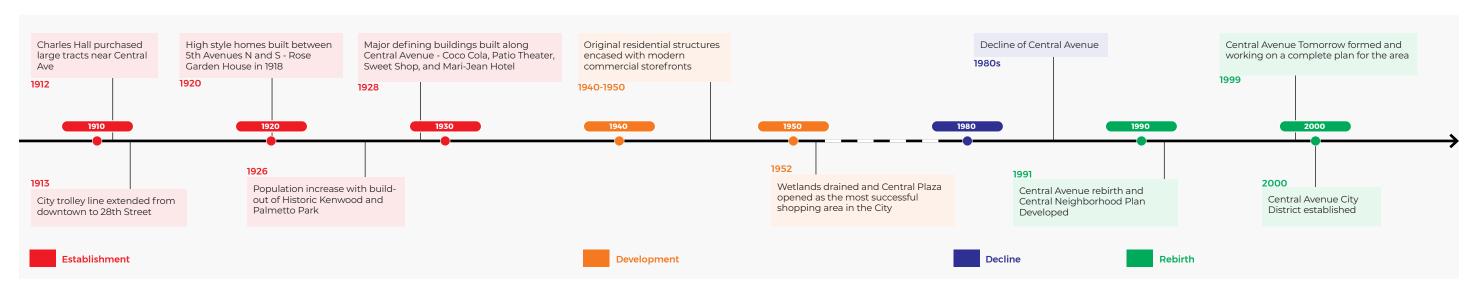
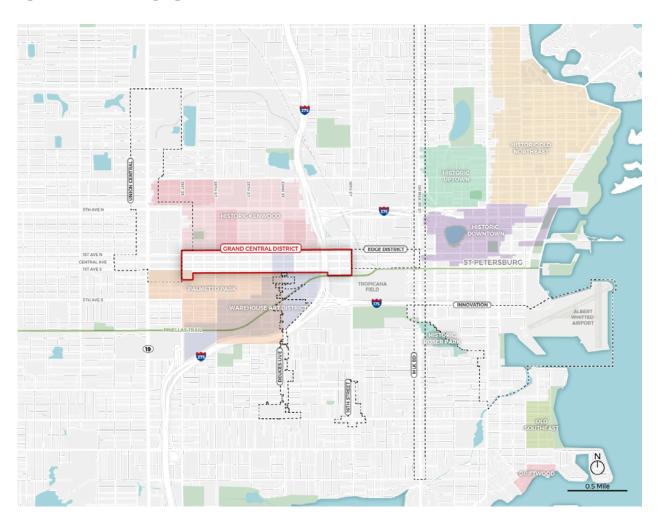


FIGURE 2-3: GRAND CENTRAL DISTRICT HISTORICAL TIMELINE





URBAN CONTEXT



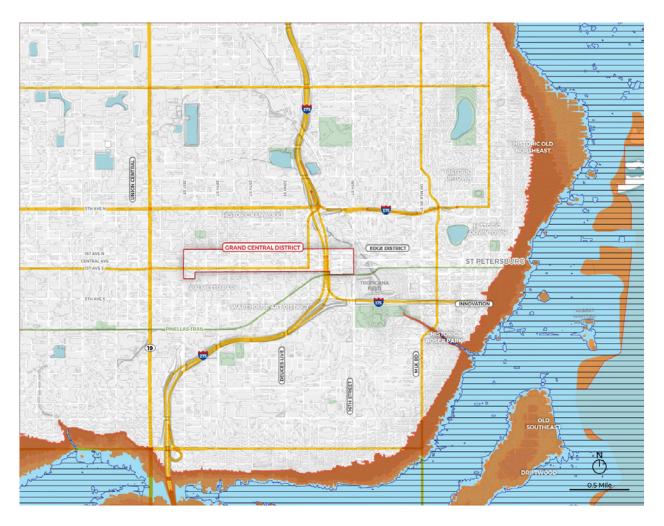
The Grand Central District is located along the Central Avenue corridor, a major urban corridor which extends bay-to-beach across the City of St. Petersburg. The Central Avenue corridor was instrumental in the City's growth, providing access across the city for pedestrians, vehicles, and transit, including the trolley system which enabled the City's expansion in the 1900's. Bound by 1st Avenues N and S, between 16th and 31st Streets, Grand Central District marks the transition between the west and east sections of the Central Avenue corridor. While both sections follow the City's street grid, on the east there is no building setback and on street parking is permitted, which contributes to a more compact public realm.

Grand Central District is a key component in the cultural and commercial cluster formed along Central Avenue. It connects the neighboring districts of Historic Kenwood, Warehouse Art, Union Central and the Edge, to one another and to

Central Avenue, and forms an urban cluster west of Downtown St. Petersburg. This cluster is a diverse and vibrant urban destination, which provides a variety of amenities and institutions to the city.



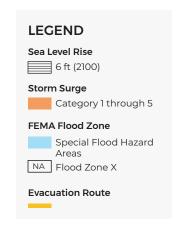
ENVIRONMENTAL CONTEXT



Sustainability and resiliency are crucial factors to consider when planning urban environments. The above map was created to visualize these considerations as they relate to Grand Central District. From the map it is evident that the entire study area is in Federal Emergency Management Agency (FEMA) Flood Zone X - Area of minimal flood hazard that is relatively flat with an average elevation of around 50 feet above sea level. As such, Grand Central District is not in a Coastal Flood Hazard Area and is not likely to be inundated / flooded by sea-level rise in 2050 (assuming 2 ft) or 2100 (assuming 6 ft in National Oceanic and Atmospheric Administration (NOAA)'s intermediate high scenario).

Additionally, some of the City's hurricane evacuation routes pass through the District, reinforcing its importance as an urban corridor. While other parts of the City and County are more likely to experience significant amounts of flooding, especially along the

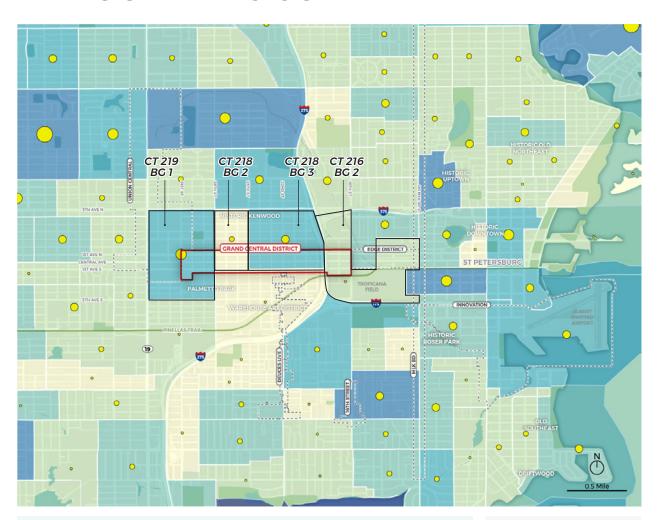
coast, the study area could become a receiver site as other parts of the region retreat. As a result, this area can possibly experience more growth and density than areas that are closer to the coast.







DEMOGRAPHIC CONTEXT



	Census Tract 219 Block Group 1	Census Tract 218 Block Group 2	Census Tract 218 Block Group 3	Census Tract 216 Block Group 2	City of St. Pete.
Population	1,496	590	1,293	1,326	258,308
Household Size	2.89 (CT 219)	2.27 (CT 218)		2.37 (CT 216)	2.30
Median Household Income	\$59,395	\$54,375	\$50,446	\$52,232	\$60,798
Employment Rate	60.9% (CT 219)	69.1% (CT 218)		42.8% (CT 216)	61.1%
Minority	45.5%	25.6%	23.3%	39.4%	35.8%

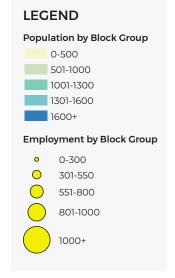


FIGURE 2-5: DEMOGRAPHIC COMPARED TO CITY Source: 2020 Census & ACS 5-Year Estimates



COMMUNITY PROFILE

Grand Central District is considered a destination for dining, art and entertainment in St. Petersburg. It is home to a diverse community with over 450 locally owned and operated independent businesses such as boutique shops, restaurants, bars, and art galleries. The diversity of businesses and population in Grand Central District embodies the unique characteristics that have built and sustained it since it was established in 2000. Grand Central District is also an urban cultural destination, known for its vibrant public events, most notably, Halloween on Central and also as the birthplace of St. Pete Pride, which is the largest in the State of Florida.

An economic and demographic study prepared in April 2020 for Grand Central and Union Central Districts* supports the following findings:

Population

The District population has grown at a steady rate of 1.03% annually between 2010-2019, with a projected growth rate of 1.26% annually (St. Petersburg growth rate in the past 10 years: 1.25%). The average age of

the population in the District is 39.9 compared to 43.9 in St. Petersburg and 49.2 in Pinellas County.

Household Size & Income

The average household has 2.36 residents living in the home which is larger in comparison to the corridor, city and county. This suggests the homes are families or living in group households. While expected to increase, the average annual household income in the area is lower than the city average, which indicates that the residents are younger and new to the workforce (see previous page).

Economy & Employment

A significant portion of the District's income is generated through its retail businesses. Sales of food and beverages in the District are considered high, due to the large number of restaurants and bars in the District. Grand Central District accounts for only 12% of the 55,366 jobs in the corridor - the second lowest of the five sub-districts. Grand Central and Union Central Districts reflect a moderate job-population ratio of 76 jobs for every 100 residents.

*Data Source: Technical Memorandum #1 Demographic & Economic Profile Central Avenue BRT TOD Strategic Plan Market Study Pinellas County, FL. PSTA, Tampa, FL, April 2020

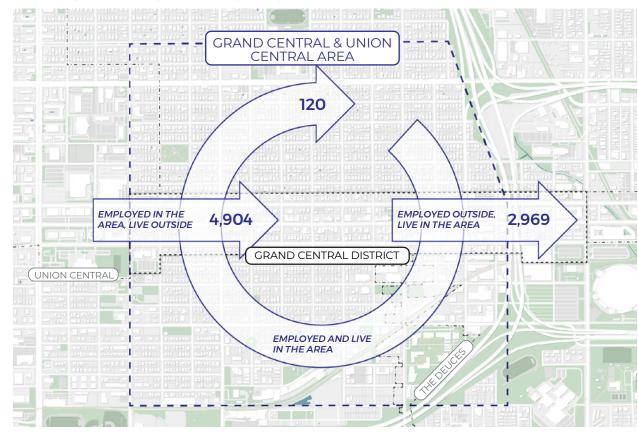


FIGURE 2-6: LABOR FORCE INFLOW/OUTFLOW 2017 Source: Central Avenue BRT Strategic Plan Market Study, 2020



PLANS REVIEW

Several plans and studies were reviewed to inform the Grand Central District Master Plan. These include city-wide and district specific plans, as well as project specific studies. While the review of plans conducted for neighboring districts will reveal areas of overlap and potential opportunities for collaboration, the review of city-wide plans will assist in coordination with municipal agencies and contribute to an urban planning and design cohesion in St. Petersburg as a whole.

A summary of key plans and studies reviewed in support of the Grand Central District Master Plan is presented in the following section. Special focus was given to the SunRunner Rising study as it proposes potential development scenarios for the areas around the SunRunner Bus Rapid Transit (BRT) stations within the Bounds of Grand Central District. Additional specific plans such as the City's executive orders EO-2018-04-Healthy St. Pete and EO-2017-01- Sustainable St. Petersburg, and Stormwater Master Plan, Water Resources Department Capital Program and Grand Central

Painted Bulb-outs (ECID Project 22061-112), were reviewed and will contribute to the establishment of an urban design framework and action plan.



FIGURE 2-7: NEIGHBORING DISTRICTS

WAREHOUSE ARTS DEUCES LIVE JOINT ACTION PLAN, 2019

Plan Overview

The Warehouse Arts District/Deuces Live Action Plan is a joint plan that cover two business districts south of Grand Central District. This plan was set to identify specific opportunities for the enhancement of public realm infrastructure in support of "upward social, cultural and economic potential of the areas".

Key Plan Goals and Objectives

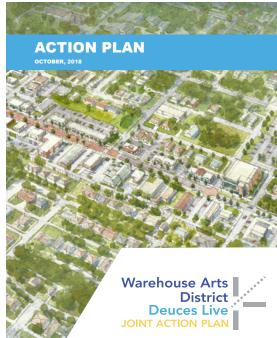
The plan identifies guiding principles, followed by "forward moves", and specific action items.

The guiding principles are: 1) Define our Character Areas; 2) Connect Community Places; 3) Create an urban environment for people; 4) Facilitate positive investment and reclaim places; 5) Position for new forms of success.

Selected "forward moves" include the following: complete the walkable infrastructure, create active parks and four pop-up spaces, express art, industry and five culture through design, guide the development of successful urban places, make 22nd Street S and 5th Avenue S livable streets.

Relevance to Grand Central District

The Warehouse Arts and the Deuces Districts are adjacent to Grand Central District. The Joint Live Action Plan boundary overlaps with Grand Central District along 22nd Street, thus portions of the pedestrian infrastructure will be shared, and coordination of efforts may be required.



COMPLETE STREETS IMPLEMENTATION PLAN. 2019

Plan Overview

This Implementation Plan aims to rethink the city's roads such that they are safer, accommodating, and integrating multiple modes of transit. It introduces complete streets to St. Pete and is recognized by the St. Pete 2050 plan as a citywide transportation

Key Plan Goals and Objectives

Key plan goals include: 1) Safe and Comfortable Access; 2) Mobility Options for an Integrated Transportation Network; 3) Transportation Efficiency that Promotes Reliable Travel Times for all Modes; 4) Social Equity, 5. Economic Development; 6) High Quality of Life and Community Places; 7) Improved Public Health; 8) Community Sustainability, Resiliency, and Environmental Quality.

Relevance to Grand Central District

Grand Central District is centered along a major county corridor, and as such is highly dependent on the travel modes and transportation option this corridor provides. This plan provides detailed guidance to streetscape and road improvements which are applicable citywide, from which the District can specifically benefit.

IMPLEMENTATION PLAN **COMPLETE**

ST PETE 2050, 2021

Plan Overview

St Pete 2050 is a vision document that is meant to serve as a guide for residents, local officials, developers, business owners, and interested organizations. It organized around the themes and is intended to "inform future decisions and quide plans, programs, and services throughout the city in support of its sustainable, resilient, and equitable growth"

Key Plan Goals and Objectives

The plan is organized around the following themes: art and culture, housing, diversity equity and inclusion, education, community character and growth, healthy communities, parks recreation and open space, shared economic prosperity. sustainability and resiliency, transportation, and mobility.

Relevance to Grand Central District

Following the document's guidance will assist in coordination with city agencies and adjacent districts, thus contributing to an urban cohesion in St. Petersburg. This plan provides a knowledge base to build on and themes to consider as a district specific plan is being developed.







UNION CENTRAL DISTRICT PLAN, 2019

Plan Overview

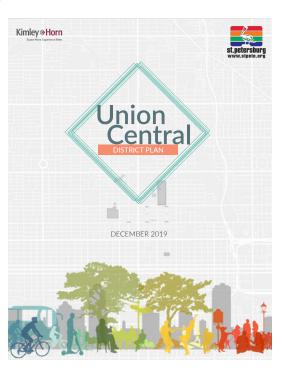
The Union Central District Plan purpose is to "develop implementation strategies that will revitalize and encourage investment in the area and create a place that has an identity, is walkable, and includes transportation options". As such, the plan proposes a comprehensive set of recommendations and implementation strategies aiming to achieve these

Key Plan Goals and Objectives

Key goals focus on the following themes: public safety, green spaces, transportation, district definition, and urban form and economic development. More specific objectives include creating walkable and bikeable environment, creating a local brand and sense of place and "captivating" street aesthetics, and the promotion of economic development.

Relevance to Grand Central District

Union Central and Grand Central Districts share a border along 31st Street and has an emphasis on public realm. Coordinating efforts with Grand Central District with regards to open parks and public spaces, may create a larger public realm network which will benefit both districts.



THE EDGE DISTRICT IMPROVEMENT PLAN, 2016

Plan Overview

The Edge District forms the eastern boundary of Grand Central District along 16th Street. This Improvement Plan is an urban design and an economic development road map, that aims to stimulate social and economic redevelopment in the Edge District.

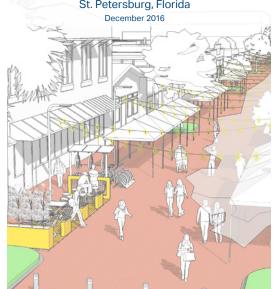
Key Plan Goals and Objectives

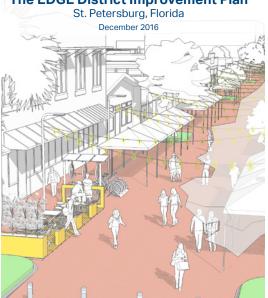
With regards to urban design, the plan sets the following as goals: create more walkable public realm, support healthy community with more green and public spaces, as well as active public transit in the Edge District. In the context of economic development, the plans goals are the creation of more opportunities such as maintaining the Tax Increment Financing (TIF) and extending this status to 20 years, developing a school site, and provisions for public transit.

Relevance to Grand Central District

Given the proximity of both districts and their location along the same corridor, they can be seen as a continuation of one another. Economic development in the Edge District may influence Grand Central District and vice versa. Additionally, the plan recommends streetscape improvements along Central Avenue, which provides an opportunity to coordinate and join this effort in both districts and by this improve the corridor as a whole.

The EDGE District Improvement Plan





TROPICANA FIELD CONCEPT MASTER PLAN, 2017

Plan Overview

This plan prepared for the City provides a conceptual urban design master plan for the Tropicana Field Site, southeast of Grand Central District. It suggests using the current surface parking to develop mixed use. multi-story buildings.

Key Plan Goals and Objectives

The plan set the following as guiding principles: 1) Provide jobs, entertainment, housing and familyoriented places that will promote economic opportunities for every neighborhood; 2) Knit the city together again and re-integrate the Tropicana site with the rest of the grid system; 3) Celebrate and enhance the rich cultural diversity and authenticity as an engine for economic opportunity within the site and the surrounding neighborhoods; 4) Make it easy to get around and expand all transportation options to reduce traffic and increase access between the neighborhoods and Downtown.

Relevance to Grand Central District

This plan will not only create a new destination adjacent to the Grand Central District but will also densify the area and contribute to the increase of traffic volume of all modes passing through it and using its services.



ST. PETERSBURG HOUSING PLAN, 2020

Plan Overview

Beginning in 2020, this is a comprehensive 10-year plan to preserve existing and add new affordable housing solutions in city of St. Petersburg. The plan will be largely funded by the City for the construction and preservation of 2,400 affordable multi-family units.

Key Plan Goals and Objectives

The plan is intended to increase affordable housing units for low and moderate-income households, and for middle income households. Key goals include: support of 300 accessory dwelling units, provision of 150 family lots for development of affordable housing and mixed income development on City owned land.

Relevance to Grand Central District

Housing, and specifically mixed income housing is a key component in creating and maintaining a diverse community. This plan provides opportunities enrich the housing stock in Grand Central District, and by this the community as a whole.

ST. PETERSBURG'S **HOUSING PLAN**





THE SUNRUNNER RISING DEVELOPMENT STUDY, 2022

The SunRunner Rising Development Study, led by PSTA in partnership with cities of St. Petersburg and South Pasadena, establishes an integrated land use and transportation implementation strategy for transit-supportive development and infrastructure along the 10-mile corridor of the SunRunner Bus Rapid Transit (BRT) project.

Key Plan Goals and Objectives

The study provides recommendations for 10 station areas to support the SunRunner BRT investment, promote ridership, and assist the cities of St. Petersburg and South Pasadena in providing land use strategies and equitable economic principles and recommendations that are a product of the community's vision for the station areas.

Relevance to Grand Central District

The 22nd Street Station is within Grand Central District and was identified as the Urban Plan Type, defined as having high to medium-rise buildings, a mix of uses, high walkability and bikeability, and

multimodal connections. The 22nd Street Station in Grand Central District was also determined to have a high level of TOD readiness. The 32nd Street station is located outside of the District, but the station area extends to it. It has an Urban Place Type designation and Medium level of TOD Readiness. Accompanying these designations are opportunities and challenges within each area and detailed analysis supporting the designations and vision.

The study provides a redevelopment vision for the station areas along with corresponding implementation sections, broken into three components: 1) Policy and Regulatory; 2) Infrastructure; and 3) Partnerships. For the 22nd Street Station this includes focusing commercial and mixed-use developments along Central Avenue, infill development, and improving connectivity on 22nd Street South. The Grand Central Avenue Action Plan can build upon and help advance these recommendations.

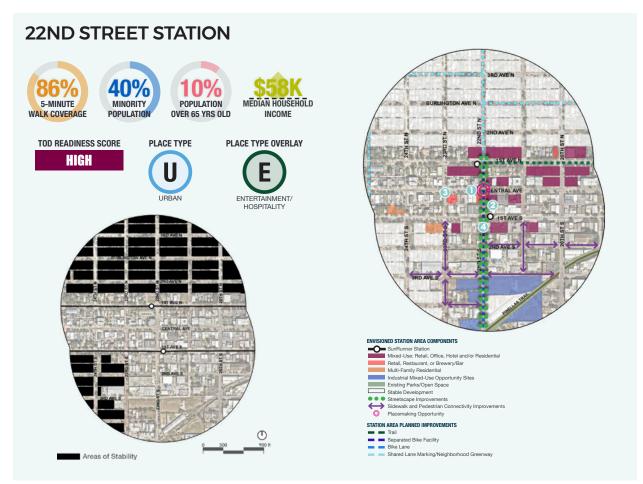


FIGURE 2-8: 22ND STREET SUNRUNNER STATION PLAN

Source: SunRunner Rising, 2022





FIGURE 2-9: 22ND & 32ND STREET SUNRUNNER STATION LOCATION Source: SunRunner Rising, 2022

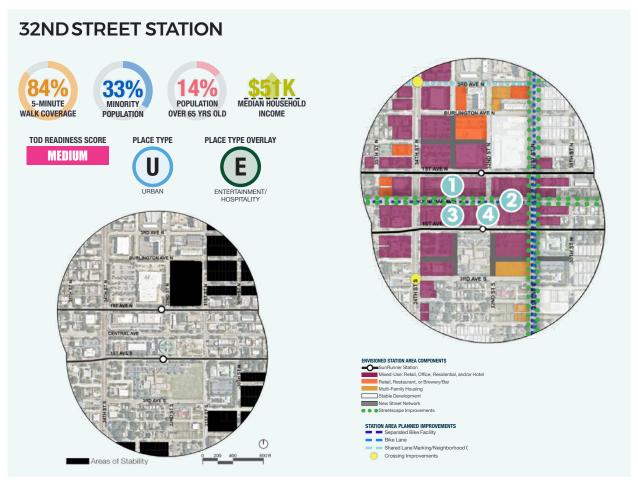


FIGURE 2-10: 32ND STREET SUNRUNNER STATION PLAN

Source: SunRunner Rising, 2022







REAL ESTATE MARKET SNAPSHOT

DEMOGRAPHICS & MARKET SNAPSHOT

Grand Central Area Attracts Young Renters without Kids

Percentages of households renting, living alone, or without children are close to the City of St. Petersburg city, but slightly higher than the rest of the metro region. This is expected for Grand Central District as a city neighborhood that is nearly adjacent to the downtown core, which is more urban than more suburban neighborhoods.

Tampa-St. Petersburg is the Fastest Growing Florida Metro

- Fastest growing rents in among metros in the United States¹
- Ranked #4 in US for apartment building investment capital²
- Ranked #9 in US for transaction volume in Q2 2022 (\$5.3 billion in assets bought/sold; average \$197,000 per unit)³
- Net absorption of new units remains consistently positive, during and after Covid-19 pandemic¹
- Strong in-migration into Florida and Tampa metro indicates demand will remain high for foreseeable future⁴

Data Sources: (1) Marcus & Millichap; (2) Multifamily. Loans; (3) mulftifamilyfirm.com citing CoStar data; (4) CBRE



"Net in-migration to Tampa is outpacing all other Florida metros, resulting in historic levels of renter demand, which is placing significant upward pressure on housing costs. Since 2019, the average effective rent has risen nearly 43%, a growth rate that leads all major markets in the nation."

Marcus & Millichap Tampa Market Report 3Q/22

FIGURE 2-11: TAMPA MARKET REPORT

Household Demographics	Local Neighborhood'	Indexed Against City of St. Petersburg	Indexed Against Tampa Bay Region
Percent of Households Renting	36%	96	105
Percent of Households 1-Person (Living Alone)	34%	92	111
Percent of Households Non-Family (Unrelated Roommates)	9%	98	121
Percent of Households No Children Present	80%	98	104
Average Annual Population Growth Rate (2011-2022)	0.1%	17	10

^{*} Local Neighborhood" consists of ZIP codes 33711, 33712, and 33713

FIGURE 2-12: HOUSEHOLD DEMOGRAPHICS COMPARISON Source: US Census Bureau 2022; calculations by WSP



DEVELOPMENT PIPELINE

15,500 New Multi-Family Units in Metro-Region Pipeline

- As of Q3/2022, CBRE reports 6,528 units completed in 2022, with 15,499 more currently under construction across the Tampa-St Petersburg metro-region. This will increase the overall supply by 5% between 2022 and 2024.
- SunRunner station planning for 22nd Street Station forecasts 900 to 1,900 new units within 1/2 mile of 22nd Street station platforms, plus 375,000 to 630,000 square feet of new retail development.²
- SunRunner station planning for 32nd Street Station forecasts 900 to 2,500 new units within 1/2 mile of the station platforms, plus 168,000 to 535,000 square feet of new retail development.²

Grand Central District Leveraging Adaptive Re- Use

East End:

• 1700 Central: Trammel Crow proposes full-block, 7-story 267-unit apartment complex

Mid-District:

• 2340 Central: Grand Central Brewhouse 4,000 SF courtyard

West End:

- 2700 Central: 2,500 SF ground-floor retail, with three 3-bedroom units above
- 2800 1st Ave S: David Weekly Homes proposes 24unit townhouse row
- 3100 Central: Gallery 3100 includes 122 apartment units

Expect Continuing Development

- Growth rates are slower in southwestern St. Petersburg than average for the City, but still faster than the Metro Region as a whole
- "Barbell" of developments clustered at west end around 31st and 32nd Streets, or east end around 17th Street and I-275
- Fast-rising rents offset increasing costs of construction materials; new development continues to be financially feasible

Data Sources: (1) CBRE; (2) SunRunner Rising Report, City of St. Petersburg;

Property Name	Location	Units	Completion Schedule
2700 Central	Central Ave & 27 St N	3	2023
Driftwood on Central	Central Ave & 29 St N	11	2023
Grand Central Townhomes	1 Ave S & 28 St S	24	TBD
Six Point Row	1 Ave N & 26 St N	19	2023
Alante	3 Ave N & 15 St N	26	2023
The Metro	Baum Ave N & 11 St N	100	2023
Modera St. Petersburg	2 Ave S & 17 St S	383	2023

Developments within the Grand Central District



2700 Central Rendering



Driftwood on Central under Construction

FIGURE 2-13: DEVELOPMENT PIPELINE

Source: St. Pete Rising



DEVELOPER INTERVIEWS

Discussions with local developers was a key aspect of engagement for this critical stakeholder group to inform the master plan issues exploration and development of outcomes. Participants included:

- Bowen Arnold, DDA Development
- Jimmy Chestnut, Incore Residential
- Justin Dean, Dean & DeWitt
- Mark DeMaria, DevMar Development
- Joseph Furst, Place Projects
- Eric Garduño, Bay Area Apartment Association
- Andrew Hunsicker, Ash Developers
- Denise Kelly, Stoneweg
- Tracy Mater, CHAF Properties
- Richard McGinniss, Modern Tampa Bay Homes
- Nick Molina, Endangered Investments
- Devon Quist, Dominium Apartments
- Ray Smith, RS Investment Properties

Grand Central District Identity & Context

Central Avenue's core brand is based on local, non-chain retail. This makes it a destination for St. Petersburg residents seeking urban day or night experience. The primary method for visiting the District is by car: parking, particularly on weekends, is frequently mentioned as extremely challenging.

SunRunner's frequent, high-quality transit service is likely to provide some relief from the demand for parking spaces. It may also make the neighborhood more attractive to commuters to downtown jobs as well as remote workers. Increased residential demand means that the District will either see more new development to meet the demand, or rents and sale prices will rise as demand exceeds supply.

Development north of Tropicana Field (the Edge District) is creating a more urban context between Downtown and Grand Central, which causes the the District to feel more connected to Downtown. High density redevelopment of Tropicana Field site has the potential to further solidify that relationship. Development south of the District (the Warehouse District) is increasing the number of amenities and interesting destinations that make the neighborhood attractive.

First Avenues N and S have many older, larger single-family homes that have been repurposed for commercial use (professional services and small stores). Central Avenue still has many parking lots between retailers, making for a disjointed, quasiwalkable urban neighborhood. Older buildings and parking lots along these three avenues are the most likely locations for developer interest.

Current Economics of the Real Estate Development Market

Prior to 2022, market forces primarily in the form of lower land values had been favorable to small developers and contextual projects in the Grand Central District. Small lots with many owners have made aggregating multiple parcels into a single larger one very difficult. The 100-foot lot depth from street front to alley makes configuring parking spaces and building area complicated. The 7-story height limit in addition to the parking requirements have meant the developable envelope has remained small. These economic circumstances dictate that developers who specialize in projects that can fit into these spaces will be the ones most actively participating in the market. Recent developments have been smaller, ranging from retail-only to 2-3 townhomes to 20-50 apartment units, congruent with current market circumstances.

However, market conditions change constantly. Seeing successful development in the District, landowners are already asking significantly higher prices for developable lots. Combined with inflationary price rises in construction materials and labor services, the costs of acquiring land and constructing a new building have risen significantly. This has significantly narrowed the range of economically feasible projects, reflected in the much-reduced volume of new projects proposed and getting under construction. Among the developers interviewed, current zoning and city approval procedures are generally viewed positively; most cited the current market pricing discordance described above as the biggest challenge to development.

Site geometry and zoning envelopes intersect with market pricing to shape local development. Parking lot design is an issue due to the shapes of lots in the District. With a lot depth of 100 feet, it is difficult to fit a building and surface parking onto a project made of 2-3 lots. The combination of maximum Floor Area Ratio* (FAR) and minimum parking requirements places limits on the total number of units that can be physically arranged on and above a developable parcel (or combination of parcels). Higher purchase prices for land translates into pressure to add more units (height) to the development parcels in order to recoup the additional costs from the land's higher price.

When the maximum development geometry is too small to allow the required number of units, a developer must seek to combine more parcels to support more units. This causes the market niche to

^{*}The ratio of the gross floor area in a structure to the land area of its lot. It is used to regulate lot coverage and density.



change, as larger companies with the resources and know-how to assemble land and build larger, taller buildings on larger parcels to be favored instead of the current group of local developers interested in smaller projects. If prices continue to rise, it is likely that the developer group that has completed recent projected in the Grand Central District will be significantly less active.

City & Neighborhood Association Governance

In interviews, developers consistently gave City staff positive reviews and good feedback as being professional and easy to work with. The City's clarity on envisioned development is credited with helping developers manage project schedules and control costs. City staff are also able to use their time and resources more efficiently by lowering the number improper proposals submitted in the first place.

However, there are three areas where the City could

look to improve conditions:

- 1. Empowering mid-level staff to confirm findings and give developers an authoritative go-ahead when circumstances are clear.
- 2. Developers who live and work in St. Petersburg are interested in participating more with the Neighborhood Association and would like opportunities to serve on a volunteer basis.
- 3. Finalizing design requirements, fire safety, and building code compliance before construction begins (and not during inspections) would significantly reduce the risk of unforeseen costs in later phases, which would, in turn lower the overall funding levels developers need to achieve and allow more local developers to participate in shaping the Grand Central District.

Central Avenue's core identity as a retail destination comes with it strengths and weaknesses. Retailers rely on having parking nearby, but too much parking dilutes the concentration of retailers that makes the neighborhood into a destination.

ENGTH

Grand Central's local identity centers on the **unique retail offerings** on its core blocks from 20th Street to 37th Street. This is the District's draw or "brand."

As more people work from home, they are more interested in living closer to social and entertainment destinations than they are to work. Living close to Central Avenue and/or having access to the District via SunRunner is likely to increase market demand for new retail (particularly restaurants and bars) as well as new residential units.

PORTUNITY

Surface parking lots facing Central Avenue break up the retail strip and leave holes in the urban experience. Filling those parking lots in with retail uses would promote the retail-centric destination, adding more residents-ascustomers than are taken away where a visitor would have parked.

Concern about replacing lost parking spaces could be addressed by allowing hourly parking in garages connected to residential buildings.

EAKNESS

Adding residential units above and adjacent to retail (particularly bars and restaurants) is likely to increase the number of **noise complaints**, especially for businesses open after 11pm.

There is a tension between adding population of potential customers and adding population of potential future NIMBYs ("Not in My Backyard")*.

REAT

Local retailers prefer to occupy older, less expensive spaces, or renovations of smaller buildings such as larger single-family homes repurposed for office and/or restaurant spaces.

Developers must pass on the cost of new construction (including parking garages where required) to their tenants, which frequently leads to more chain retailers and national brands, who can afford to absorb those costs

FIGURE 2-14: DISTRICT SWOT ANALYSIS



^{* &}quot;Not in my back yard", is a characterization of opposition by residents to proposed developments in their local area, as well as support for strict land use regulations



URBAN DESIGN ANALYSIS

DISTRICT SUBAREAS & KEY PLACES

Subarea 1 - Transitional Commercial Center

This subarea, between 28th and 31st Streets, is a developing part of the District and can be described as a transitional commercial center. While this section of the District visually appears to be underutilized, it has seen a substantial amount of infill development recently. This subarea shares a border with Union Central District and is close to major amenities such as PSTA Grand Central Staion, big box stores, and YMCA. It provides a range of amenities which services to Grand Central District residents and visitors alike.





Subarea 2 - Core Corridor

The area between 20th and 28th Streets can be described as the "District Core". This section of the District is well established and contains most of the District's activity and character with regards to building types, land uses and public realm. This area includes a range of attractions such as shopping, restaurants, and nightlife. It has active street fronts and outdoor seating, and experiences significant pedestrian activity.





Subarea 3 - High Density Redevelopment

The area between 16th and 20th Streets is split by I-275 which creates large underutilized spaces at the ground level. The parcels east of I-275 experienced large-scale development of complete blocks that contribute significantly to the density of this subarea and introduced a new hotel to the District. West of the interstate are some of the older cultural amenities such as the Imagine Museum and the Play House Theater. While experiencing new development, this section of the District is still predominantly sparse.





Gallery & Art Studio

- 1. Imagine Museum: Contemporary Glass Art
- 2. Painting with a Twist Studio
- 3. Craftsman House: Gallery & Cafe (Rose Garden House) **Entertainment & Health**
- 4. Tampa Bay Rays Tropicana Field
- 5. Vertical Venture Climbing Gym
- 6. Hatchet Hangout Axe Throwing
- 7. YMCA
- **Theater & Performance** 8. Spitfire Comedy House
- **Restaurant & Cafe**
- 9. URBAN Brew and BBQ
- 10. Bandit Coffee Co.
- 11. Casita Taqueria
- 12. Punky's Bar and Grill

Shops & Store

- 13. Walmart Super Center
- 14. Haslam Bookstore
- Bars & Music
- 15. Grand Central Brewhouse Hotel
- 16. Tru by Hilton Hotel
- 17. Mari-Jean Hotel

Service & Amenity

- 18. PSTA Grand Central Terminal
- 19. St. Petersburg Community Service Suncoast Hospice
- 20. METRO LGBTQ Welcome Center

21. Vantage Apartment

- 22. Arte Apartment
- 23. 1701 Central Apartment 24. Fusion 1560 Apartment Complex
- 25. Gallery 3100 Apartment



FIGURE 2-15: DISTRICT MAP - SUBAREAS & KEY PLACES





LAND USE & OPEN SPACE

The land use map below presents all the existing land uses in the District and reveals the diversity of uses and their distribution within the study area. Moreover, it shows patterns of clustering and spatial relationships between the uses.

The diversity of uses in the District which includes residential as well as commercial uses, is key to its vibrancy and supports walkability and local activity. As shown on the map, most commercial activity is concentrated along Central Avenue with a few exceptions at 31st, 22nd, and 20th Streets.

At a district scale, there is a cluster of mixed commercial and residential uses that extends to 1st Avenues N and S, on the east side between 16th Street and 23rd Street. Between 23rd Street and 31st Street, the linear distribution of uses becomes dominant with commercial activity along Central Avenue, residential south, and office/business to the north.

With regards to open space, there is no public park in the District and a considerable number of vacant parcels, some of which are used as temporary surface parking.





FIGURE 2-16: PARKS OUTSIDE THE DISTRICT



Commercial Corridor

FIGURE 2-18: KEY PLACES WITHIN THE DISTRICT

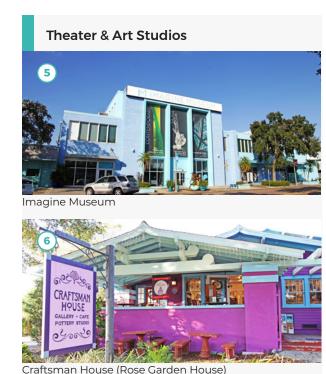




FIGURE 2-17: DISTRICT MAP - LAND USE





LAND USE & OPEN SPACE: SUBAREA 1 & 3

Except for the block between 30th and 31st Streets, land uses in Subarea 1 maintain a linear distribution pattern as mentioned previously. The south boundary of this subarea is arguably the most residential section of the District, while the northern one contains a considerable number of businesses among the residential units.

Subarea 3 is split by I-275 and so are the land uses within it. The parcels east of I-275 experienced new developments of mixed used residential projects. These large, block scale developments, maintain a commercial ground floor, with residential units on the higher floors.

West of I-275 is large cluster of commercial uses that extends to the northern and southern boundary of the study area. It contains a noticeable amount of vacant land, and a large number of warehouses which provide a wide range of commercial uses. This section of Subarea 3, also contains the only art facilities in the District, including the Imagine Museum and a few local galleries.





Suncoast Hospice

FIGURE 2-19: KEY PLACES IN SUBAREA 1

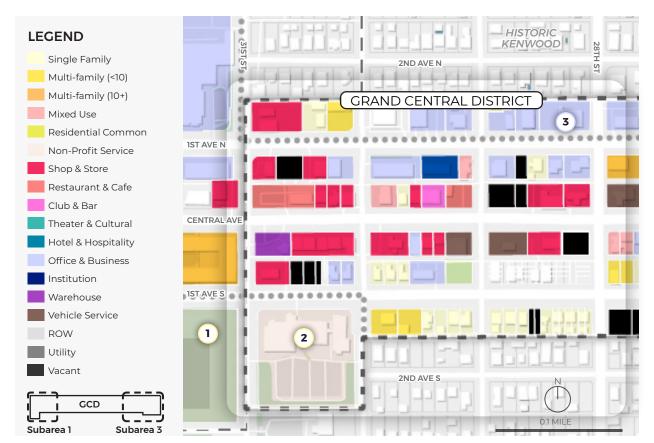
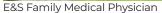


FIGURE 2-20: SUBAREA 1 MAP - LAND USE











Industrial Building in Warehouse Art District



Commercial Row



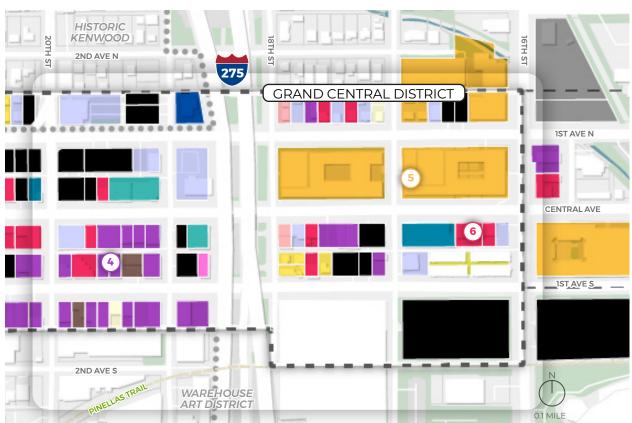


FIGURE 2-22: SUBAREA 3 MAP - LAND USE



LAND USE & OPEN SPACE: SUBAREA 2

Land uses in this subarea support it designation as the District Core. The distribution of uses on the east side of this area includes a commercial cluster that extends to the north and south boundaries of the study area, and a linear pattern of residential uses on along 1st Avenue S, and mixed use residential and office uses on the north along 1st Avenue N west of 23rd Street.

Central Avenue in this subarea is predominantly commercial, with continues active street fronts, and a variety of retail establishments. The blocks along Central Avenue are split such that they maintain a commercial frontage along Central Avenue and a residential front towards 1st Avenues N and S



Dining & Social



Commercial Row

FIGURE 2-23: KEY PLACES IN SUBAREA 2



Game Room



FIGURE 2-25: KEY PLACES IN SUBAREA 2

Pub & Entertainment



LGBTQ Community Center



Mixed Use Development

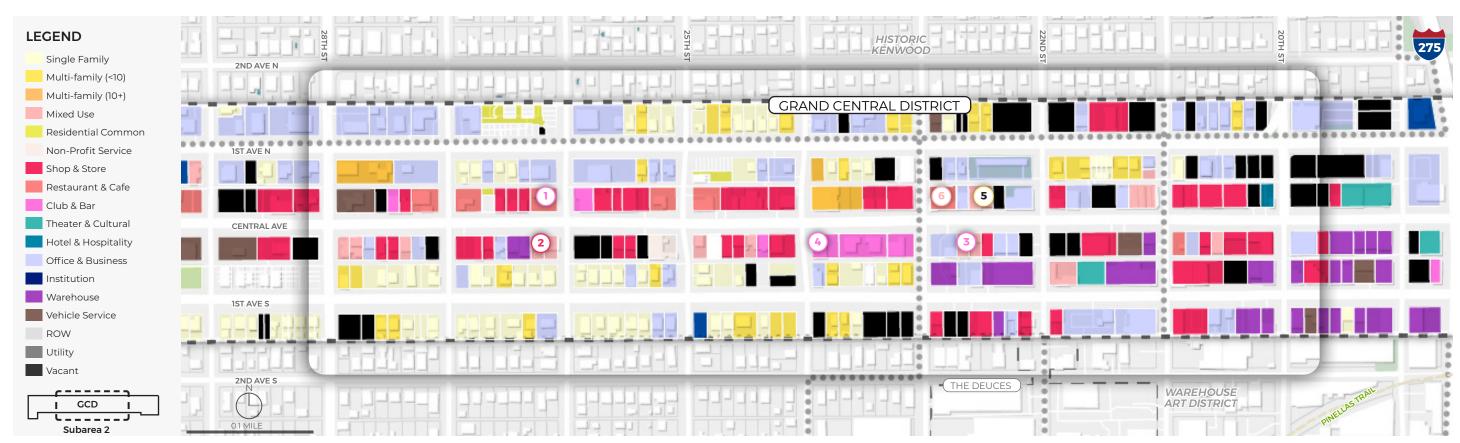


FIGURE 2-24: SUBAREA 2 MAP - LAND USE





PUBLIC REALM & PEDESTRIAN EXPERIENCE

The welcoming and walkable experience along Central Avenue is one of the defining characteristics of Grand Central District. A variety of shops and businesses line wide sidewalks shaded with street trees along the avenue. First Avenues N and S take on a different character, as do the north-south streets.

This analysis explores key public realm features that influence the pedestrian experience throughout the District and includes the following categories:

Building Frontage

The street facing facade of buildings are the interface between the public and private realms. They form the walls of the "outdoor room" that is the street. The building frontage analysis examines the location of building frontages and where they have active uses.

Pedestrian Facilities

This includes the areas dedicated for pedestrian activity, such as sidewalks and their adjacent landscape strips, plazas, and intersection facilities.

Landscaping

Street trees are one of the most important elements of the public realm. They provide shade for pedestrians and buffer them from adjacent traffic, help to create a sense of enclosure, are beneficial to people's emotional wellbeing, and contribute many environmental benefits.

Public Art

Murals are a defining feature of the District and have a significant contribution to the establishment of the District's character and its public realm.



FIGURE 2-26: PUBLIC REALM ANALYSIS SUMMARY





Murals are a defining feature of the District. While they mostly occur on private buildings, they have a significant effect on the public realm.

Intersections Enhancement





Public investments in pedestrian infrastructure, such as these curb extensions and paintings at the intersection improve pedestrian safety and provide more space for activity.

FIGURE 2-28: EVOLVING PUBLIC REALMS

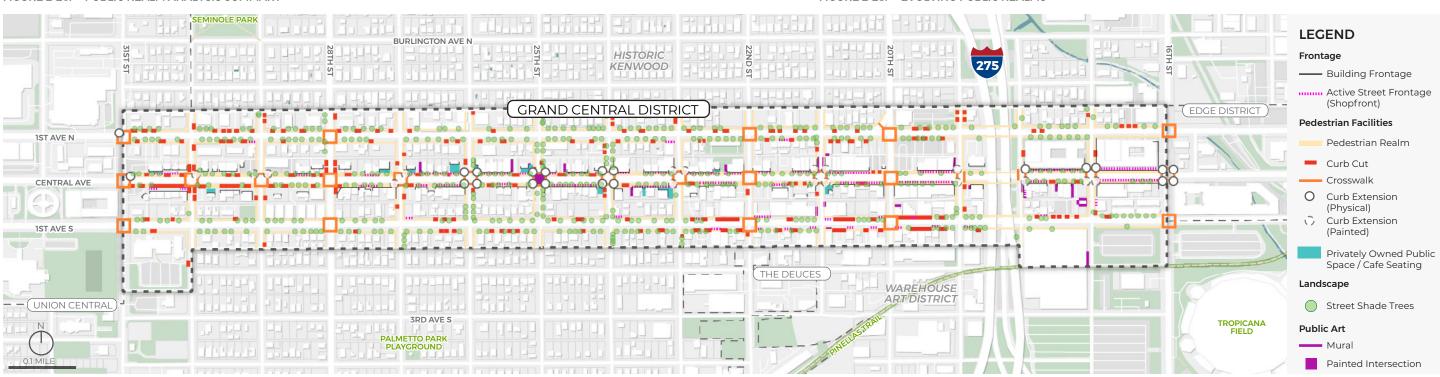


FIGURE 2-27: DISTRICT MAP - PUBLIC REALM & PEDESTRIAN EXPERIENCE





PUBLIC REALM & PEDESTRIAN EXPERIENCE - SUBAREA 1 & 3

The western end of the corridor (Subarea 1) has a poorer public realm and pedestrian experience on Central Avenue.. There are larger, more numerous curb cuts, less active building frontages with shopfronts, and fewer street trees.

The portion east of I-275 in Subarea 3 has higher quality public realm with wide, continuous sidewalks lined with shopfronts and street trees resulting from recent development. This subarea also has a high concentration of murals. I-275 is a barrier and gap in the public realm and pedestrian environment, dividing the corridor, and leaving unused spaces below the highway.





FIGURE 2-29: SUBAREA 1 PUBLIC REALM CONDITION

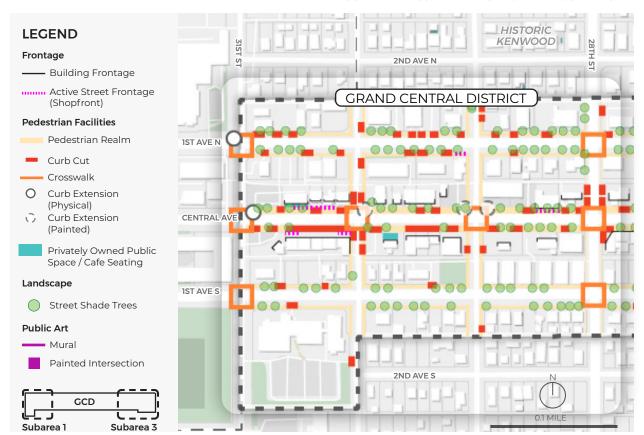


FIGURE 2-30: SUBAREA 1 MAP - PUBLIC REALM & PEDESTRIAN EXPERIENCE







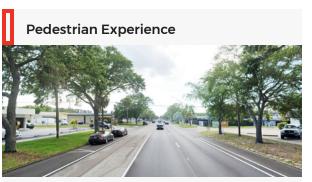




FIGURE 2-31: SUBAREA 3 PUBLIC REALM CONDITION

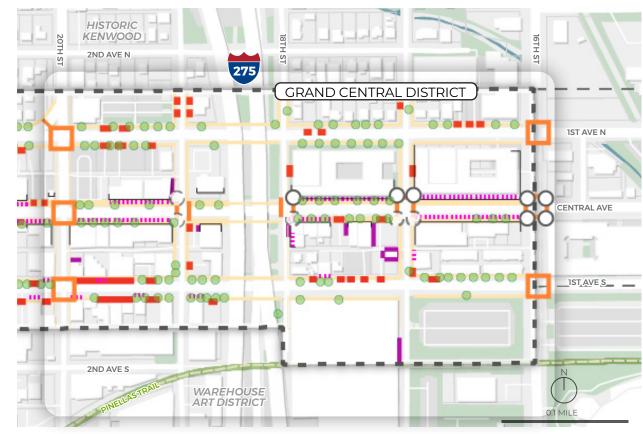


FIGURE 2-32: SUBAREA 3 MAP - PUBLIC REALM & PEDESTRIAN EXPERIENCE



PUBLIC REALM & PEDESTRIAN EXPERIENCE - SUBAREA 2

The diagram below illustrates that this area generally has the highest quality public realm in the District. Along Central Avenue, buildings are located adjacent to wide sidewalks and there are long stretches of active street frontage with few gaps. Curb cuts are rare and curb extensions have been constructed at three of the main intersections.

Wide continuous sidewalks with regularly spaced street trees and a uninterrupted street wall of active frontages make Central Avenue in Subarea 2 a welcoming pedestrian environment.

The east-west streets parallel to Central Avenue (1st Avenues N and S) have more suburban characters. Wide landscape strips and large trees provide a buffer to the traffic and a comfortable pedestrian experience. Street trees are intermittent and curb cuts are more numerous than on Central Avenue, although they are generally narrow.





FIGURE 2-33: SUBAREA 2 PUBLIC REALM HIGHLIGHTS









FIGURE 2-35: SUBAREA 2 STREETS & SIDEWALKS CONDITION

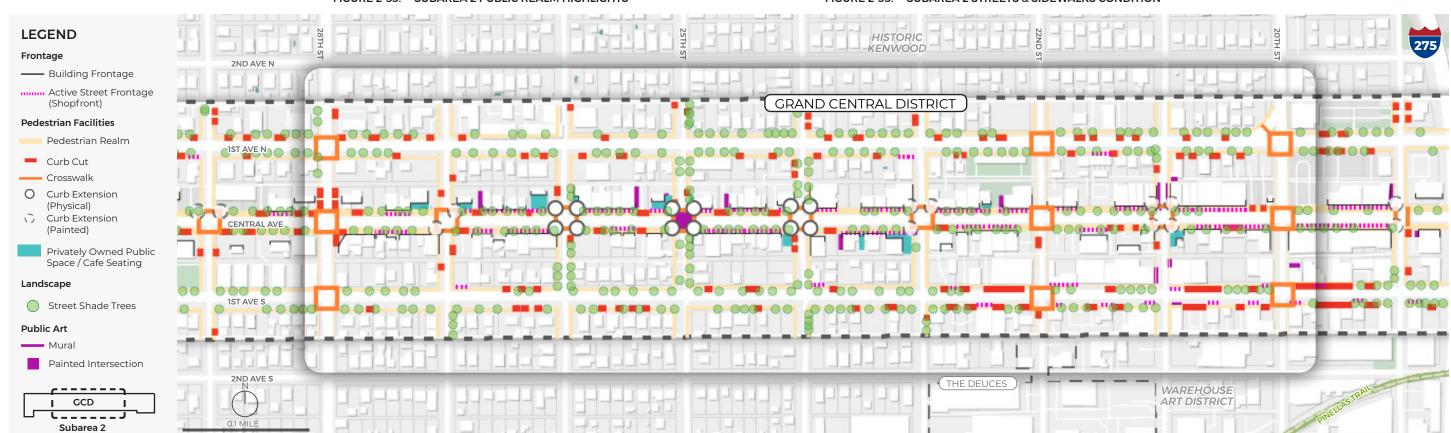


FIGURE 2-34: SUBAREA 2 MAP - PUBLIC REALM & PEDESTRIAN EXPERIENCE





PUBLIC REALM & WALKSHED ANALYSIS

The following diagrams illustrate public realm and pedestrian walking experience to key amenities within and near the Grand Central District. The highlighted areas indicate a 5-minute walking distance from essential and key public services along the highlighted street segments. For this analysis, a walkshed was examined for the following services: libraries, public pools, grocery stores, pharmacies, and parks.

As shown in the diagrams, the District only has partial coverage of pharmacies, grocery stores, and parks, and no coverage of public pools and libraries. Convenient access to multiple types of essential services promotes diverse population, supports equity and is essential to building local community. While the core of the District is rich with commercial and entrainment establishments, it is the furthest from the essential businesses examined in this analysis.







FIGURE 2-36: KEY AMENITIES

Grocery Store Walkshed

There are no grocery stores in the District. Access to grocery stores is more convenient from the western end of the District (to the Walmart Supercenter), but still limited as it covers only 2.5 blocks.

Pharmacy Walkshed

Pharmacies are located at the east and west ends of the District, and service these areas well.

Access from the District Core is lacking but is more convenient in comparison to other uses examined in this analysis.

Park & Playground Walkshed

There are no public parks in the District and access to parks is limited from most bocks. Better access exists to the west, while there is no convenient access from the center and the east.

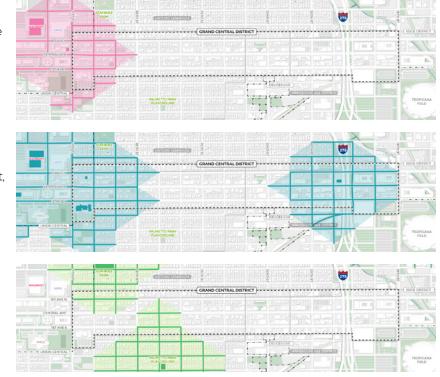


FIGURE 2-38: KEY AMENITY WALKSHED ANALYSIS

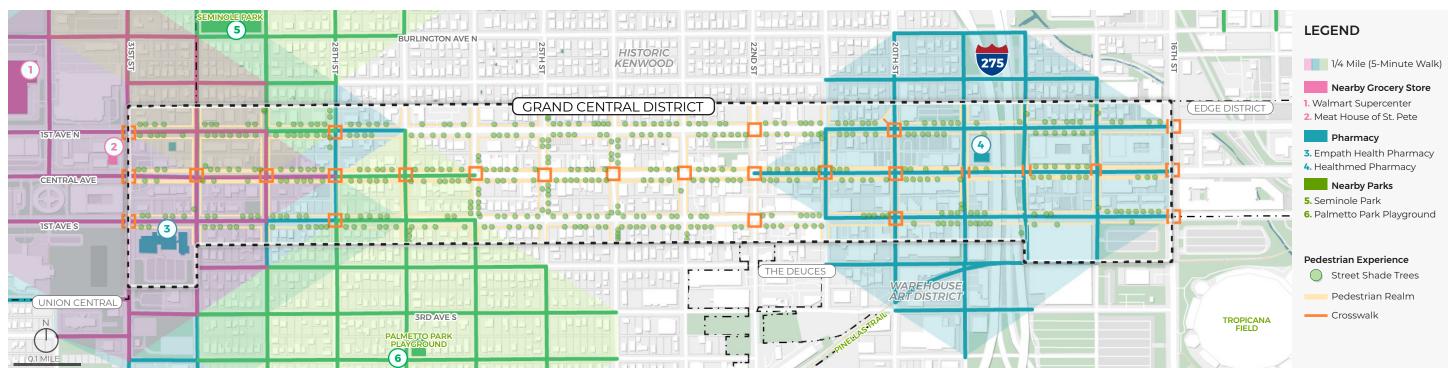


FIGURE 2-37: DISTRICT MAP - PUBLIC REALM & WALKSHED ANALYSIS





STREET HIERARCHY & COMPLETE STREET

Streets are the most public space in an urban environment and can be viewed as the public interior space of the District. This analysis describes the current streets condition, composition of mobility modes, and their compliance with the St. Petersburg Complete Streets and Implementation Plan from 2019.

In this plan, according to land use, Grand Central District is defined as a "Mixed Use Urban Core". As such, it must adhere to specific requirements to comply with the plan. Three main street types were identified in the District:

Thoroughfare

• 1st Avenue N and 1st Avenue S and is key to the east -west connectivity.

Neighborhood Connector

- East-west: Central Avenue.
- North south 16th Street, south segment of 20th Street, 22nd Street, 28th Street, and 31st Street.

Local Streets

• All remaining north-south streets

An additional important street type is the "Back Alley" that splits the blocks in the east-west direction. The alleys are between 1st Avenue N, Central Avenue, and 1st Avenue S, provide services to the businesses and rear access for residents.

As indicated on the map, the east-west corridors of 1st Aves N and S comply with the Complete Streets and Implementation Plan, while most of the north-south streets do not. Understanding the specific non-compliance items is important to the master plan as it leads to specific action items for improvement. The reasons for non-compliance are below:

- Speed limit on Central Avenue and 1st Avenues N and S is 5 mph higher than target speed.
- Speed limit on 22nd and 28th Streets is 10mph higher than target speed.
- Local streets sidewalks width is less than 10 ft.
- Connector roads need a buffer for the bike lanes.
- Central Avenue has a shared bike lane, as opposed to a required dedicated lane.

COMPLETE STREET FLEXIBLE STREET DESIGN GUIDANCE - Mixed-Use Context (Urban Core)						
Street Types	Model Priority	Target Speed	Preferred Treatment	Posted Speed in GCD		
Thoroughfare	Transit, Pedestrian	25-30 mph	High Transit Amenities 10 ft. minimum sidewalk Shared-use path	5 mph above desired (1st Avenues N & S)		
Neighborhood Connector	Bicycle, Pedestrian	20-25 mph	Neighborhood Greenway Separated bicycle facility or 7 ft buffered bicycle lane 10 ft. sidewalk	5 mph above desired (16th & 20th Streets & Central Avenue) 10 mph above desired (28th & 22nd Streets)		
Local Street	Bicycle, Pedestrian	15-20 mph	10 ft. sidewalk Neighborhood Greenway elements	5 mph above desired (31st Street)		

FIGURE 2-40: STREET DESIGN GUIDANCE Source: St. Petersburg Complete Streets Implementation Plan 2019

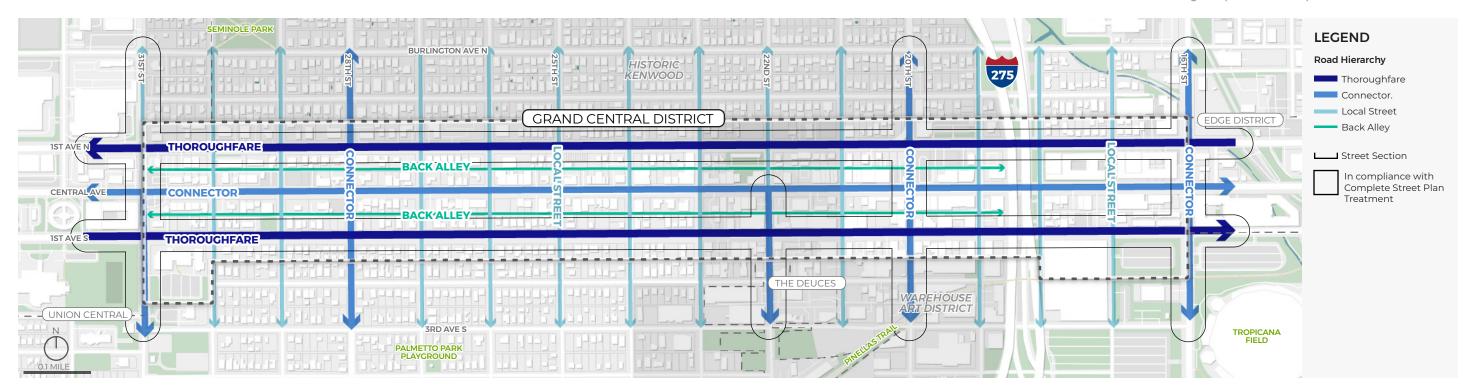


FIGURE 2-39: DISTRICT MAP - STREET HIERARCHY





TYPICAL STREET SECTIONS

The street hierarchy in the District prioritizes the east-west connectivity, with two wide corridors in this direction, over the north-south one. It supports the District's role in the larger urban context as a connector of the neighborhoods to the north and south of Central Avenue, and as key component in the urban east-west corridor.

The new hierarchy of "Street Types" was developed in the St. Petersburg's Complete Streets Plan (2019) to better identify the roles, functions and characteristics for different modes of travel.

The table below is modified from the Complete Streets Plan, and describes how the new street levels are reorganized according to the traditional "Functional Class" from federal motor vehicle service hierarchy.

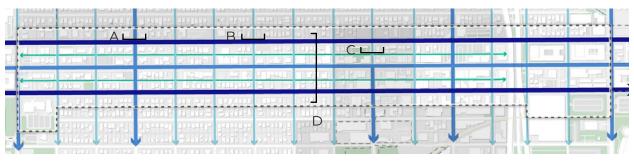
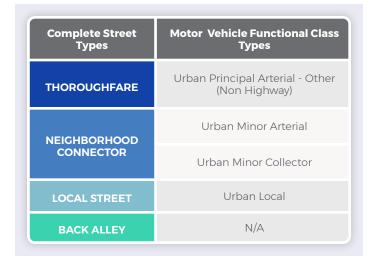
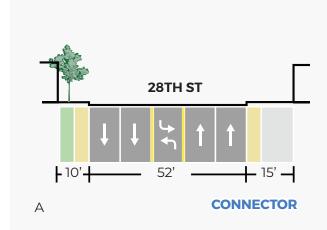


FIGURE 2-44: STREET TYPOLOGY AND HIERARCHY KEY MAP





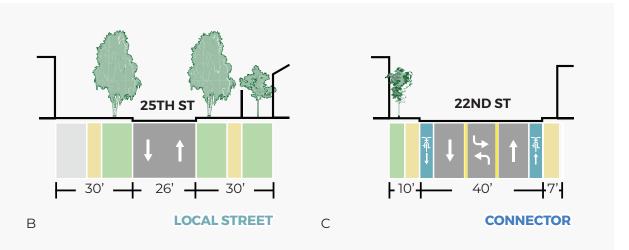


FIGURE 2-41: CLASSIFICATION IN CITY'S COMPLETE STREET PLAN FIGURE 2-42: TYPICAL STREET SECTIONS (VIEW FROM SOUTH TO NORTH)

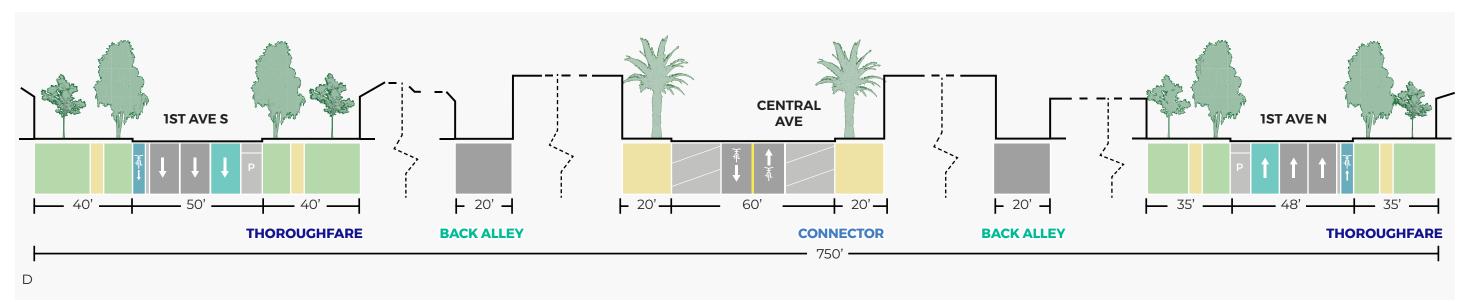


FIGURE 2-43: TYPICAL STREET SECTIONS (VIEW FROM EAST TO WEST)





ZONING

ZONING CODE	Max. Residential Unit	Non- Residential FAR	Max. Building Height	Setbacks (0-42 ft high/ 50 ft for DC)	Setbacks (42-72 ft high/ 50+ ft for DC)
DC-2 DOWNTOWN CENTER	Min 75% gross s.f.	3 -7	300 ft +	Along St.: 0 ft Between Building: 0 ft	Along St.: 10 ft Between Building: 0-15 ft / 60 ft for height 50-200 ft / 80 ft for 200 ft +
CCT-2 CORRIDOR COMMERCIAL TRADITIONAL	40 6 bonus	1.5	60 ft	Front: 0 ft /10 ft to curb Side: 0 ft/5 ft to curb Rear: 0 ft/10 ft if no alley	Front: 10 ft / 20 ft to curb Side: 15 ft / 20 ft to curb Rear: 0 ft/10 ft if no alley
CRT-2 CORRIDOR RESIDENTIAL TRADITIONAL	40 6 bonus	1.5	48 ft	Front: 0 ft/10 ft to curb Side: 0 ft/10 ft to curb Back: 0 ft/7.5 ft if no alley	Front: 10 ft / 20 ft to curb Side: 10 ft / 20 ft to curb Rear: 10 ft
CRT-1 CORRIDOR RESIDENTIAL TRADITIONAL	24 8 bonus	1	36 ft	Front: 7-15 ft Side: 10 ft / 5 ft if interior Rear: 5 ft / 7.5 ft if no alley	Front: 20 ft / 30 ft to curb Side: 20 ft/30 ft to curb Rear: 10ft
CENTRAL AVENUE CORRIDOR ACTIVITY CENTER	60	2.5	72 ft	Front: 0 ft /10 ft to curb Side: 0 ft /10 ft to curb Rear: 0 ft/10 ft if no alley	

FIGURE 2-45: ZONING REQUIREMENTS SUMMARY FOR GRAND CENTRAL DISTRICT Source: City of St. Petersburg







Proposed Development in Zoning Area CRT-2



Proposed Development in Zoning Area CCT-2



Proposed Development in Zoning Area DC-2

FIGURE 2-47: EXAMPLE DEVELOPMENT FOR ZONING CODES IN GRAND CENTRAL DISTRICT Source :St. Pete Rising

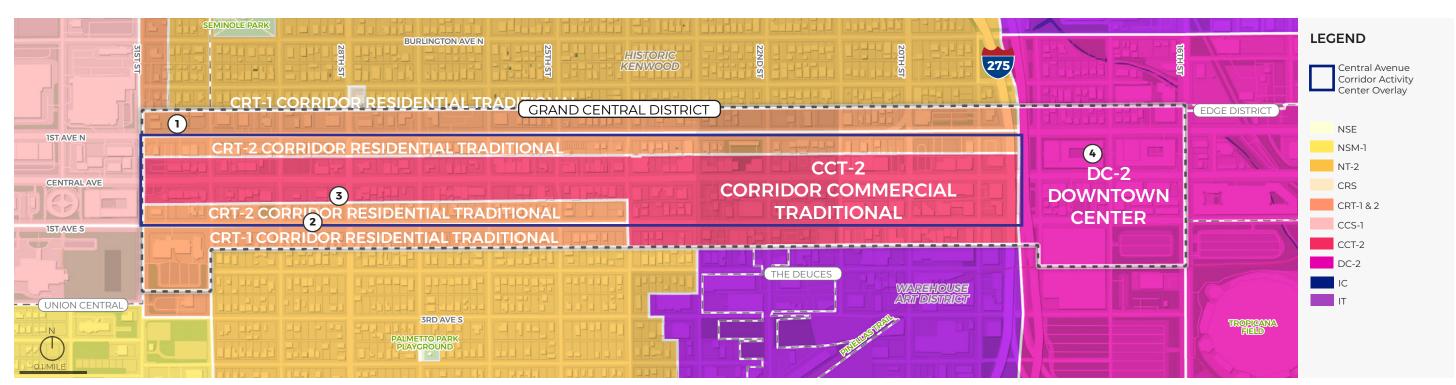


FIGURE 2-46: DISTRICT MAP - ZONING





BLOCK COVERAGE BY BUILDING

This analysis provides a snapshot of how much each half block, excluding the alleys, is covered by buildings. Blocks with a more urban typology with continuous frontages and buildings brought up to the street and no, or limited, on-site surface parking will have a higher percentage of building coverage. Blocks with more suburban character, such as larger setbacks and surface parking, will have lower coverage. In both cases, vacant parcels will result in a lower building coverage. Similarly, areas with more mixed-use or non-residential building types are expected to have a higher building coverage than more residential blocks.

The analysis identifies areas where infill development or redevelopment is needed to achieve the desired vision for the District and which

areas may simply need to be enhanced. Building coverage is also closely related to the common zoning standard of Site Area Ratio or the maximum impervious surface area permitted on a lot which includes the buildings, hardscaped surfaces, such as parking lots, and other impervious surfaces. Other zoning standards, such as setbacks and Floor Area Ratio (FAR), will also impact how much of a lot and block buildings can cover.

The City's zoning code establishes a maximum impervious surface for each zoning district. Within the study area, with the exception of the CRT-1 zoning district, a maximum impervious surface area of up to 95 percent is permitted with buildings being one portion of this.

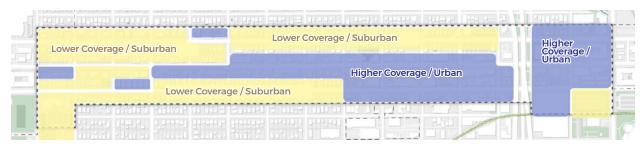


FIGURE 2-48: BLOCK COVERAGE SUMMARY







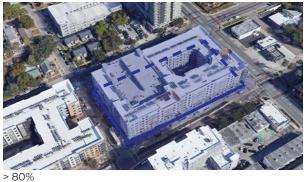




FIGURE 2-49: DISTRICT MAP - BLOCK COVERAGE





DEVELOPMENT TYPOLOGIES

As Grand Central District developed over time, the composition of its built environment became more diverse, representing different approaches to development. This analysis identifies the different development types in the District to visualize this component of its built character, and to reveal where development clusters are. The identified types are described as follows.

Renewed Fabric

Historical buildings like the Mari-jean Hotel have been restored to accommodate today's needs, maintaining the buildings original character.

Adaptive Reuse

Many of the buildings throughout the study area host uses that are far different than originally intended, resulting in many unique spaces and

destinations that set Grand Central District apart from other neighborhoods. The most prominent examples of this are the conversion of auto-oriented buildings, such as gas stations and mechanic shops, into places for dining and entertainment.

Infill Development

Many pre-existing smaller vacant parcels in Grand Central District have been recently redeveloped. The majority of infill development are small scale mixeduse buildings along Central Avenue, Townhomes or multiplex along 1st Avenues N and S.

Large Scale Development

The eastern and western ends of Grand Central District have experienced large scale development, primarily mixed-use apartment complex, hotel, and large institutional building or facilities.

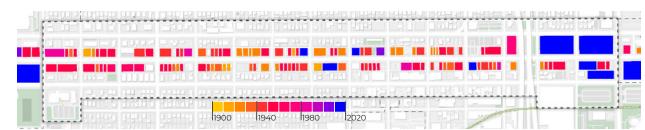


FIGURE 2-51: BUILDING YEAR BUILT Source: City of St. Petersburg



Renewed Fabric: Mari-jean Hotel at 2363 Central Ave



Adaptive Reuse at 2950 Central Ave



Infill Development at 2325-2327- 1st Ave S



Large Scale Development at 1701 Central Ave



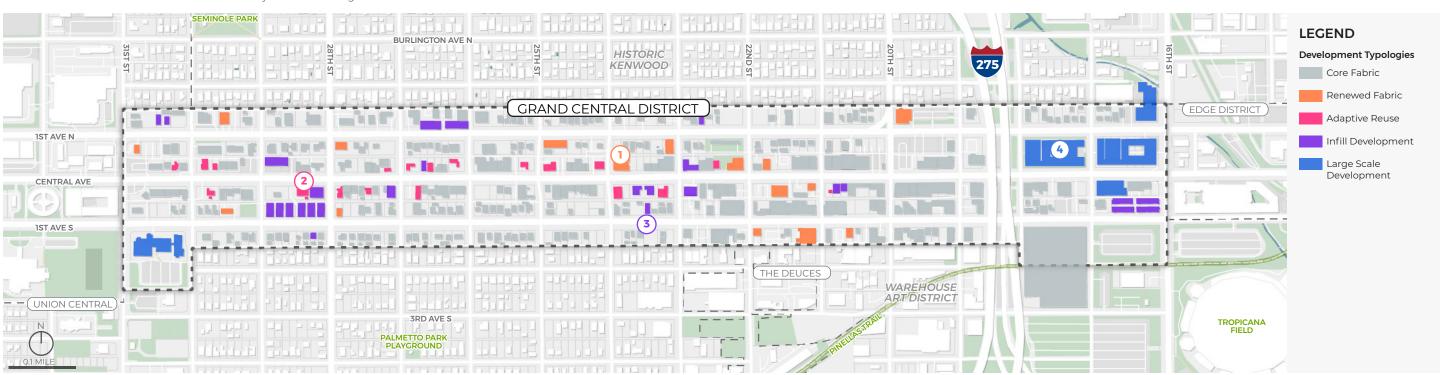


FIGURE 2-52: DISTRICT MAP - DEVELOPMENT TYPOLOGIES





BUILDING TYPOLOGIES

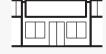
Grand Central District has a wide variety of building types which contribute significantly to the character of its built environment. Alongside its influence on the District's built character, building typologies are also representative of different uses, densities, boundaries between private and public spaces, and more broadly the zoning of different areas in the District. By studying spatial typologies and comparing them to the desired character and vision for the District, strategies can be created to guide future development in the District.

This study is a two-step analysis: first, building typologies were identified and categorized. As seen on this page, nine distinct types were recognized based on their form, massing, disposition on the lot, orientation, and relationship to the street, and original use. In the second step, the District was mapped based on the categories previously identified. The mapping in this section reveals where each type of building is in the District, and where clusters of identical building types have emerged over time.

Single-Story Shopfront



- Single-Story Commercial / Taxpayer Building
- Typically frontage is along the sidewalk, although may be set back some with one row of parking (Strip mall)
- Shopfront frontage



Suburban Commercial



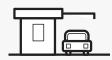
- One to two story building designed for commercial use
- Relatively large front and side setbacks with parking on the side and/or front.
- Lower building lot coverage than single-story shopfront



Auto-Oriented Type



- Large setback
- Surface parking taking large proportion of space in the front of the lot
- Originally designed for use servicing motor vehicles
- Relatively low building lot coverage
- Incorporates long curb cuts



Multiplex / Townhouse



- Includes townhomes to small multi-unit buildings
- 2 to 3 stories
- Parking in rear
- Generally shallow front setback
- Higher lot coverage than Detached Single/Double-Family



Detached Single/ Double-Family Home



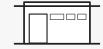
- Includes a variety of housing types
- Setback from the street
- Common to have garage and/or Accessory Dwelling Unit* (ADU) in rear of lot along rear alley.
- Mix of front-loaded (from street) and rear loaded (from driveway)
- Originally designed and built for residential use



Warehouse



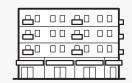
- Large, single story buildings originally designed for industrial uses
- Large, open layout/floor plate/footprints and typically higher than average ceiling floor to heights
- Frontage is originally nonporous with the exception of large overhead doors



Large Scale Mixed-Use Building



- Aka the "Texas Donut" or wrap building
- Multi-story building occupying a large portion of or the entire block.
- Parking garage is wrapped by the building
- At least 4 stories



Small Scale Mixed-Use Building



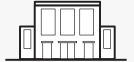
- Smaller infill buildings
- Typically 2 to 3 stories
- Occupies small percentage of block / up to a few parcels
- Can be a mix of retail, office, or residential uses



Civic / Cultural



- Special purpose buildings designed for unique uses, such as playhouse, theaters, and religious institutions.
- Typically has distinctive design differentiating them from general fabric buildings such as grander proportions and height



^{*}a smaller, independent residential dwelling unit located on the same lot as a stand-alone single-family home





BUILDING TYPOLOGIES MAPPING

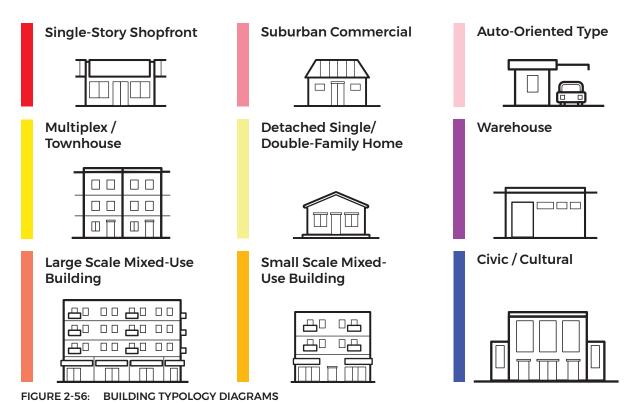
The pattern of building types across the study area largely follows the east-west avenues west of I-275. Central Avenue has a variety of "main street" building types, with some more suburban setbacks emerging on the western end. The warehouse typology common in the adjacent Warehouse Arts District also bleeds in Grand Central District along 1st Avenue S centered around 21st Street.

The remainder of 1st Avenue S is predominantly Detached Single/Double-Family. 1st Avenue N has the most variety, with Suburban Commercial and Detached Single/ Double-Family Home types most common. Throughout the District, infill development is occurring with Small Scale Mixed-

Use Buildings and Multiplex / Townhouse buildings. The finer grained building pattern west of I-275 switches to a larger-scale, full block development pattern east of the interstate, where several new "Texas Donut" mixed-use buildings have recently been built. These patterns reflect the various zoning districts currently established in the study area.



FIGURE 2-54: BUILDING TYPOLOGY CLUSTERS



LEGEND HISTORIC **Building Typology** 275 KENWOOD Single-Story Shopfront Suburban Commercial **GRAND CENTRAL DISTRICT** EDGE DISTRICT Auto-Oriented 1ST AVE N Multiplex / Townhouse Detached Single/ Double-Family CENTRAL AVE Large Scale Mixed-Use Small Scale Mixed-Use 1ST AVE S Warehouse Civic / Cultural THE DEUCES WAREHOUSE ART DISTRICT - (UNION CENTRAL) 3RD AVE S TROPICANA FIELD

FIGURE 2-55: DISTRICT MAP - BUILDING TYPOLOGIES





BUILDING TYPOLOGIES - SUBAREA 1 & 3

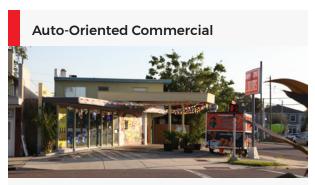








FIGURE 2-57: PREDOMINANT BUILDING TYPOLOGIES IN SUBAREA 1



FIGURE 2-58: SUBAREA 1 MAP - BUILDING TYPOLOGIES











FIGURE 2-59: PREDOMINANT BUILDING TYPOLOGIES IN SUBAREA 3

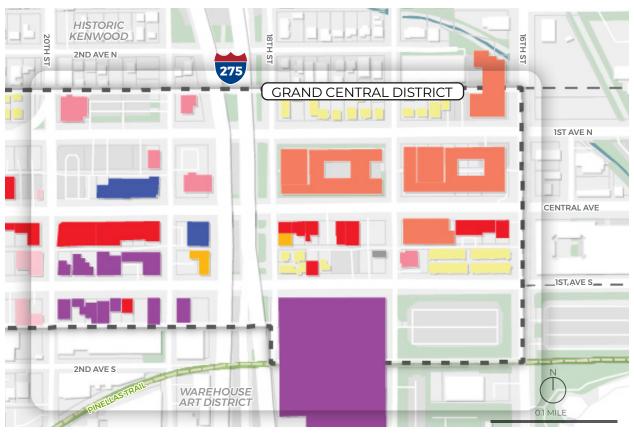


FIGURE 2-60: SUBAREA 3 MAP - BUILDING TYPOLOGIES



BUILDING TYPOLOGIES - SUBAREA 2

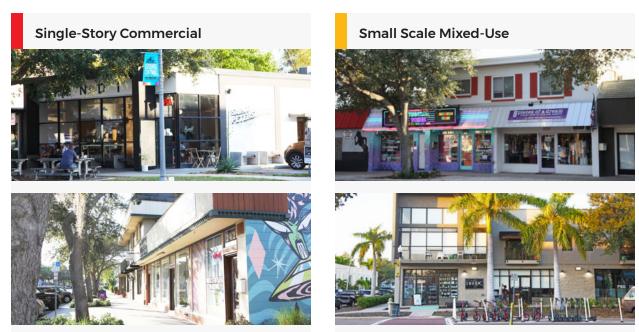


FIGURE 2-61: PREDOMINANT BUILDING TYPOLOGIES IN SUBAREA 2



FIGURE 2-63: PREDOMINANT BUILDING TYPOLOGIES IN SUBAREA 2

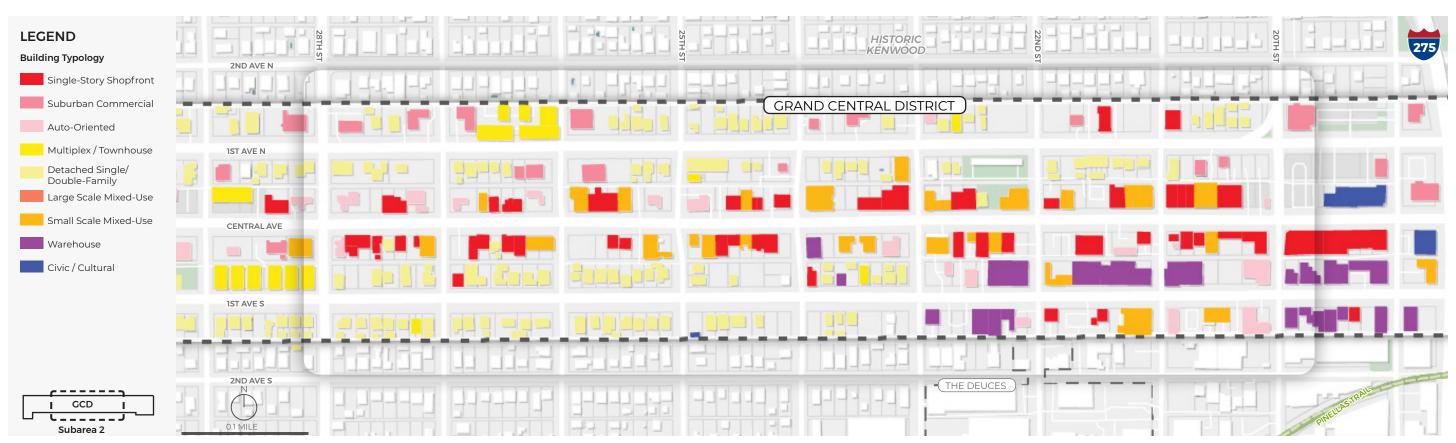


FIGURE 2-62: SUBAREA 2 MAP - BUILDING TYPOLOGIES





SOFT SITES & CURRENT DEVELOPMENTS

To better understand development in the District, the study below highlights recently completed development, ongoing development, and soft sites for potential future development. Soft sites are parcels where development can be expected because they are vacant, or underutilized with regards to their use, for example, surface parking, or a building that is significantly below the allowed FAR. In this analysis, the soft sites identified in the District are divided into two categories; Vacant Parcels which include standalone surface parking lots and parcels registered as vacant, and Opportunity Parcels which include underutilized parcels, and business-related surface parking.



units)

15. Orange Station (103 units)

16. Modera Apartment (383

17. Trails Edge (204 units)

18. Alexan 1700 (267 units)

19. Sky St. Pete (246 units)















FIGURE 2-66: RECENT DEVELOPMENTS Source :St. Pete Rising

LEGEND Vacant Vacant parcel Surface parking **Opportunity Parcel** Potential Enhancement parcel 1ST AVE N Surface parking Development Recent **CENTRAL AVE** Ongoing Proposed 1ST AVE S Large Scale Mixed-Use Townhome/Multiplex O Small Scale Mixed Use THE DEUCES WAREHOUSE Bars ART DISTRICT - (UNION CENTRAL) O Hotels TROPICANA FIELD

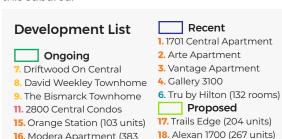
FIGURE 2-65: DISTRICT MAP - SOFT SITES & CURRENT DEVELOPMENTS





SOFT SITES & CURRENT DEVELOPMENT - SUBAREA 1 & 3

Most recently completed development is on the western and eastern parts of the District, in Subarea 1 and 3. The potential for development in the District is still large as there is a significant number of vacant/underutilized parcels. Most notable recent development in Subarea 1 is the apartment community Gallery 3100 offering 200 apartment units. In Subarea 3, four large developments have recently completed and brought an additional 132 hotel rooms and 700 rental units to the District. Development pressure is from downtown with the zoning code allowing high density development in this subarea.



16. Modera Apartment (383

units)





David Weekley Townhome

FIGURE 2-67: ONGOING DEVELOPMENTS



FIGURE 2-68: SUBAREA 1 MAP - SOFT SITES & CURRENT DEVELOPMENTS

19. Sky St. Pete (246 units)









Police HQ Development - Orange Station





Modera Under Construction



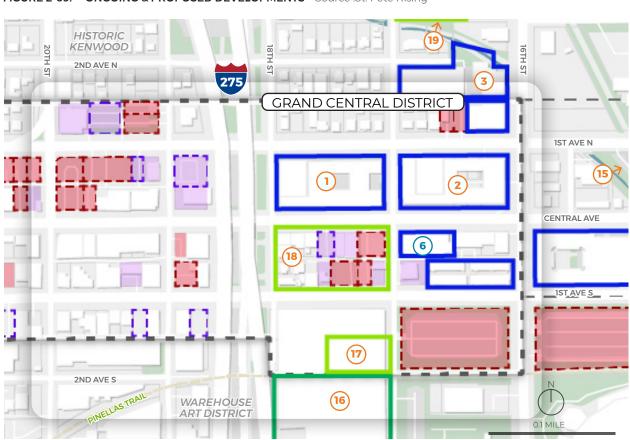


FIGURE 2-70: SUBAREA 3 MAP - SOFT SITES & CURRENT DEVELOPMENTS



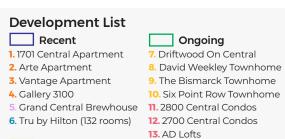
SOFT SITES & CURRENT DEVELOPMENT - SUBAREA 2

Most recently completed and ongoing projects in Subarea 2 are smaller-scale mixed use infill developments. The majority of the sites identified are underutilized parcels along the east-west corridors of the District, which don't maximize their development potential based on the current zoning. The nature of development on these sites should be carefully considered as it will have a significant influence on the District's character.

14. 2160 Central Ave

15. Orange Station (103 units)

16. Modera Apartment (383



- Proposed

 17. Trails Edge (204 units)
- 18. Alexan 1700 (267 units)
- 18. Alexan 1700 (267 units) 19. Sky St. Pete (246 units)



Driftwood on Central



2800 Central

FIGURE 2-71: ONGOING DEVELOPMENTS



2700 Central Condos





2700 Central Condos under Construction



2160 Central

FIGURE 2-73: ONGOING DEVELOPMENTS Source :St. Pete Rising

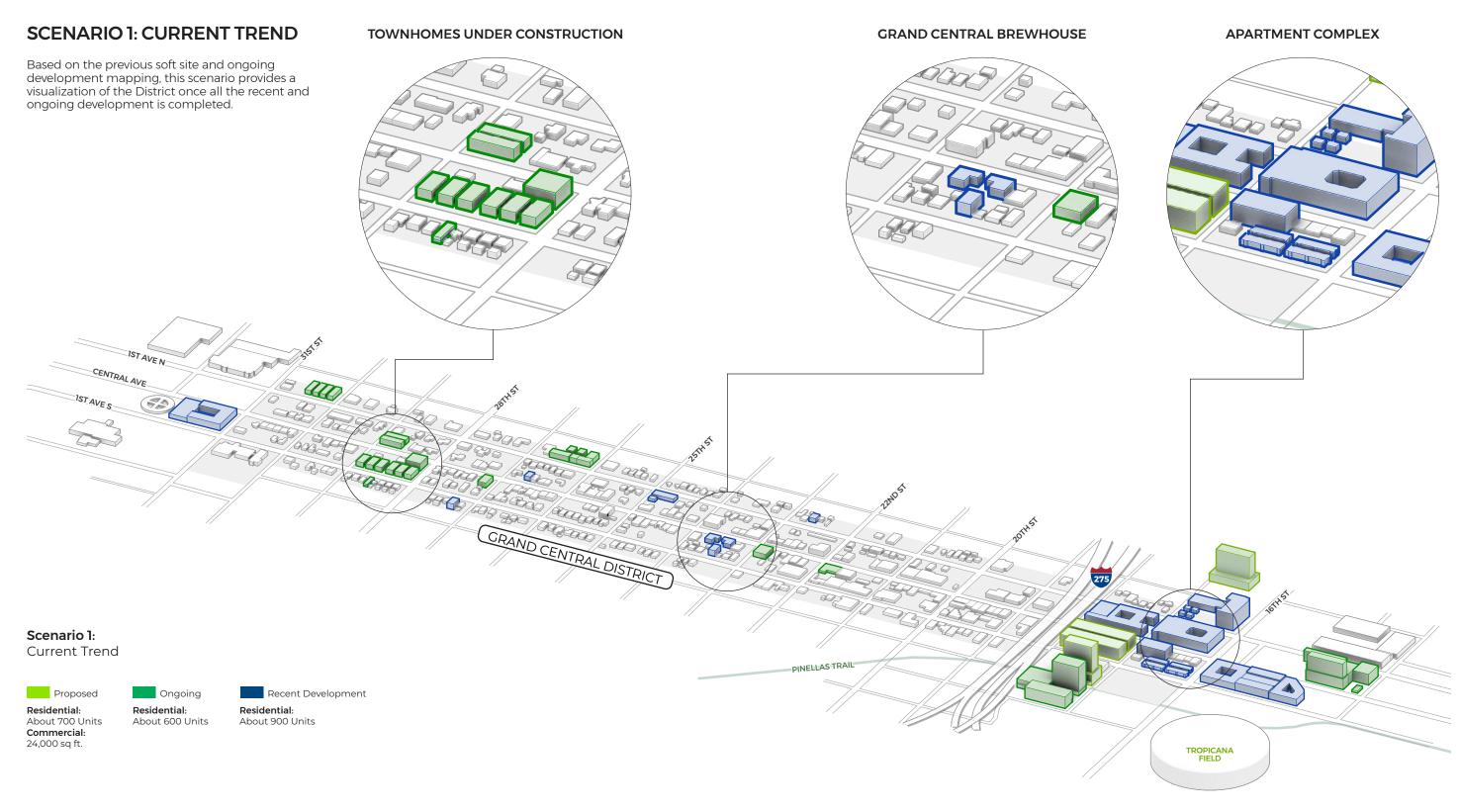


FIGURE 2-72: SUBAREA 2 MAP - SOFT SITES & CURRENT DEVELOPMENTS



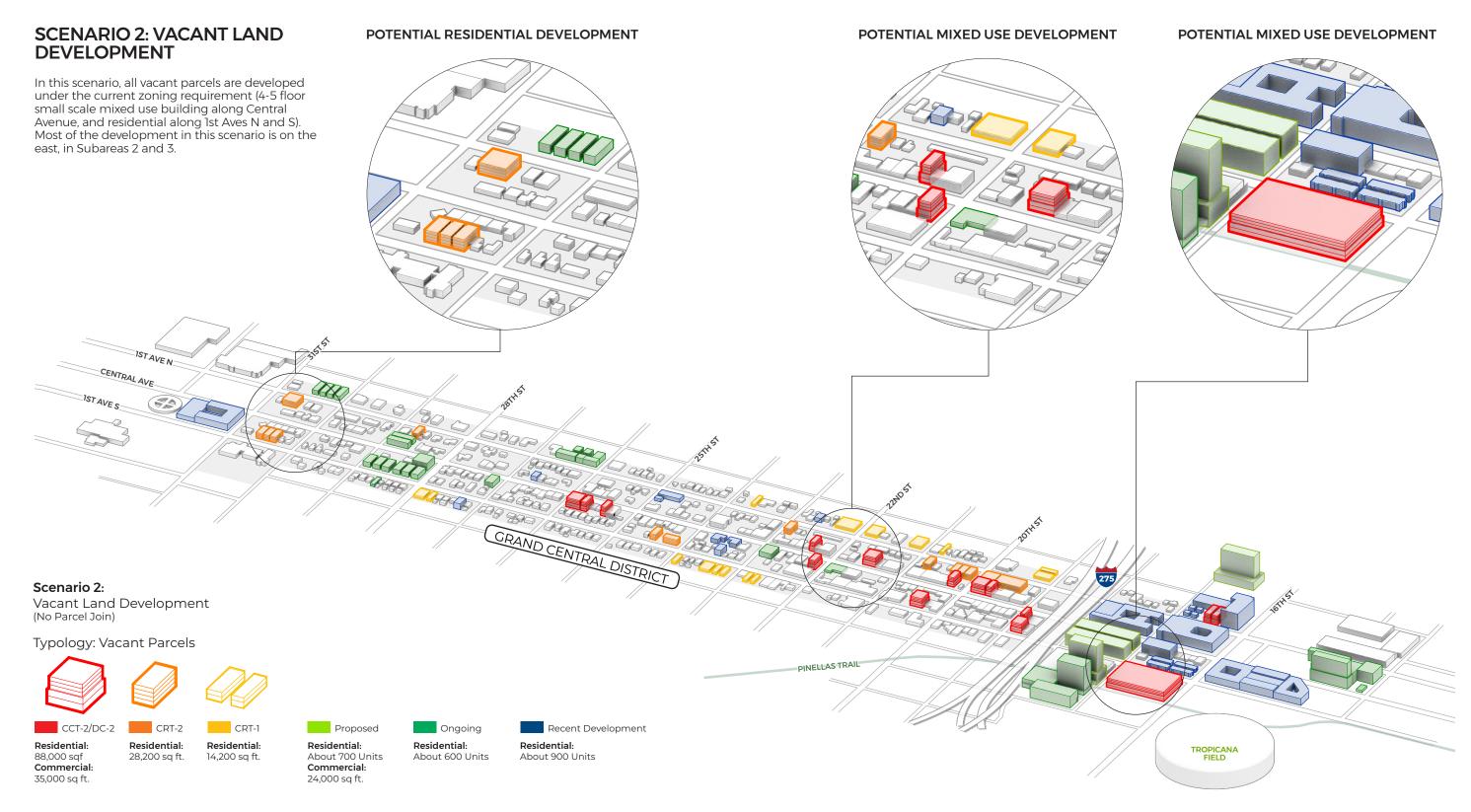


POTENTIAL DEVELOPMENT SCENARIOS



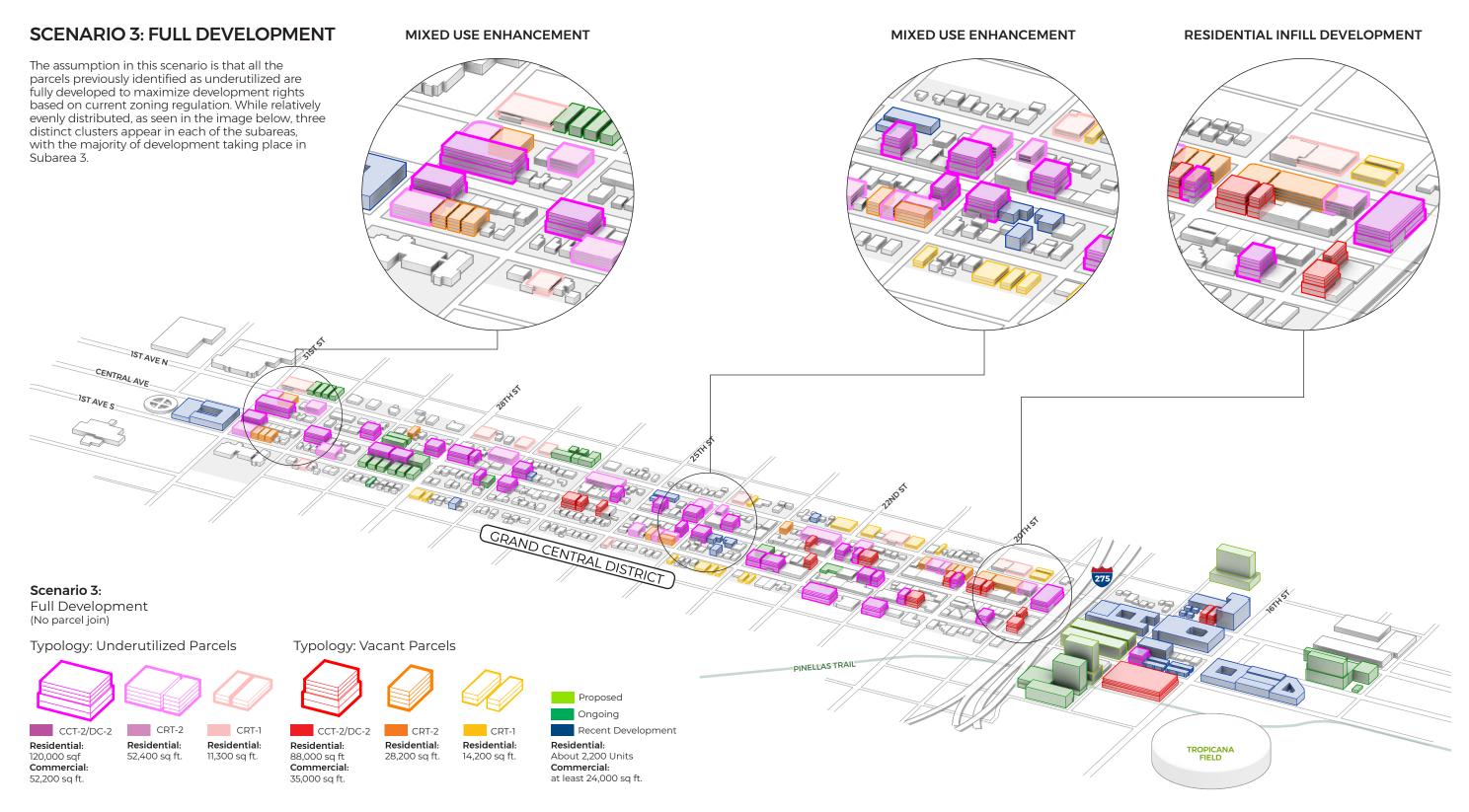








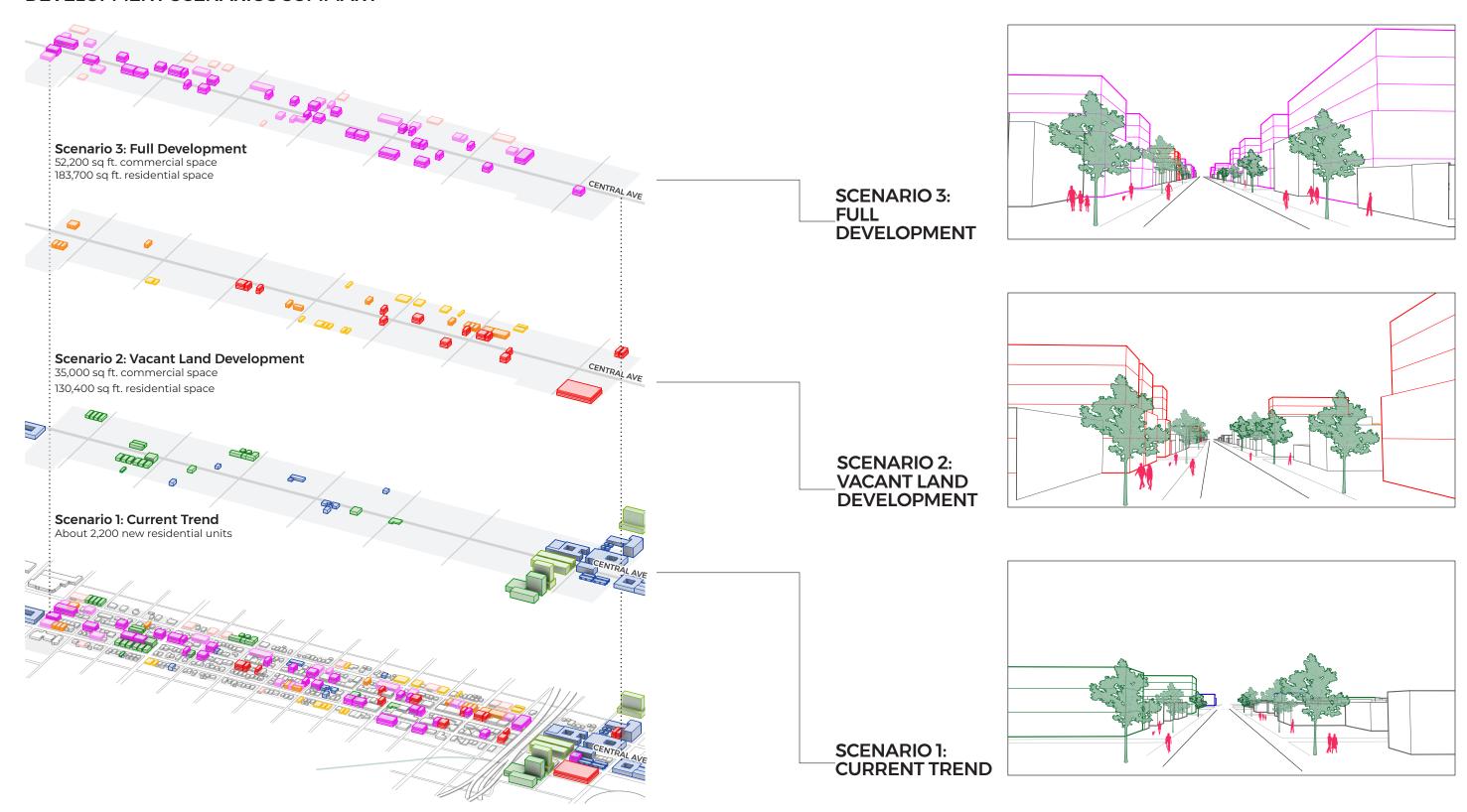








DEVELOPMENT SCENARIOS SUMMARY









CONNECTIVITY & SAFETY ASSESSMENT

PSTA's Grand G

MULTIMODAL CONNECTIVITY

The multimodal network within the Grand Central District is quite complete and well-connected, including bicycle lanes, sidewalks, and crosswalks. Pedestrian/Bicycle activity probe data obtained by FDOT from Streetlight* indicates a significant level of bicycling and walking both within the District and to/from the District from the surrounding neighborhoods.

The following multimodal network analysis therefore considers existing pedestrian and bicycle connectivity from the District to important activity centers in its vicinity, including St. Petersburg High

School to the north; Tropicana Field, John Hopkins Middle School, and Campbell Park Elementary School and Recreation Center to the east; the Warehouse Arts District to the south; and PSTA's Grand Central Station as well as YMCA to the west. There is likely also significant demand between these activity centers and the District in an area characterized primarily by single family housing.

* Streetlight Data is a software company provide transportation analytic data on demand, including measures of travel patterns of vehicles, bicycles and pedestrians



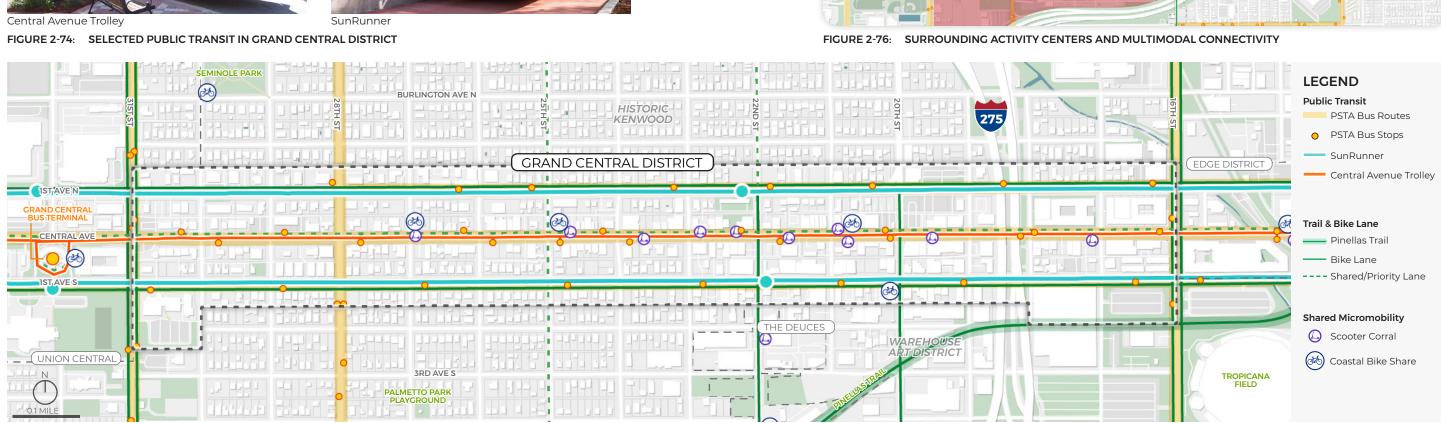


FIGURE 2-75: DISTRICT MAP - MULTIMODAL CONNECTIVITY





275

GRAND CENTRAL DISTRICT

PEDESTRIAN CONNECTIVITY

In terms of pedestrian connectivity, the District is equipped with a connected network of sidewalks along Central Avenue and the 1st Avenues.

For connectivity to St. Petersburg High School from the Grand Central District, 22nd Street, 24th Street, 25th Street, 26th Street, 27th Street and 28th Street have continuous network of sidewalks and provide pedestrian connectivity. Sidewalks along 23rd Street are intermittent, with gaps between 5th Avenue S to 9th Avenue N. Sidewalks are missing on 24nd Street N between 5th Avenue N and 9th Avenue N.

From Tropicana Field, continuous E-W sidewalk connectivity via 1st Avenue S to the YMCA and PSTA's Grand Central Station to the west exists. Pedestrian connectivity to the Warehouse Arts District is continuous via North-South connections until 5th Avenue S. Sidewalks are missing on 24th Street S, 25th Street S, 26th Street S, and 27th Street S, between 5th Avenue S and Fairfield Avenue/Terminal Drive.

to the four major destinations on the north, south, east and west are another major infrastructure component determining pedestrian connectivity. Central Avenue, and the 1st Avenues N and S provide East-West connections for pedestrians with a robust network of sidewalks and crosswalks.

For North-South connectivity, Dr. MLK Jr Street, 16th Street, 20th Street, 22nd Street, 28th Street, 31st Street and 34th Street are streets with crosswalks at major intersections. There is a general lack of crosswalks between 1st Avenue S and 7th Avenue S, relative to the area north of the Grand Central District.

Crosswalks connecting the Grand Central District

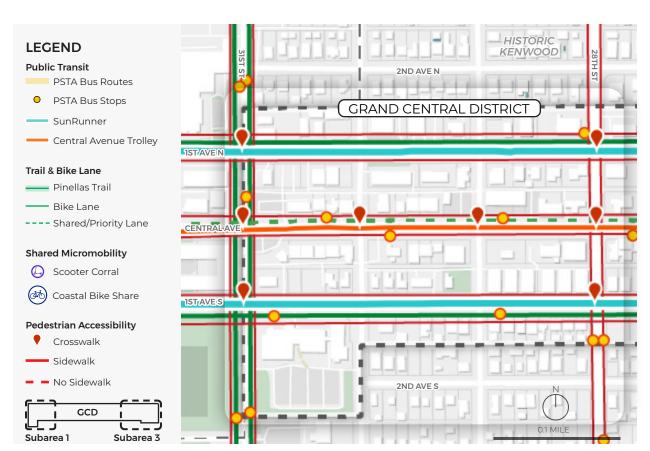


FIGURE 2-77: SUBAREA 1 MAP - MULTIMODAL CONNECTIVITY & PEDESTRIAN ACCESSIBILITY





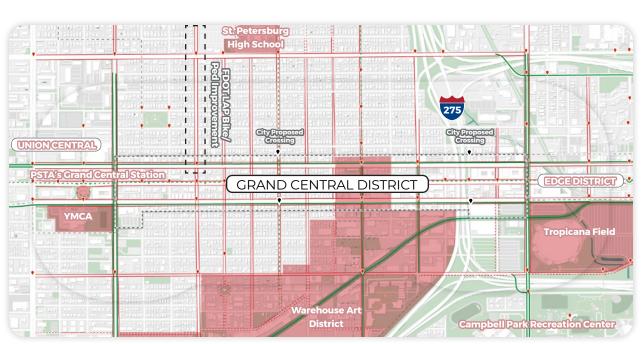


FIGURE 2-78: SURROUNDING ACTIVITY CENTERS (RED) & BIKE-PEDESTRIAN CONNECTIVITY (PROPOSED IN BLACK)

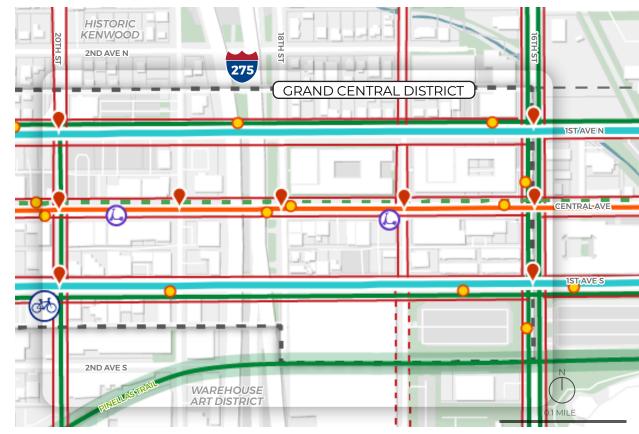


FIGURE 2-79: SUBAREA 3 MAP - MULTIMODAL CONNECTIVITY & PEDESTRIAN ACCESSIBILITY

BICYCLE CONNECTIVITY

For bicycle connectivity from Grand Central District to the nearby activity centers, North-south connectivity is facilitated by 16th Street and 31st Street. Segments of 20th Street and 22nd Street south of the District also have existing bicycle lanes.

To facilitate E-W connectivity, 1st Avenues N and S have existing bicycle lanes and the Pinellas Trail provides direct connectivity to the Warehouse Arts District as well as Tropicana Field. There is, however a lack of bicycle connectivity between the District and St. Petersburg High School.

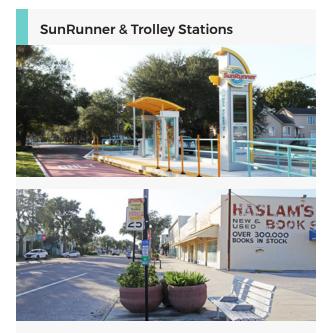












FIGURE 2-82: PEDESTRIAN & BICYCLE/MICROMOBILITY CONNECTIVITY

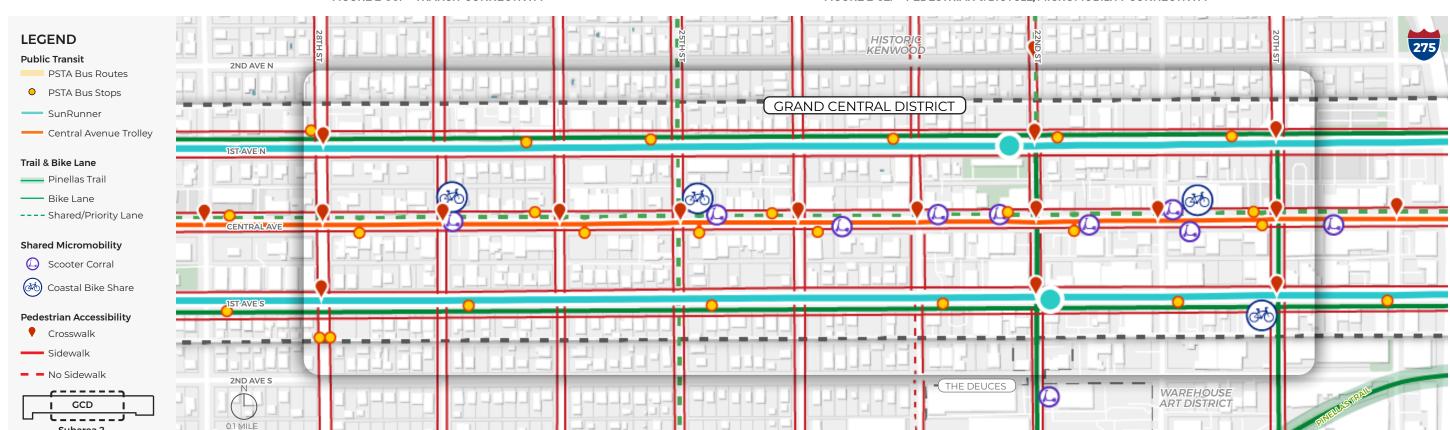


FIGURE 2-81: SUBAREA 2 MAP - MULTIMODAL CONNECTIVITY & PEDESTRIAN ACCESSIBILITY





PUBLIC PARKING ANALYSIS

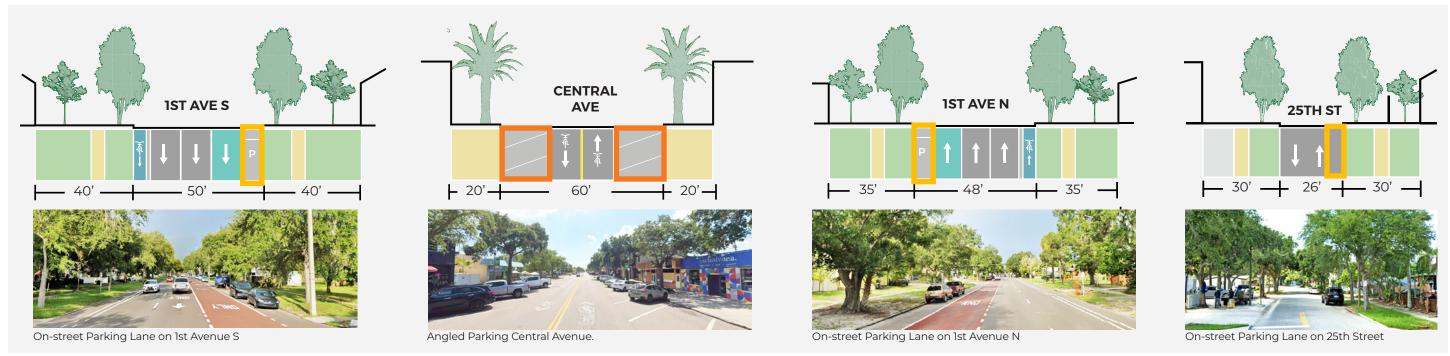


FIGURE 2-83: TYPICAL STREET SECTIONS OF PARKING

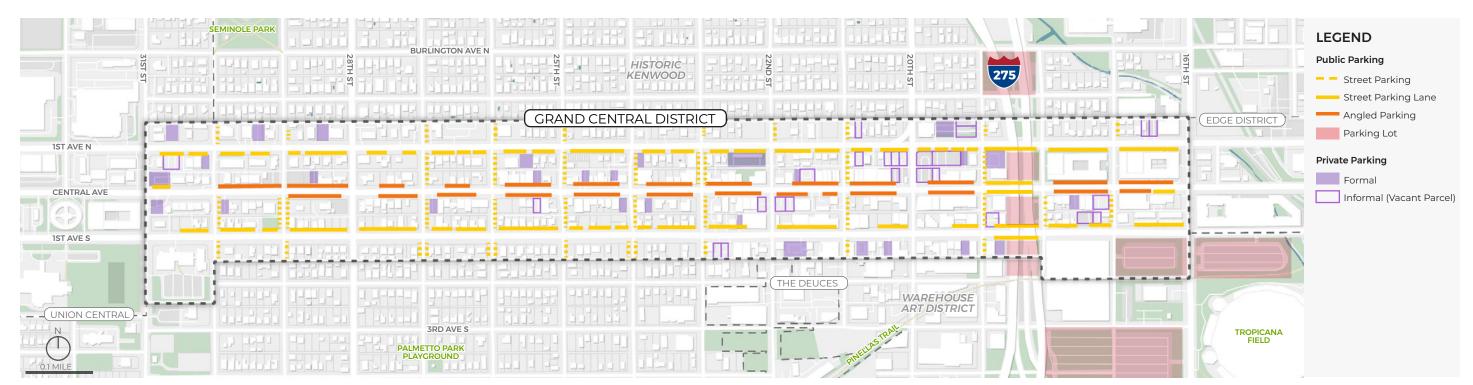


FIGURE 2-84: DISTRICT MAP - PUBLIC & PRIVATE PARKING





PARKING CATEGORIES AND NUMBERS - SUBAREA 1 & 3

Public parking is mapped within the District according to four categories as follows.

Street Parking (not marked)

Mainly on smaller north-south streets, on-street parking is permitted but there is no marked parking

Street Parking Lane

On 1st Avenues N and S, parking lanes are designated, cut at certain portions to allow bike lanes and SunRunner Bus lanes.

Angled Parking

On Central Avenue, angled parking spaces are provided along blocks where businesses are concentrated, and only allow one shared lanes in each directions for vehicles, bicycles and scooters.

Surface Parking

Public parking lots are located under I-275 highway and near the Tropicana Field for events .

There are also many private parking lots provided by local business owners or on vacant lands...

Parking	Location	Spaces
On-Street Parking (Not marked)	North-South Streets 16th-31st Streets	192
Street Parking Lane	1st Avenues N & S	341
Angled Parking	Central Avenue	352
Parking Lot	Near Tropicana Field/ Under I-275	Around 300 within GCD

FIGURE 2-85: PARKING SPACE SUMMARY

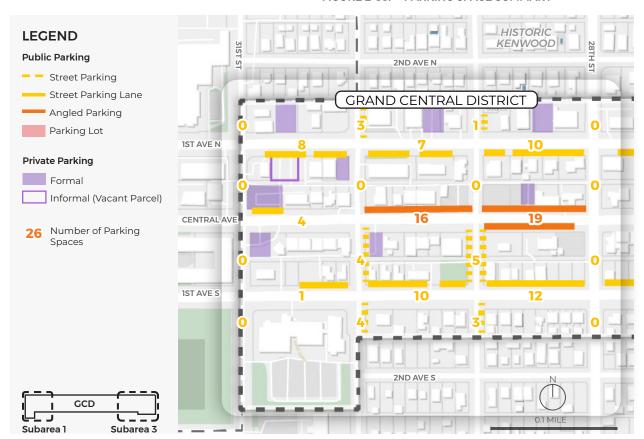


FIGURE 2-86: SUBAREA 1 MAP - PUBLIC & PRIVATE PARKING



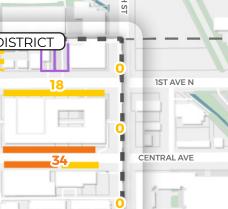










FIGURE 2-87: PUBLIC PARKING CATEGORIES

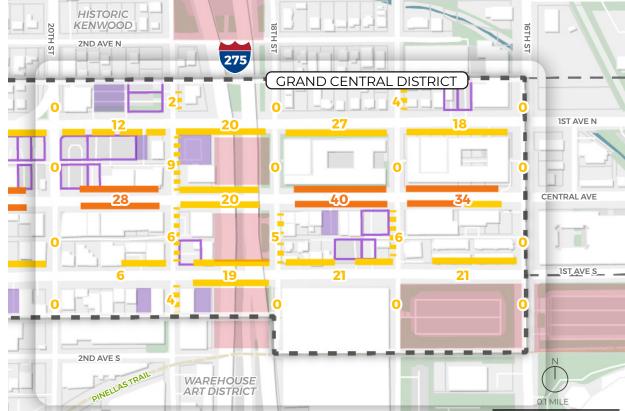
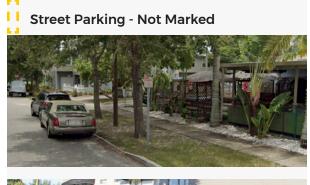


FIGURE 2-88: SUBAREA 3 MAP - PUBLIC & PRIVATE PARKING



PARKING CATEGORIES AND NUMBERS - SUBAREA 2









Private Parking: Part of Business





FIGURE 2-91: PRIVATE PARKING CATEGORIES



FIGURE 2-89: ON-STREET PARKING - NORTH-SOUTH STREETS AND IST AVENUES N AND S

LEGEND Public Parking Street Parking Street Parking Lane **GRAND CENTRAL DISTRICT**

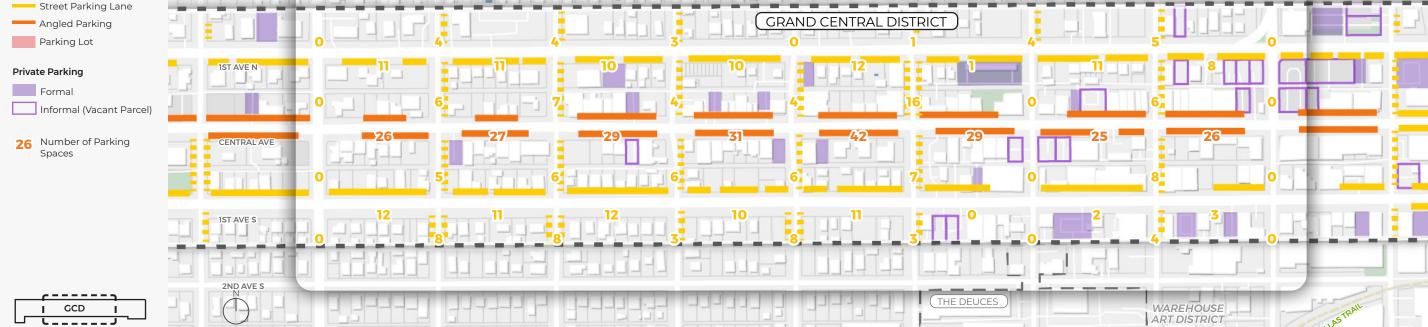


FIGURE 2-90: SUBAREA 2 MAP - PUBLIC & PRIVATE PARKING



Subarea 2



SAFETY & CRASH ANALYSIS

The most recent five years of crash data were analyzed for the Grand Central District area. The data was obtained from the FDOT Crash Analysis Reporting System (CARS) and Signal Four Analytics (S4) from 2017 through October 12, 2022. During the period, 1,086 crashes have occurred within the Grand Central District,

Looking at all crashes during that time period, 322 crashes occurred at night (29.4 percent), which is consistent with the 2019 statewide average of 29.8 percent. 93 crashes (9.0 percent) occurred under wet pavement conditions which is less than 2019 statewide average of 14.4 percent. Even though the average percentage are consistent with statewide averages, field inspections have indicated that lighting appears to be insufficient and that a lighting analysis should be completed. Also, there are very few stop signs/lights and traffic signals along the corridor as mentioned in the previous Multimodal Connectivity section.

With regards to crash severity, 291 crashes (27.0 percent) were injury crashes. Four fatal crashes also occurred in the Grand Central District during the analysis period. All fatal crashes were pedestrian crashes.

From the crash reports, all fatal crashes occurred under non-daylight conditions (dusk or darklighted conditions). Only one crash had a vehicle speeding excessively, while for the other crashes the estimated vehicle speeds were 35-mph or lower. Three out of the four fatal pedestrian crashes occurred in a marked crosswalk.

In addition to fatal pedestrian crashes, a total of 24 pedestrian crashes and 31 bicycle crashes occurred during the analysis period. Both pedestrians and bicyclists were much more likely to be injured (approximately 70 percent injury rate) when compared to other crash types.

Regarding the crashes by type and year. Angle crashes (342 or 31 percent) are the leading crash type followed by rear end (226 or 20 percent), and sideswipe (141 or 13 percent). Angle crashes generally occur at intersection locations (such as two-way stop control and signalized) of which there are many throughout the Grand Central District.

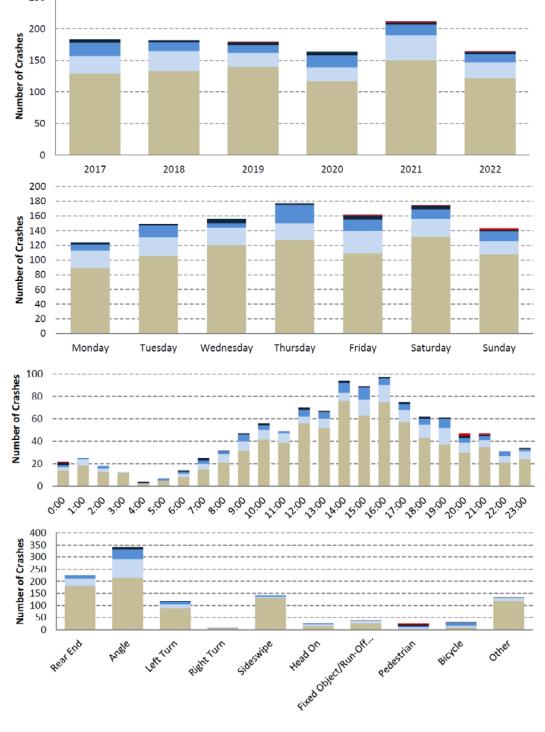
			Analys	is Year*				
Crash Type	2017	2018	2019	2020	2021	2022	Total**	Percent**
Rear End	39	38	45	31	33	40	226	20.2%
Angle	53	60	45	53	72	59	342	30.7%
Left Turn	23	29	16	16	21	13	118	11.4%
Right Turn	1	0	1	1	0	4	7	0.3%
Sideswipe	20	22	34	15	28	22	141	12.9%
Head On	0	1	11	6	6	2	26	2.6%
Fixed Object/Run-Off Road	12	7	3	6	7	2	37	3.8%
Pedestrian	4	1	4	4	8	3	24	2.3%
Bicycle	9	5	3	5	5	4	31	2.9%
Other	22	19	18	27	32	16	134	12.8%
Total Crashes	183	182	180	164	212	165	1,086	100.0%

*Crash data for the current year (2022) is incomplete as it only includes data through October 12, 2022.

**Leading crash types

FIGURE 2-92: CRASH SUMMARY (2017-2022)





■ Property Damage Only ■ Possible Injury ■ Non-Incapacitating Injury ■ Incapacitating Injury ■ Fatal

FIGURE 2-93: CRASH SEVERITY BY YEAR, DAY OF WEEK, TIME OF THE DAY, AND CRASH TYPE



SAFETY & CRASH ANALYSIS MAPPING

Crash locations were reviewed in GIS to understand the distribution of crashes. Crashes were primarily located at intersections within the Grand Central District between the E-W avenues and the following:

- US-19/34th Street
- 28th Street
- 20th Street
- and 16th Street

Specifically, pedestrians and bicycle crashes are located primarily at intersections along Central Avenue



28th Street: Wide Street and High Speed



31st Street entering Central Avenue: Traffic Calming Median

FIGURE 2-94: INTERSECTION CONDITION



20th Street & 1st Avenue N: Marked Crosswalk





20th Street & 1st Avenue S: Marked Crosswalk

FIGURE 2-96: INTERSECTION CONDITION



16th Street: Wide Street to Cross



FIGURE 2-95: DISTRICT MAP - CRASH ANALYSIS





SAFETY & CRASH ANALYSIS BY LIGHTING CONDITION

It should be noted the proportion of ped/bike crashes occurring in non-daylight (49%) vs the proportion of total crashes in non-daylight (30%), indicating the potential effect of lighting conditions on multimodal safety.

Another interesting statistic, although maybe not surprising, is that most pedestrian/bike crashes during the day are bicycle crashes and most at night are pedestrian crashes. The heatmap of non-daylight pedestrian/bike crashes points to potential lighting issues relative to pedestrian/bike activity.

LIGHT CONDITION	ALL CRASHES	CRASHES INVOLVING BIKE/PED.
Non- Daylight Conditons	30%	49%
Daylight Conditions	70%	51%

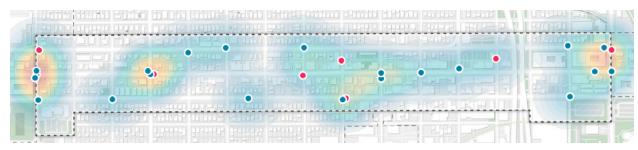


FIGURE 2-97: DAYLIGHT CRASH CONCENTRATION AS REFERENCE

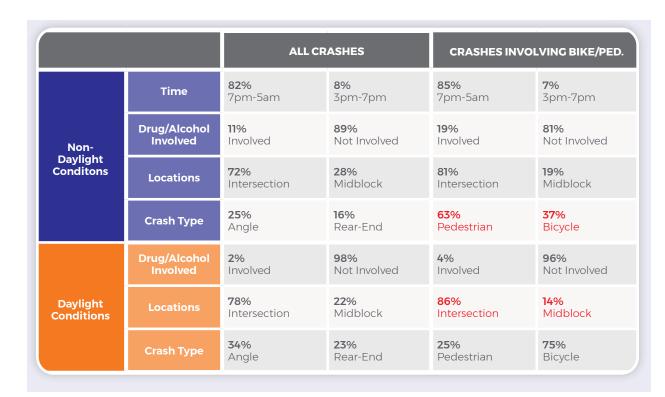


FIGURE 2-99: CRASH SUMMRAY BY LIGHT CONDITIONS AND TYPES



FIGURE 2-98: DISTRICT MAP - NON-DAYLIGHT CRASH ANALYSIS





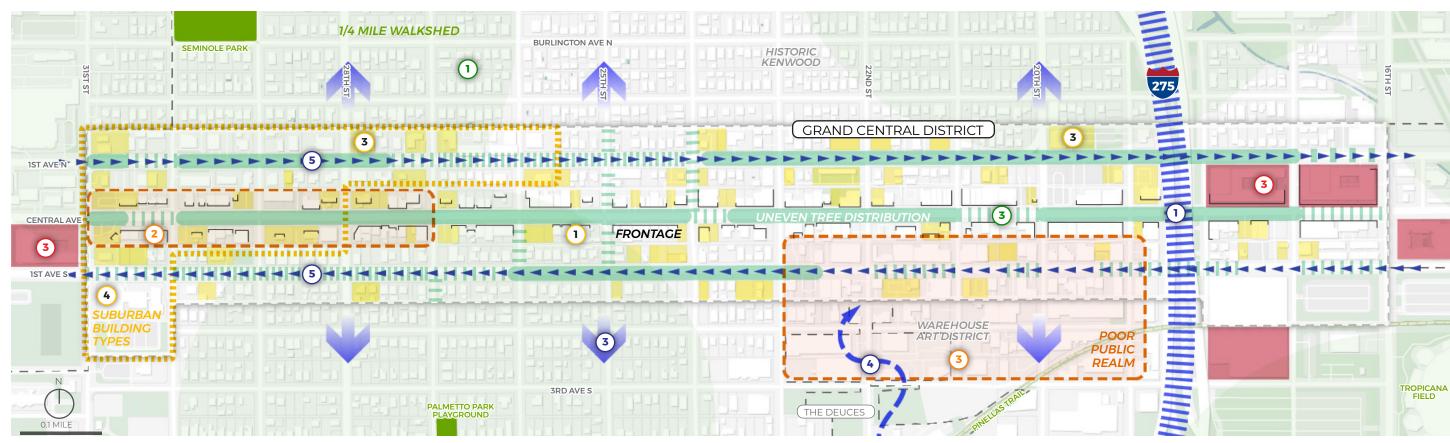


OPPORTUNITIES & CONSTRAINTS

DISTRICT CONSTRAINTS

PUBLIC REAM	URBAN FORM	CONNECTIVITY & SAFETY
Numerous curb cuts, including on Central Avenue	1 Gaps in frontage	1 I-275 is a barrier
Western end of district has lesser quality public realm and more suburban character	2 Inconsistent development	2 Minimal bicycle facilities
Poorer public realm between Central Avenue and Warehouse Arts District	3 Underutilized parcels	3 Limited north-south pedestrian connections
Discontinuous urban streetscape	Suburban building types along 1st Avenues N and S	No high quality connection to Pinellas Trail
Stretches of head-in parking result in no sidewalk in places and poor frontage quality	Width of Central Avenue requires place making efforts to create sense of enclosure	1st Avenues N and S one-way pair encourages high travel speed and is difficult to cross

DIVERSITY & EQUITY	ECONOMIC DEVELOPMENT & REGULATION	RESILIENCY & SUSTAINABILITY
Limited access to full-service grocery store	Zoning requires parking based on specific commercial use	1 No parks in district
Public space limited to sidewalks and privately owned public spaces	2 Limited essential businesses for daily needs	2 No green infrastructure
3 Limited affordable housing	3 Larger developments nearby threaten character of district	3 Uneven distribution of street trees
	Development pressures may price out small and independent businesses	









DISTRICT CONSTRAINTS DETAILS

PUBLIC REAM	URBAN FORM	CONNECTIVITY & SAFETY
Numerous curb cuts, including on Central Avenue	1 Gaps in frontage	1 I-275 is a barrier
Curb cuts eliminate space for trees and landscaping, and interrupt the pedestrian safety, and movement.	Interrupt active street front continuity	Creates an uninviting space under the elevated highway
Western end of district has lesser quality public realm and more suburban character	2 Inconsistent development	2 Minimal bicycle facilities
May create an unfriendly pedestrian and cyclists experience	Inconsistent development may result in uneven movement and future development throughout the District	Substandard bicycle facilities pose risk to cyclists and discourage bicycle use
Poor public realm between Central Avenue the Warehouse Arts District	3 Underutilized parcels	Limited north-south pedestrian connections
May discourage north south connectivity between adjacent districts	May not contribute the necessary density to support social and commercial activity in the District	May discourage walking to the District from surrounding neighborhood
Discontinuous urban streetscape	Suburban building types along 1st Avenues N and S	No high quality connection to Pinellas Trail
May discourage gathering and movement through sections with poorer pedestrian amenities	Does not support urban density and walkability	Needs a high-quality connection, such as shared-use path or cycle track to ensure safe and equitable access
Stretches of head-in parking result in no sidewalk in places and poor frontage quality	Width of Central Avenue requires place making efforts to create sense of enclosure	lst Avenues N and S one-way pair encourages high travel speed and is difficult to cross
Creates gap in experience and function of Central Avenue	Wide streets may have large open spaces that may discourage pedestrians or cyclists movement.	Poses risk to pedestrian safety

DIVERSITY & EQUITY	ECONOMIC DEVELOPMENT & REGULATION	RESILIENCY & SUSTAINABILITY
Limited access to full-service grocery store	Zoning requires parking based on specific commercial use	No parks in district
May result in longer walking distance to and discourage cycling or walking as a mode of transit.	May discourage new development	Parks and recreational amenities are necessary public community spaces
Public space limited to sidewalks and privately owned public spaces	Limited businesses for daily needs	2 No green infrastructure
Public spaces are necessary to generate civic activity	May result in longer walking distance to essential business and discourage cycling or walking as a mode of transit	Green infrastructure supports sustainable stormwater management
3 Limited affordable housing	Larger developments nearby threaten character of district	3 Uneven distribution of street trees
Affordable housing is important for the creation of divers community	New developments may introduce new building types and densities that are different from the District's vision	Shaded sidewalks are important to encourage walkability
	Development pressures may price out small and independent businesses	
	New development may pose risk to exiting small businesses.	





SUBAREA CONSTRAINTS

SUBAREA 1 CONSTRAINTS

- Subarea 1 has lesser quality public realm and more suburban character.
- Discontinuous urban streetscape
- Stretches of head-in parking result in no sidewalk in places and poor frontage quality.
- (1) Gaps in frontage
- 3 Underutilized parcels
- Suburban building types along 1st Avenues N and S
- Width of Central Avenue requires place making efforts to create sense of enclosure
- (2) Minimal bicycle facilities
- 3 Limited north-south pedestrian connections
- S lst Avenues N and S oneway pair encourages high travel speed and is difficult to cross
- 3 Uneven distribution of street trees







FIGURE 2-101: SUBAREA 1 CONSTRAINTS - SUMMARY MAP & HIGHLIGHTS



SUBAREA 3 CONSTRAINTS

- Poorer public realm between Central Avenue and Warehouse Arts District
- Discontinuous urban streetscape
- (1) Gaps in frontage
- 3 Underutilized parcels
- 3 Larger developments nearby threaten character of district
- 1 I-275 is a barrier
- No high quality connection to Pinellas Trail
- 2 No green infrastructure
- 3 Uneven distribution of street trees







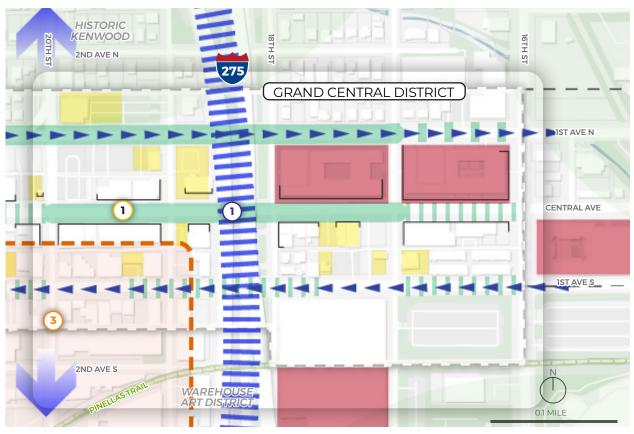


FIGURE 2-102: SUBAREA 3 CONSTRAINTS - SUMMARY MAP & HIGHLIGHTS



SUBAREA 2 CONSTRAINTS

- Numerous curb cuts, including on Central Avenue
- Poorer public realm between Central Avenue and Warehouse Arts District
- Discontinuous urban streetscape
- (1) Gaps in frontage
- **3** Underutilized parcels
- Suburban building types along 1st Avenues N and S
- 5 Width of Central Avenue requires place making efforts to create sense of enclosure
- 2 Minimal bicycle facilities
- Limited north-south pedestrian connections
- No high quality connection to Pinellas Trail
- S 1st Avenues N and S oneway pair encourages high travel speed and is difficult to cross

- Limited access to fullservice grocery store
- Public space limited to sidewalks and privately owned public spaces
- Zoning requires parking based on specific commercial use
- Limited businesses for daily needs
- Development pressures may price out small and independent businesses
- (2) No green infrastructure
- Uneven distribution of street trees













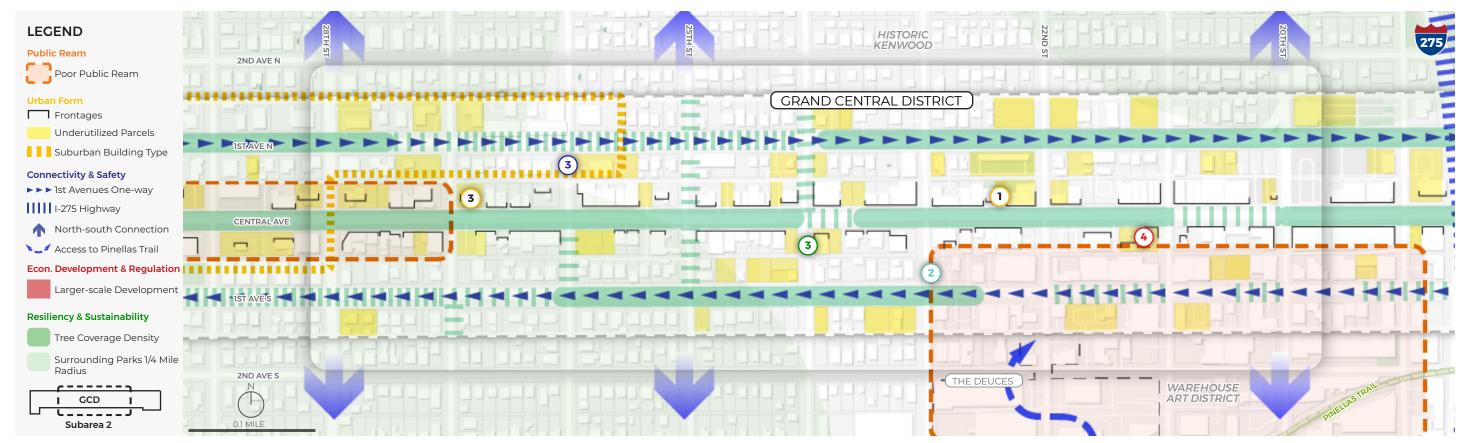


FIGURE 2-103: SUBAREA 2 CONSTRAINTS - SUMMARY MAP & HIGHLIGHTS





DISTRICT OPPORTUNITIES

PUBLIC REAM	URBAN FORM	CONNECTIVITY & SAFETY
Wide sidewalks & pedestrian enhancements along some sections of Central Avenue	Rear alleys throughout district	Proximity to PSTA's Grand Central Station
2 Sidewalks on all streets	Mix of building types (warehouses, single family, commercial, larger apt, etc)	2 Access to regional bike network
Foundation of active frontages and shopfronts along Central Avenue	3 Interconnected street network	3 Transit access
4 Public art culture	4 Small, walkable block sizes	Established micro-mobility /E-mobility amenities/ infrastructure
Close proximity to Pinellas Trail	5 Diverse and creative adaptive reuse and building character	Supportive planning and design document
		6 Sidewalks along all streets

DIVERSITY & EQUITY	ECONOMIC DEVELOPMENT & REGULATION	RESILIENCY & SUSTAINABILITY
Diverse range of housing types	Strong local leadership and within two CRAs	Relatively high elevation
Variety of new housing being Built	2 Supportive citywide plans and policies	Wide landscape / planting strips
Diversity of community groups	3 Active new developments	Relatively good street tree coverage
	4 Citywide destination	
	Adjacency to Tropicana Field area	
	Intersection with 22nd Street and adjacency to The Deuces District	

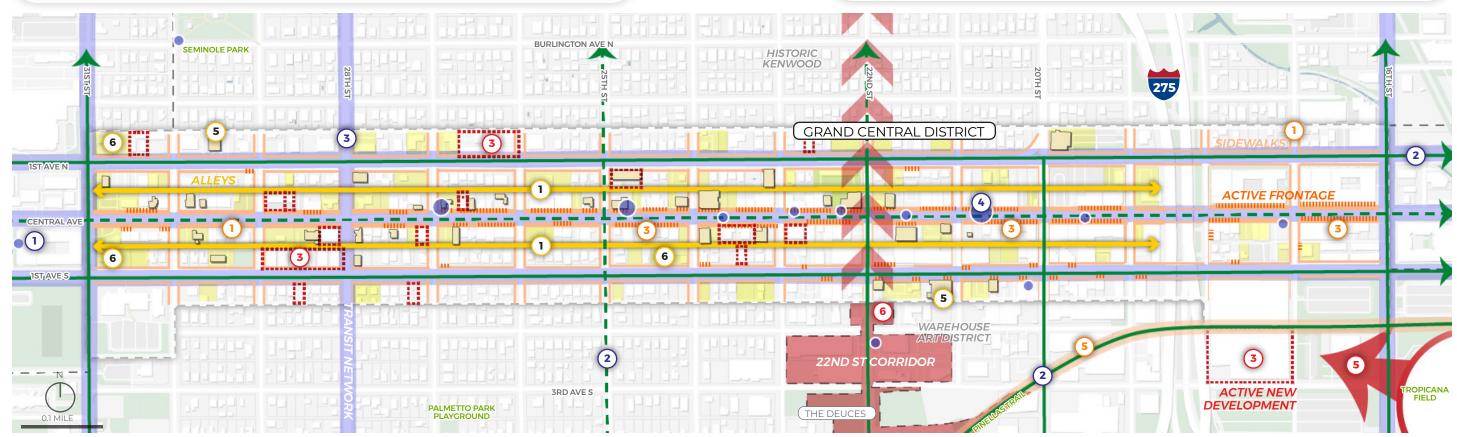


FIGURE 2-104: DISTRICT OPPORTUNITIES - SUMMARY MAP





DISTRICT OPPORTUNITIES DETAILS

PUBLIC REAM	URBAN FORM	CONNECTIVITY & SAFETY
Wide sidewalks & pedestrian enhancements along some sections of Central Avenue	Rear Alleys throughout district	Proximity to PSTA's Grand Central Station
Promote walkability and pedestrian safety	All buildings can be rear-loaded and serviced via alley. Opportunity to transform select alleys into active spaces with a more intimate scale.	Access to major transit hub
2 Sidewalks on all streets	Mix of building types (warehouses, single family, commercial, larger apt, etc)	2 Access to regional bike network
Supports pedestrian connectivity	Can accommodate a wide variety of uses and price points	Encourages use of alternative travel modes for longer distances
Foundation of active frontages and shopfronts along Central Avenue	3 Interconnected street network	3 Access to transit
Supports lively streets and vibrant district atmosphere	Supports pedestrian and cyclists mobility	SunRunner BRT system recently started operating with stops along 1st Avenues N and S. Central Avenue Trolley provides service along the Central Avenue corridor.
4 Public art culture	4 Small, walkable block sizes	Established micro-mobility /E-mobility amenities/ infrastructure
Supports public realm and encourages external visitors	Supports walkability	Encourages use of alternative travel modes for longer distances
Close proximity to Pinellas Trail	Diverse and creative adaptive reuse and building character	Supportive planning and design document
Potential access to an urban recreational facility	Contributes to the Districts character and district's public realm	Municipal support and guidance for redevelopment
	6 Vacant lots and surface parking lots	6 Sidewalks along all streets
	Potential sites for new development	Supports pedestrian connectivity

DIVERSITY & EQUITY	ECONOMIC DEVELOPMENT & REGULATION	RESILIENCY & SUSTAINABILITY
Diverse range of housing types	Strong local leadership and within two CRAs	Relatively high elevation
Provides housing for people with a diverse household income	Provides government support for future development	Not in special flood hazard zone. Not likely to be inundated / flooded by sea-level rise.
2 Variety of new housing being Built	2 Supportive citywide plans and policies	Wide landscape / planting strips
New and ongoing development can support new affordable housing developed	Provide government support for future development	Provide buffer to pedestrian from traffic. Enables healthy tree growth. Opportunity for green infrastructure.
Diversity of community groups	3 Active new development	Relatively good street tree coverage
The District is home to the LGBTQ+ Center	Opportunity to improve public infrastructure and attract more business activities	Provides shade for pedestrians and reduces heat-island effect
	4 Citywide destination	
	Provides opportunities to attract new residents and improve public infrastructure	
	Adjacency to Tropicana Field area	
	Potential development of Tropicana Field's surface parking lots may attract new visitors to the District	
	Intersection with 22nd Street and adjacency to The Deuces District and other business districts	
	Opportunities for business activities and programming	





SUBAREA OPPORTUNITIES

SUBAREA 1 OPPORTUNITIES

- 2 Sidewalks on all streets
- Diverse range of housing types (including small multifamily buildings and accessory dwelling Units)
- Variety of new housing being built
- 3 Interconnected street network
- 6 Vacant lots and surface parking lots
- Strong local leadership and within two CRAs
- 3 Active new developments
- Proximity to PSTA's Grand Central Station
- 2 Access to regional bike network
- (3) Access to transit







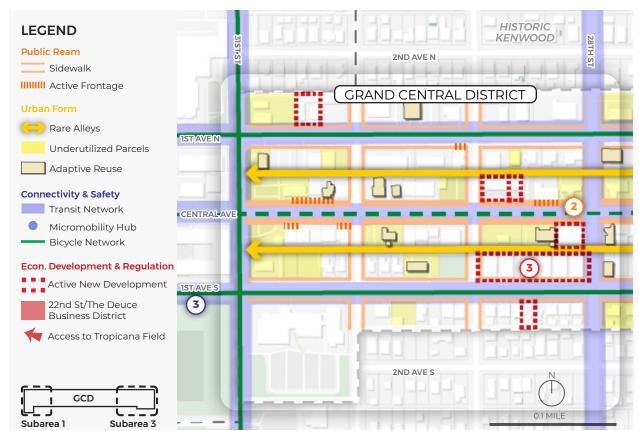


FIGURE 2-105: SUBAREA 1 OPPORTUNITIES - SUMMARY MAP & HIGHLIGHTS



SUBAREA 3 OPPORTUNITIES

- Foundation of active frontages and shopfronts along Central Avenue.
- 4 Public art culture
- Close proximity to Pinellas Trail
- 6 Vacant lots and surface parking Lots
- 2 Supportive citywide plans and policies
- 3 Active new developments
- 4 Citywide destination
- Adjacency to Tropicana Field area
- 2 Access to regional bike network
- Established micro-mobility infrastructure
 - Wide landscape / planting strips
- Relatively good street tree coverage







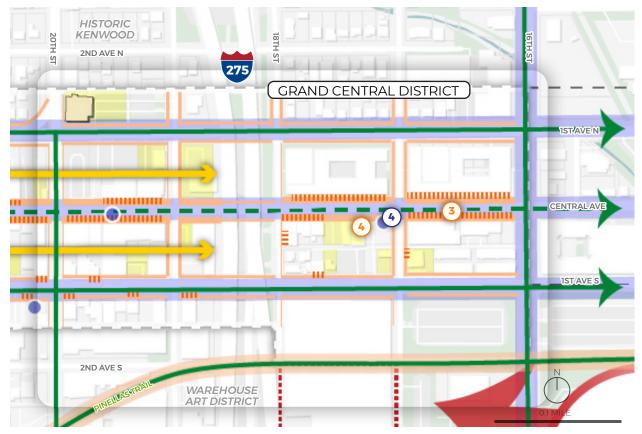


FIGURE 2-106: SUBAREA 3 OPPORTUNITIES - SUMMARY MAP & HIGHLIGHTS



SUBAREA 2 OPPORTUNITIES

- Wide sidewalks & pedestrian enhancements along some sections of Central Avenue.
- Foundation of active frontages and shopfronts along Central Avenue
- 4 Public art culture
- Close proximity to Pinellas

- Rear alleys throughout district
- 4 Small, walkable block sizes
- 5 Diverse and creative adaptive reuse and building characters
- Vacant lots and surface parking lots
- Access to regional bike network
- 3 Access to transit
- Established micro-mobility/ E-mobility amenities/ infrastructure
- 6 Sidewalks along all streets

- Diverse range of housing types (including small multifamily buildings and accessory dwelling units)
- 2 Variety of new housing being built
- Diversity of community groups
- Strong local leadership and within two CRAs
- Supportive citywide plans and policies
- 3 Active new developments
- 4 Citywide destination
- 6 Intersection with 22nd Street and adjacency to The Deuces District
- Wide landscape / planting strips
- Relatively good street tree coverage













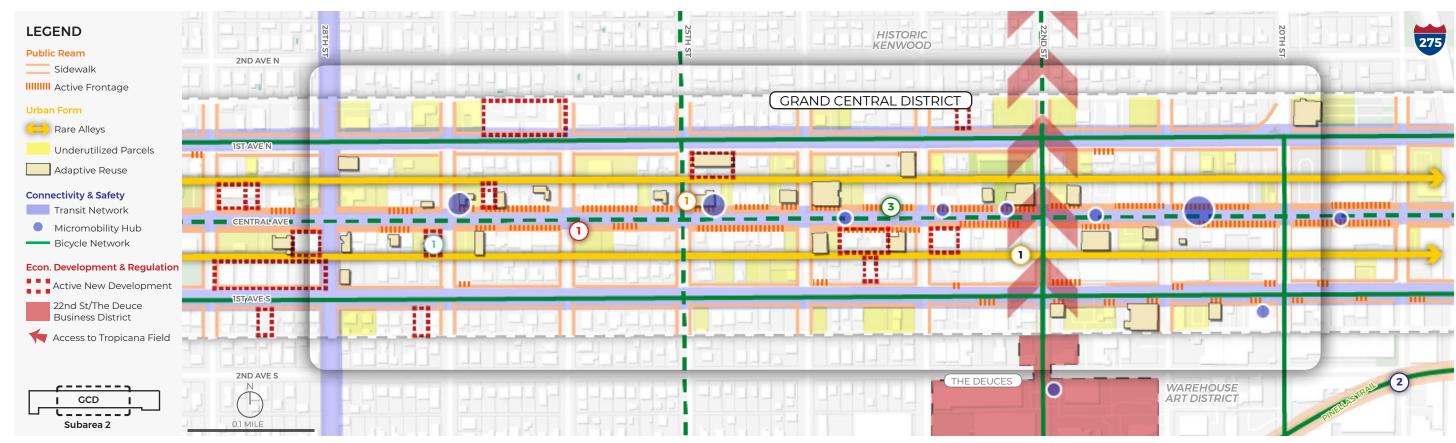


FIGURE 2-107: SUBAREA 2 OPPORTUNITIES - SUMMARY MAP & HIGHLIGHTS





3. DISTRICT FRAMEWORK

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ECONOMIC DEVELOPMENT DISTRICT PLAN.	
-Legitomic DEVELOT MENT DISTRICT FEATURES	······



Public Engagement

The design framework establishes the approach and key goals for each of the guiding themes of the master plan. Public engagement was instrumental in developing the framework.

The engagement process included a series of meetings with different city departments, local developers, business owners and district residents, as well as an online public survey, design charrette, and an open house.

The feedback received in the survey and the Design Charrette was synthesized and is reflected in the framework of each of the guiding themes.

INTERACTIVE SURVEY

GUIDING THEME PRIORITY AND STRATEGY RANKING

An interactive survey was conducted to help develop the framework for the master plan. The survey engaged the public and stakeholders on the master plan guiding themes and concepts. In total, 112 participants took the survey. The following describes each portion of the survey and the results.

Guiding Themes

The first activity asked participants to rank the guiding themes to better understand what is most important in regard to the Grand Central District. Guiding themes included:

- Connectivity & Safety
- Public Realm
- Urban Form
- Economic Development & Regulation
- Diversity & Equity
- Resiliency & Sustainability

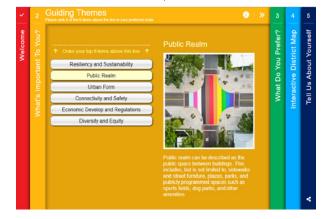
Connectivity and Safety was ranked as the most important theme for most participants, with the second highest theme being Diversity and Equity. Economic Development received the lowest priority ranking.

Strategy Elements

Once the guiding themes were ranked, participants were asked to review strategies pertaining to each theme. Participants then rated each element within the theme, 1-5 stars, with 5 being the highest or best rating.

The images to the right show examples of the survey screens. The graphic on the following page summarizes the results of this exercise.

The Guiding Themes screen asked participants to rank the themes in order of their preference.



The Preferences Rating screen included strategies for each theme and asked the participant to rate the strategies 1-5 stars, with 5 being the best score. The examples below show the strategies within the Connectivity & Safety and Public Realm themes.



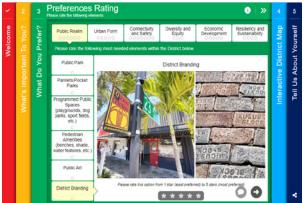


FIGURE 3-1: METROQUEST SURVEY

In total, 112 responses were received. The diagram below shows the overall ranking for each guiding theme and the percentage of responses giving the highest rating for each strategy.

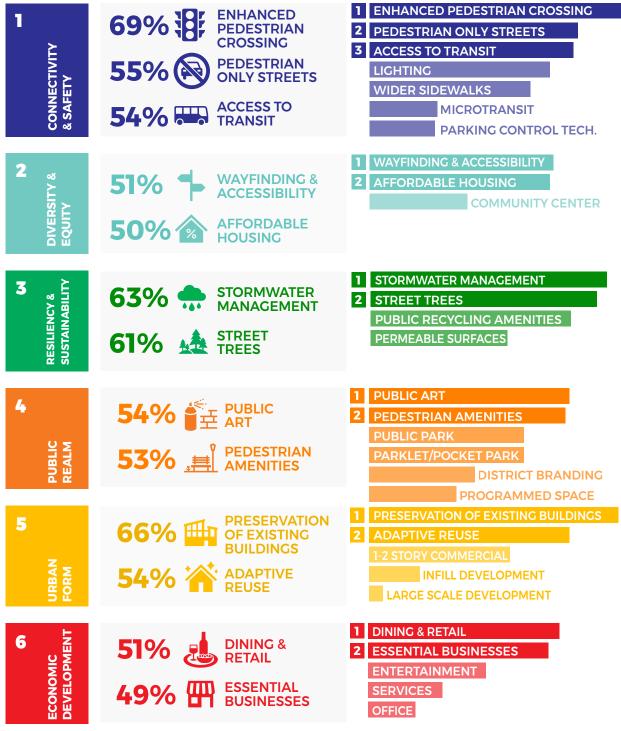


FIGURE 3-2: SURVEY RESULTS: THEME PRIORITY RANKING & STRATEGY RATING BY THEME



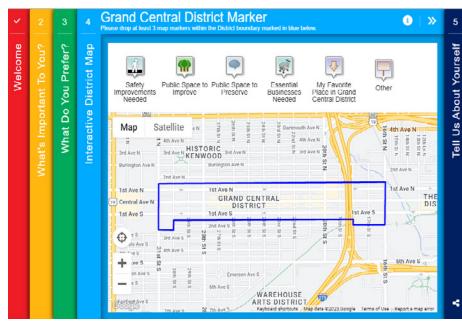


SURVEY PARTICIPANTS MAPPING

The goal of the mapping exercise was to visualize the District from the residents' perspective. Participants were asked to locate places in the District that in their view are in need of safety improvements, public space improvements, essential business, and public spaces preservation.

Participants were also asked to identify their favorite place in the District and were given the opportunity to add categories and comments for locations of their choice. The map below presents the results of this exercise. From the map, most of the favorite places in the District are businesses, which may be an indicator of the lack of public gathering spaces in the District.

Many participants identified the space under I-275 as a location where improvement of the public realm is needed. Locations in need of essential businesses and safety improvements were distributed throughout the District rather evenly and were not clustered or did not present a clear hierarchy.



The Interactive Map screen included strategies for each theme and asked the participant to rate the strategies 1-5 stars, with 5 being the best score. The examples below show the strategies within the Connectivity & Safety and Public Realm themes.

FIGURE 3-4: METROQUEST SURVEY: GRAND CENTRAL DISTRICT MARKER

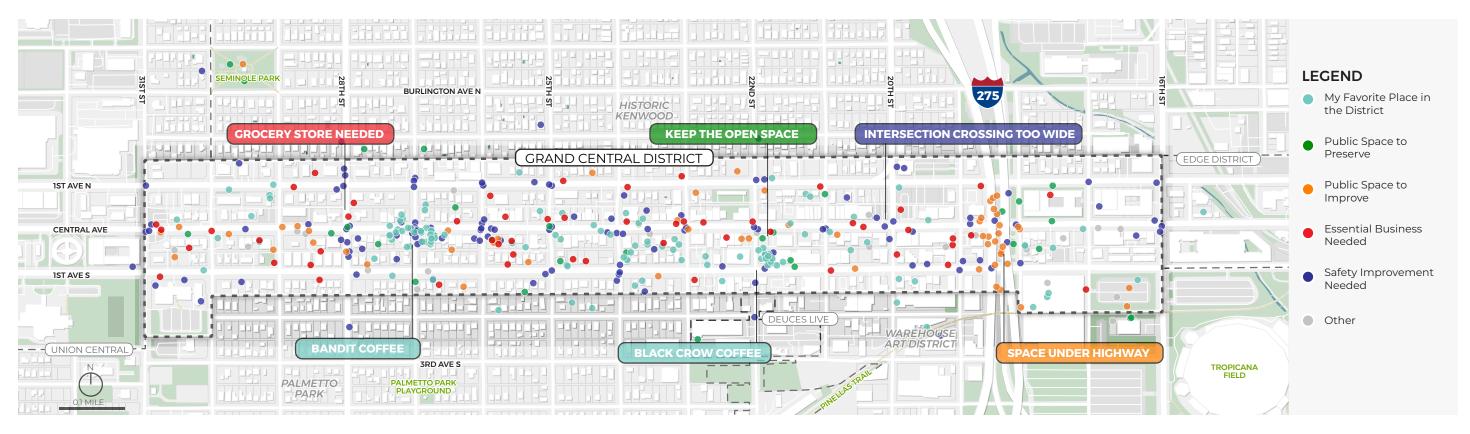


FIGURE 3-3: SURVEY RESULTS: PARTICIPANTS MAPPING





DESIGN CHARRETTE

KEY FINDING SUMMARY

A district-wide design charrette was held as a complementary exercise to the interactive survey with the goal of working closely with stakeholders to further discuss the guiding themes and identify potential strategies.

Forty-five (45) people attended the charrette, which took place on February 13, 2023 and included a presentation of the preliminary goals for each of the guiding themes and an interactive discussion and sketching exercise. A table was set up for each theme and participants were asked to choose two themes to discuss.

To communicate the information to the participants, display boards were posted which presented a preliminary framework for each theme. Additional display boards recreated some of the survey questions. Based on the synthesis of the design charrette feedback, as presented in the opposite page, participants' input was consistent with the survey in most themes.

Key takeways from the charrette include:

- Connectivity and Safety was the theme that most participants discussed
- Additional parking and enhanced pedestrian safety were the most desired strategies
- Additional tree coverage was also a priority
- Additional pedestrian amenities, inviting public spaces and traffic calming elements were discussed in the Public Realm theme
- Maintenance of the District's character and preservation of alley ways were key interventions in the context of the Urban Form theme
- Desired intervention within the Diversity and Equity and Economic Development themes were the same as presented in the MetroQuest survey



Project Overview by Design Team



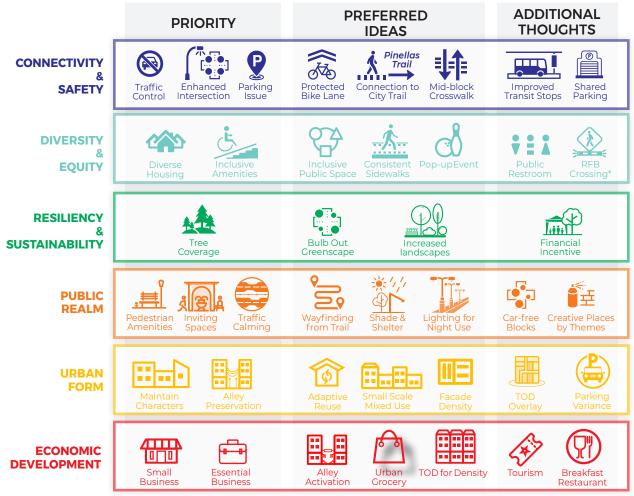
Interactive Project Themes and Survey Posters

FIGURE 3-5: DESIGN CHARRETTE



Design Charrette Strategy Cards

KEY OUTPUTS



^{*} Pedestrian actuated Rapid Flashing Beacon Crossing to accompany a pedestrian warning sign

KEY LOCATION MAPPED

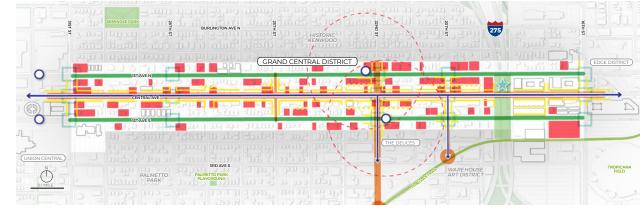
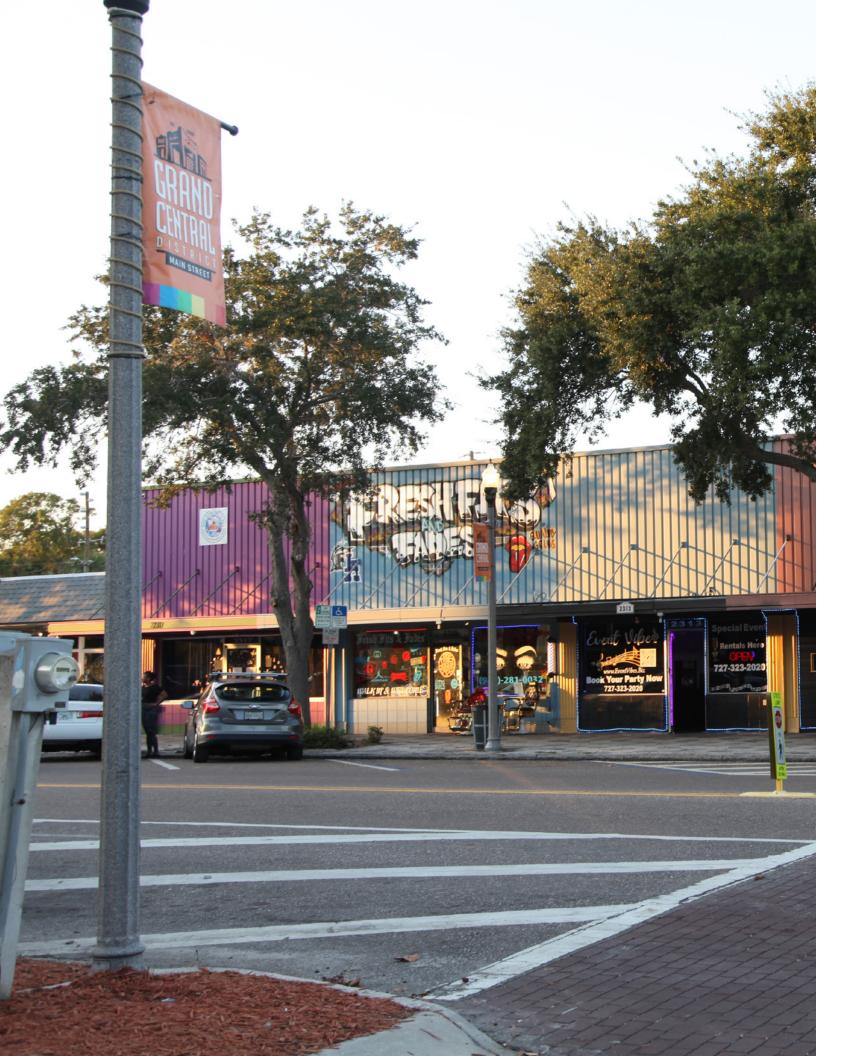


FIGURE 3-6: DESIGN CHARRETTE OUTPUTS - KEY COMMENTS AND LOCATIONS







Master Plan Framework

The final district design framework builds on the existing conditions and urban design analysis as well as on the public engagement process that was conducted throughout the duration of the master plan development.

MASTER PLAN FRAMEWORK

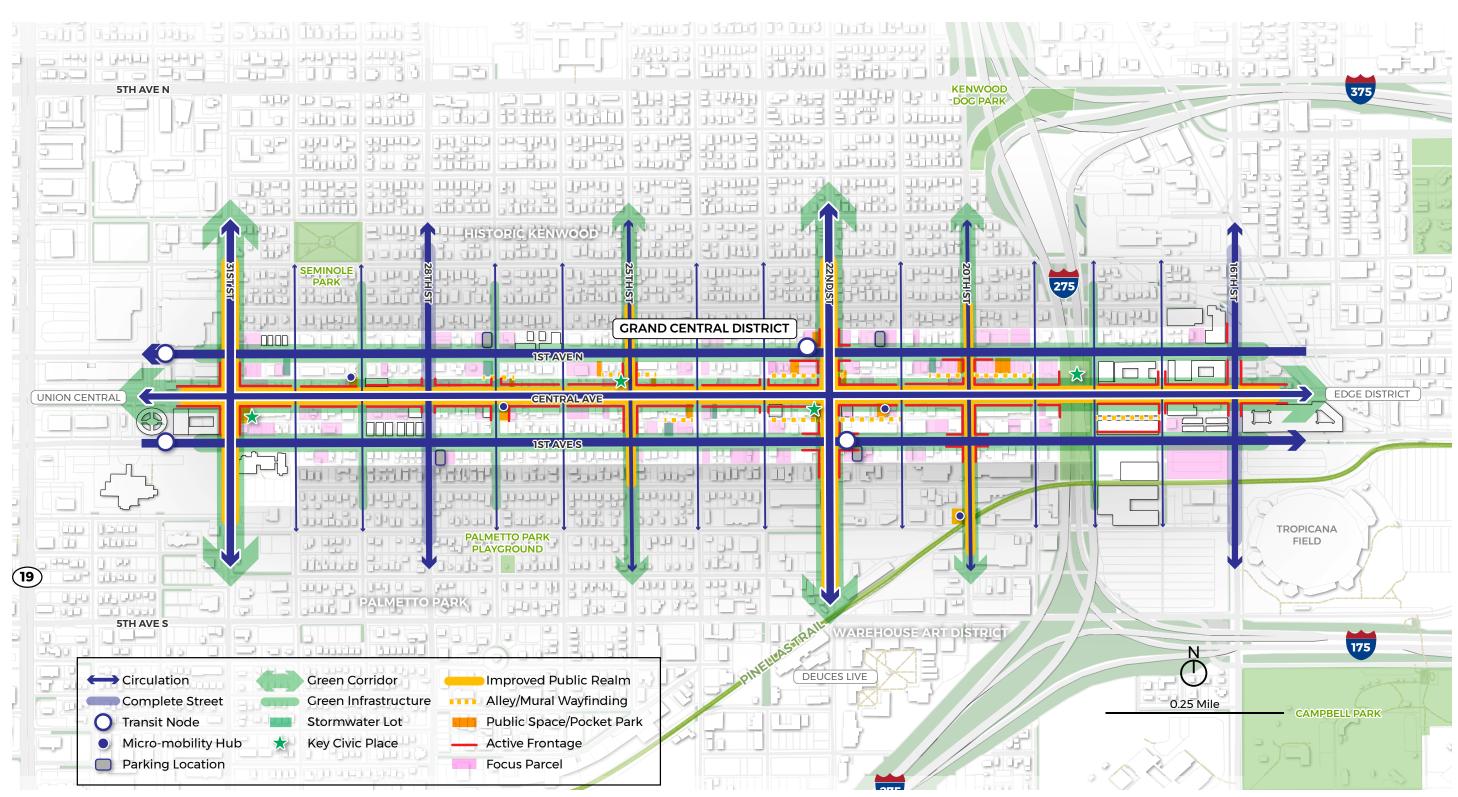


FIGURE 3-7: MASTER PLAN FRAMEWORK MAP





FRAMEWORK GUIDING THEMES

FRAMEWORK DEVELOPMENT

Establishing a framework is the first step in visualizing opportunities for potential interventions that fulfill the goals of the master plan.

The master plan framework was developed for each of the guiding themes with clear goals, potential strategies, and relevant ideas and precedents as reference.

The map diagrams in the following pages highlight the goals and intentions of each framework and begin to spatialize the potential intervention each strategy may entail.



Focuses on the **integration of different modes of circulation** This
includes <u>pedestrians</u>, <u>bikes</u>, <u>scooters</u>,
<u>buses</u>, <u>cars</u> and the connectivity
they provide to, from, and within the
District. Safety is centered around
conflict points between modes.



DIVERSITY & EOUITY



Focuses on **inclusive public spaces and amenities**, such
as <u>wayfinding</u> for people with
impairments, <u>community spaces</u> for
minority populations, and <u>housing</u>
<u>opportunities</u> for a range of incomes.



PUBLIC REALM



Focuses on the **public space between buildings**. This includes,
but is not limited to, <u>sidewalks and</u>
<u>street furniture</u>, <u>plazas</u>, <u>parks</u>, and
<u>publicly programmed spaces</u> (such as sports fields, dog parks, etc.).



RESILIENCY & SUSTAINABILITY



Focuses on <u>improved storm water</u> management, energy savings, street tree coverage for relief from the heat and better air quality.



URBAN FORM



Focuses on the **District's physical form and built character**, composed primarily of the <u>street layout and the buildings along them</u>.



ECONOMIC DEVELOPMENT & REGULATION



Focuses on **types of commercial and real estate activities** the District has now and may have in the future, and the **legislative framework** within which economic development takes place.







CONNECTIVITY & SAFETY STRATEGIES

GOALS

Enhance connectivity within the District and to its adjacent areas and neighborhoods.

Provide a safe environment for all modes of mobility and circulation.

IDEAS & CASE STUDIES

A. SIDEWALK WIDENING



Top: Lonsdale St, Melbourne, Australia

B. TRAIL CONNECTION



Top: Allen St/Pike St., New York, NY Bottom: Allen St/Pike St., New York, NY

C. SAFE INTERSECTIONS



Top: 26th St/Calvert St, Baltimore, MD

D. LIGHTING



STRATEGIES

COMPLETE STREETS IMP

» Create complete street infrastructure that accommodates all modes of travel

SAFETY IMPROVEMENT

Provide traffic,
 lighting, and
 infrastructure to
 create a crash-free
 district

OPTIMAL MOBILITY

» Create volume of the connections and mitigate conflicts between modes and improve pedestrian safety volume volum

NEIGHBORHOOD CONNECTION

» Improve northsouth connectivity and access to adjacent neighborhoods and destinations

PARKING SOLUTION

» Create a district parking strategy to accommodate growing parking demand

E. TRAFFIC CALMING



Top: Argyle St, Halifax, Canada Bottom: 16th St, Denver, CO

F. CAR-FREE ZONES





Top: Winthrop St, Cambridge, MA

G. MULTIMODAL NODES





Top: Dexter Ave, Seattle, WA Bottom: Queens Quay Blvd, Toronto, Canado

H. PARKING STRATEGY





Top Left: Museum Garage, Miami, FL · Top Right: Faena Car Park, Miami Beach, FL · Bottom: Lonsdale St, Melbourne, Australia





CONNECTIVITY & SAFETY DISTRICT PLAN

THEME FRAMEWORK

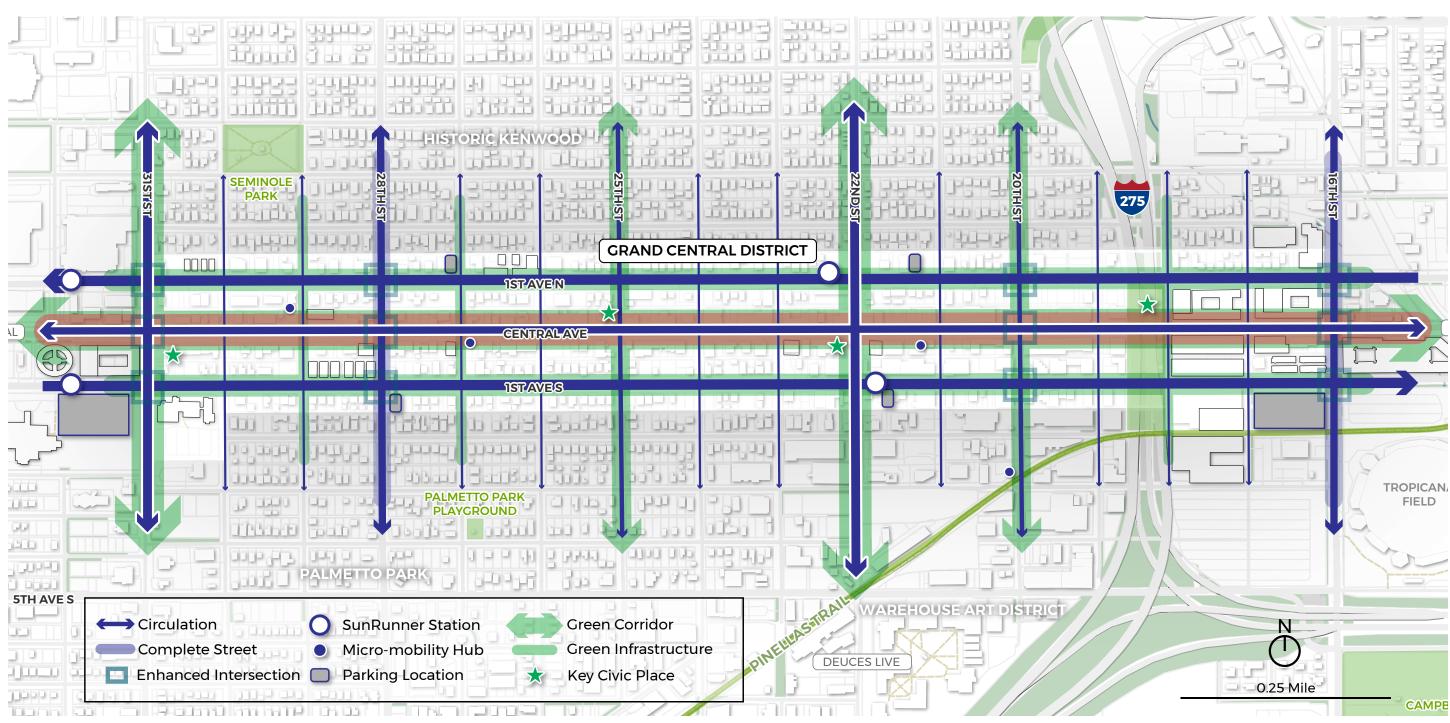


FIGURE 3-8: THEME FRAMEWORK MAP - CONNECTIVITY & SAFETY





PUBLIC REALM STRATEGIES

GOAL

Create a diverse, vibrant, safe, and inviting public realm that supports multiple activities for all users.

IDEAS & CASE STUDIES

A. STREET POP UPS



Top: Deep Ellum Neighborhood, Dallas, TX Bottom: Street Seats, Greenwich Village, New York, NY

B. POCKET PARKS



Top: Roxborough Pocket Park, Philadelphia, PA Bottom: Pocket Park, Bialystok, Poland

C. LIVING ALLEYS



Top: Living Linden Alley, San Francisco, CA Bottom: Living Linden Alley, San Francisco, CA

D. INVITING SIDEWALK



Iop: The Porch at 30th Street Station, Philadelphia, PA Bottom: Bell Street Park Seattle WA

STRATEGIES

VERSATILE EVENT PLACES

» Design versatile public realm that can accommodate a wide range of public events

ACTIVE STREETSCAPE

» Create inviting and diverse public gathering spaces throughout the District

PUBLIC REALM NETWORK

» Establish a wellconnected network of sidewalks with amenities for comfort and accessibility for all users

PUBLIC ART & CULTURE

» Preserve heritage sites and introduce new public art to the District's built landscape

E.BULBOUT PLAZAS



Top: Street Patio, Congress Ave, Austin, TX Bottom: Baltimore Crossing Pedestrian Plaza, Philadelphia, PA

E CONNECTIVITY NODES





Top: Dexter Ave, Seattle, WA Bottom: Bell Street Park, Seattle, WA

G. WAYFINDING



Top: Regional Greenway Tunnel, Bentonville, AR Bottom: Brent Cross Town, London, UK

H. PUBLIC ART



Top: Tooley Street Triangle, London, UK Bottom: Bending Arc, St. Petersburg, FL





PUBLIC REALM DISTRICT PLAN

THEME FRAMEWORK

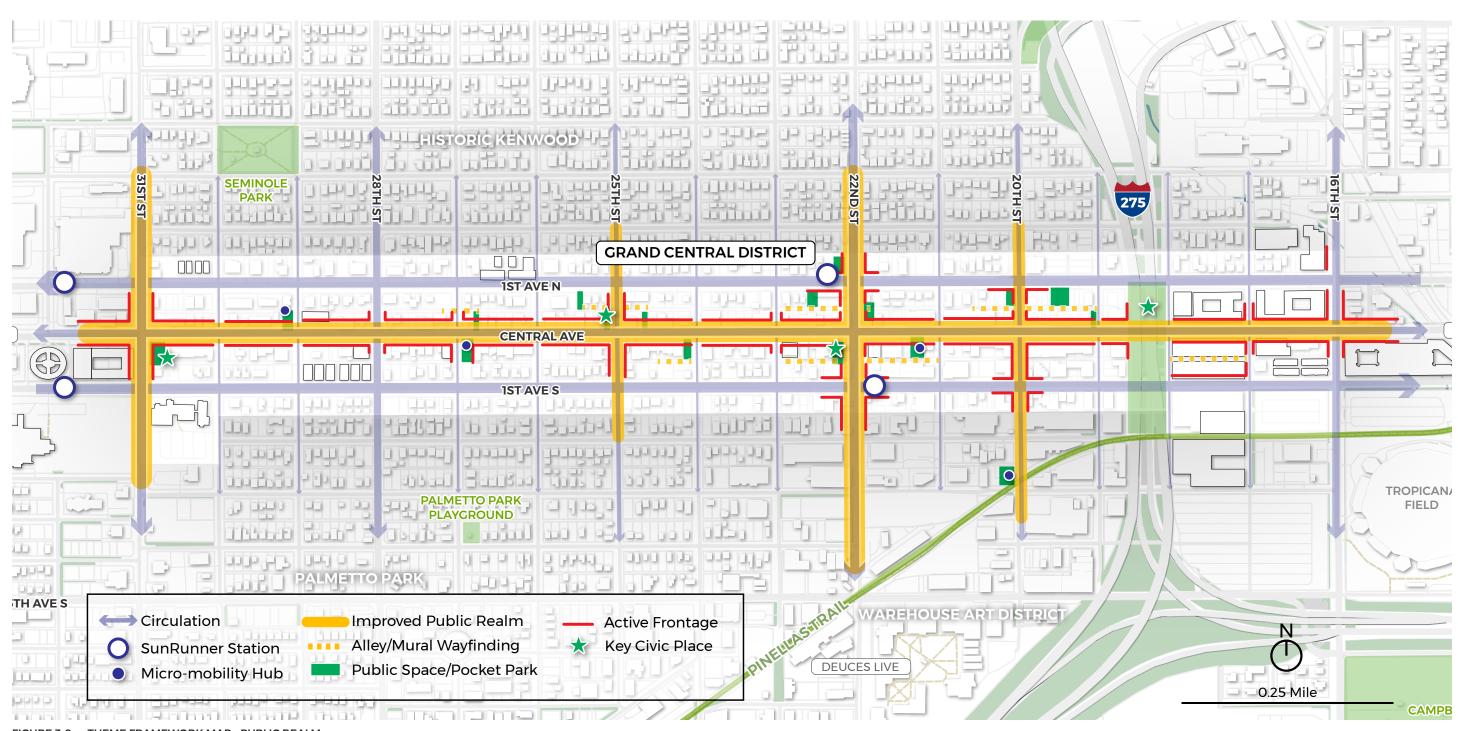


FIGURE 3-9: THEME FRAMEWORK MAP - PUBLIC REALM





URBAN FORM STRATEGIES

GOAL

Maintain the District's character while encouraging new development and enhancement of the built environment.

IDEAS & CASE STUDIES

A. VISUAL ACTIVATION



Top: Walala Parade, London, UK Bottom: Shopfront Lighting, Denver, CO

B. FLEXIBLE INTERFACE



Top: Seating for Pedestrians, Montclair, NJ Bottom: Inviting Building Interface , Palo Alto, CA

C. ADAPTIVE REUSE



Top: Nomad Pizza, Princeton, NJ Bottom: Warehouse Hotel, Robertson Quay, Singapore

D. PRESERVATION



Top: 178 Townsend, San Francisco, CA Bottom: Whiskey Row Stabilization, Louisville, KY

STRATEGIES

ACTIVE FRONTAGE

» Promote lively and continuous street façades throughout the District and especially along Central Ave, 1st Ave N, and 1st Ave S

CHARACTER PRESERVATION

» Maintain the lowrise retail character of Central Ave, and preserve local heritages

INFILL DEVELOPMENT

» Support infill development throughout the District to reduce gaps in the built fabric

BUILT CHARACTER GUIDE

» Support development projects that maintain the District's built character

E. INFILL DEVELOPMENT



Top: Mole Hill Missing Middle Vancouver, Canada Bottom: SugarSquare, Denver, CO

F. SMALLER MIXED USE



Top: Fir Street Flats, Bothell, WA Bottom: The Klotski, Seattle, WA

G. NEIGHBORHOOD SCALE



Iop: Commercial Row, Broadway Ave, Bedford, OH Bottom: Pine Hill Neighborhood, Orlando, Florida

H. ALLEY ACTIVATION



Top: Gallery Alley, Wichita, KS Bottom: Printer Alley Proposal, Nashville, TN





URBAN FORM DISTRICT PLAN

THEME FRAMEWORK

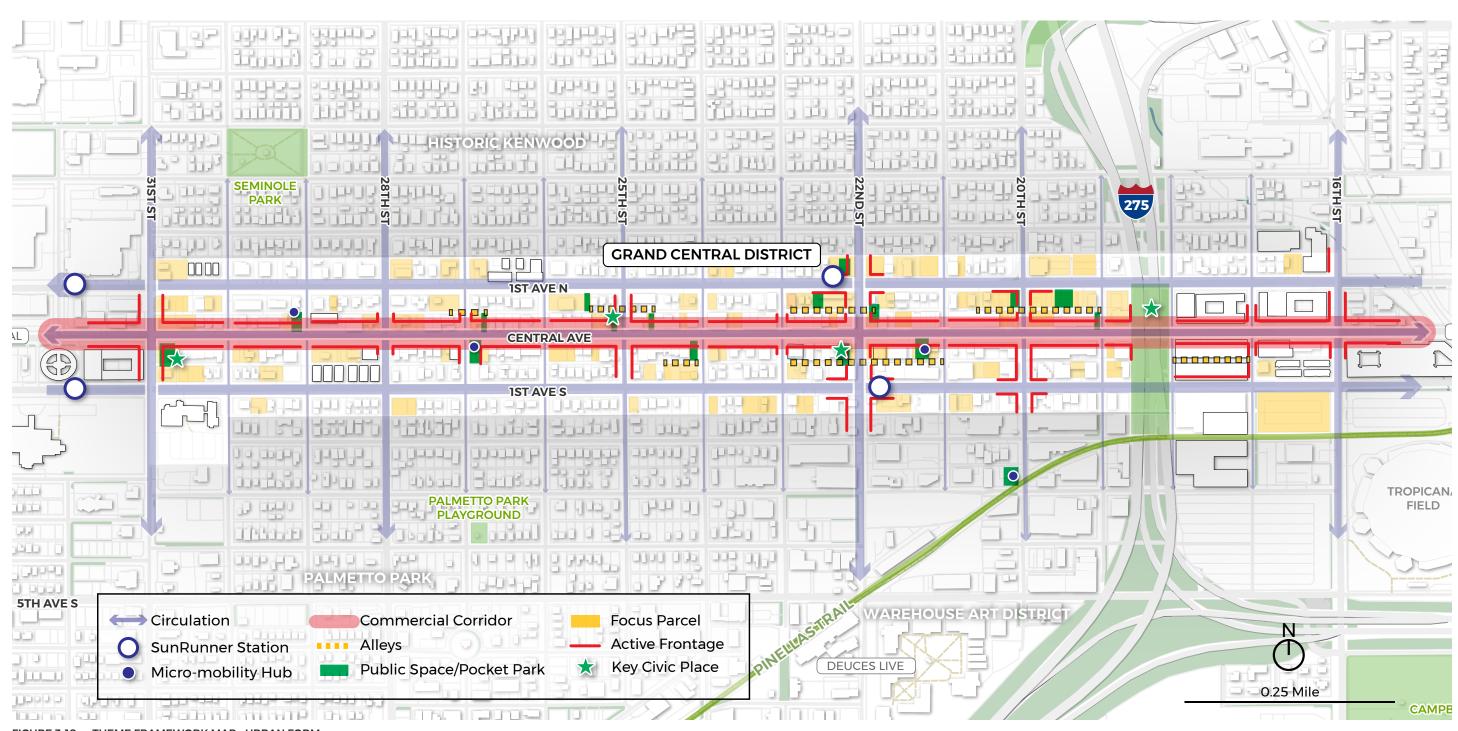


FIGURE 3-10: THEME FRAMEWORK MAP - URBAN FORM





DIVERSITY & EQUITY STRATEGIES

GOAL

Promote inclusive spaces, housing opportunities, and fully accessible public amenities and infrastructure throughout the District.

IDEAS & CASE STUDIES

A. AFFORDABLE HOUSING



Top: Valencia Grove, Eustis, FL Bottom: Princeton Park, Princeton, FL

B. MIXED INCOME HOUSING



Top: Arlington 360, Arlington, MA Bottom: Cottages on Greene, East Greenwich, RI

C. DIVERSE SPACES



Top: Leku Studio, Barcelona, Spain Bottom: Deep Ellum Neighborhood, Dallas, TX

D. FLEXIBLE USE



Top: Brickell Backyard, Miami Underline, Miami, Fl Bottom: West Hastings Alley, Vancouver, Canada

STRATEGIES

HOUSING	INCLUSIVE	INFILL	BUILT
OPPORTUNITIES	PUBLIC SPACE	DEVELOPMENT	CHARACTER GUIDE
» Support housing for diverse range of household incomes	» Encourage provision of spaces for diverse community groups	» Follow inclusive design guidelines for all public realm amenities	» Provide district level guidance for businesses and events to ensure inclusivity

E. UNIVERSAL DESIGN





Top: Jackson St, St Paul , MN Bottom: Lily St/Pacific Ave, Winnipeg, Canada

F. ACCESSIBLE AMENITIES



Top: Accessible Crosswalk Button, Vancouver, Canada Bottom: 9/11 Memorial, New York, NY

G. ENGAGEMENT EVENTS



Top: Bute-Robson Trial Plaza, Toronto, Canada Bottom: Rain City Block Party, Vancouver, Canada

H. COMMUNITY PROGRAMS





lop: LGB1Q+ Programs Bottom: Prospect Village Mural Painting, Omaha, NE





DIVERSITY & EQUITY DISTRICT PLAN

THEME FRAMEWORK

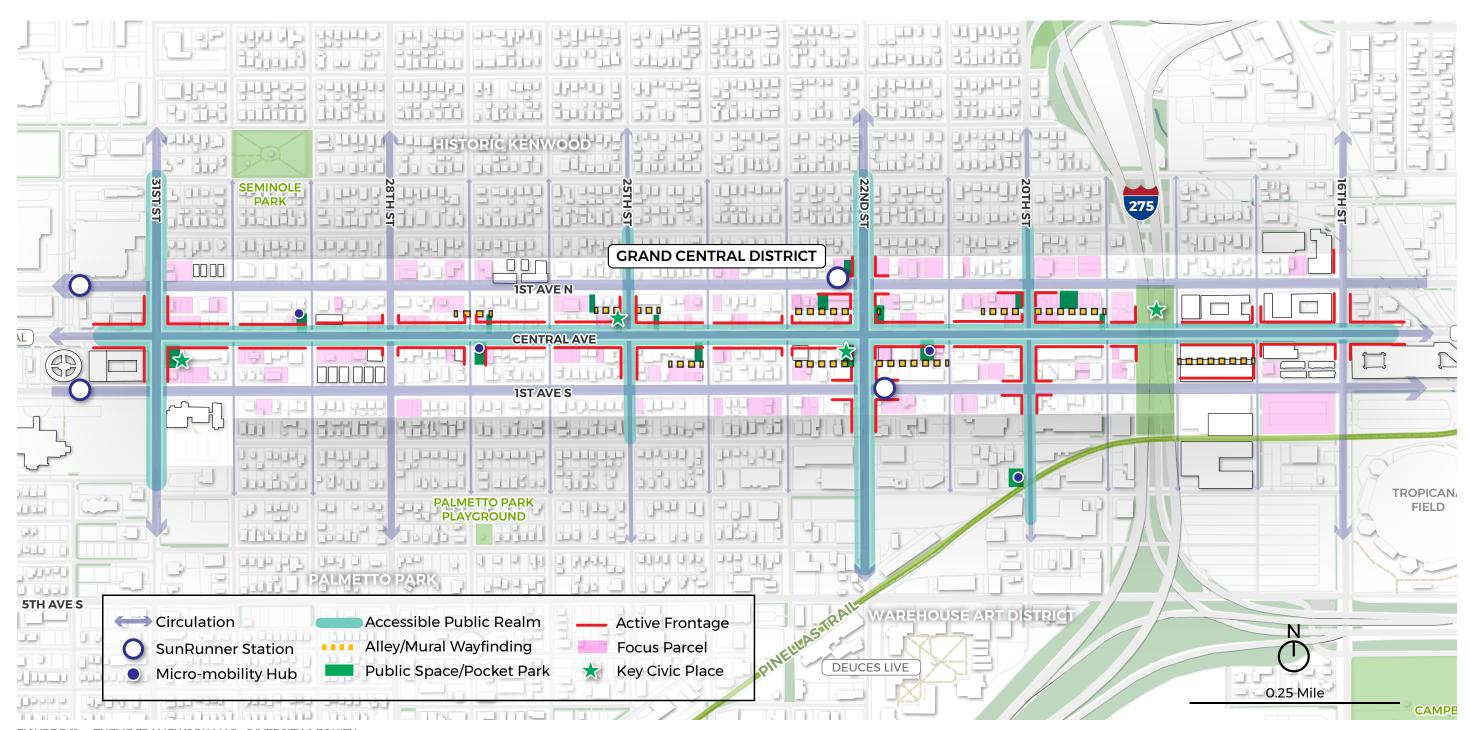


FIGURE 3-11: THEME FRAMEWORK MAP - DIVERSITY & EQUITY





RESILIENCY & SUSTAINABILITY STRATEGIES

GOAL

Adopt and advocate for holistic resilient and sustainable practices across all aspects of the District's built environment.

IDEAS & CASE STUDIES

A. BIOSWALE



Top: Rain Garden Bottom: Donnelly Avenue Rain Garden, Burlingame, CA

B. PERMEABLE SURFACE



Top: Permeable Surface Bottom: Permeable Walkway

C. TREE CANOPY



Top: Urban Tree Canopy, Seattle, WA Bottom: Urban Tree Canopy, Yarra, Australia

D. LIVING WALL/ROOF



Top: Guildford Green Wall, Vancouver, Canada Bottom: Chicago City Hall Green Roof, Chicago, IL

STRATEGIES

GREEN	TREE	INCREASED	RESILIENCE
INFRASTRUCTURE	COVERAGE	LANDSCAPES	PLANNING
» Create sustainable ecological infrastructure for stormwater management	» Improve tree coverage to provide shade and reduce heat-island effect throughout the District	» Increase the amount of softscapes throughout the District	» Create a district-level strategy for hurricane and extreme heat events

E. GREEN FURNITURE



Top: Landscaping and Street Furniture Integration Bottom: Vanke Cloud City, Guangzhou, China

F. COMMUNITY GARDEN



Top: St. Pete Youth Farm, St. Petersburg, FL Bottom: Common Ground, Safety Harbor, FL

G. EMERGENCY RESPONSE



Top: Cooling Center, Portland, OR Bottom: Know Your Zone Map, Pinellas County, FL

H. RECYCLE CLUB



Top & Bottom: Automated Recycle Club, Beijing, China





RESILIENCY & SUSTAINABILITY DISTRICT PLAN

THEME FRAMEWORK

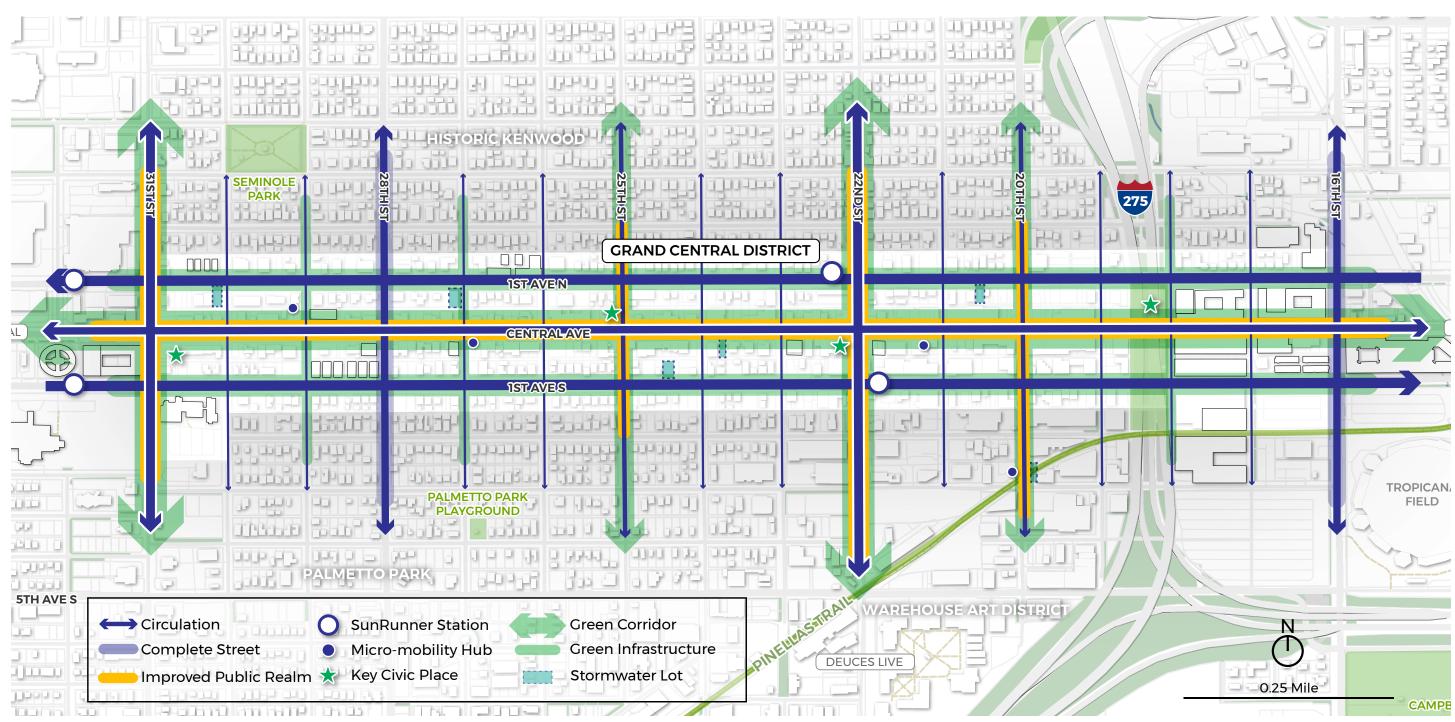


FIGURE 3-12: THEME FRAMEWORK MAP - RESILIENCY & SUSTAINABILITY





ECONOMIC DEVELOPMENT STRATEGIES

GOALS

Guide future development to maintain and enhance existing characters while also accommodating growth.

Support diverse and complementary business types that contribute to the District's unique appeal.

IDEAS & CASE STUDIES

A. ESSENTIAL SERVICES



Top: Duckweed Urban Grocery, Tampa, FL Bottom: Urban Pharmacy, Papakura, New Zealand

B. POP-UP BUSINESS



Top: Netil Market, London, UK Bottom: Le Fashion Truck, Los Angeles, CA

C. BUSINESS DIRECTORY



Top: Sparkman Wharf, Tampa, FL Bottom: Business Feed, Allston, MA

D. INCENTIVE PROGRAMS



Bottom: Statewide Small Business Assistance, PA

STRATEGIES

ESSENTIAL SERVICES

» Encourage essential businesses in the District, such as pharmacies or supermarkets

SMALL BUSINESSES

» Support small scale retail throughout the District

DIVERSE BUSINESS TYPES

Encourage diverse business types that open longer hours of the day
 Deportunities around Sun-Runner stations

TRANSIT-

ORIENTED

DEVELOPMENT

DEVELOPMENT GUIDANCE

» Provide guidance to new development projects to maintain desired local characters

E. BUSINESS DIVERSITY



Top: Cleveland Park Main Street Program, Washington, DC Bottom: Marina Landings, Tampa, FL (under construction)

F. FLEX SPACE





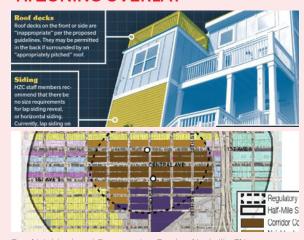
Rottom: 3D Drint Lah

G. TRANSIT-ORIENTED DEVELOPMENT



Top: Station on Washington, Minneapolis, MN Bottom: SunRunner 22nd Street Station Plan, St. Petersburg, FL

H. ZONING OVERLAY



Top: Neighborhood Conservation Overlay, Nashville, TN Bottom: SunRunner Zoning Overlay, St. Petersburg, FL





ECONOMIC DEVELOPMENT DISTRICT PLAN

THEME FRAMEWORK

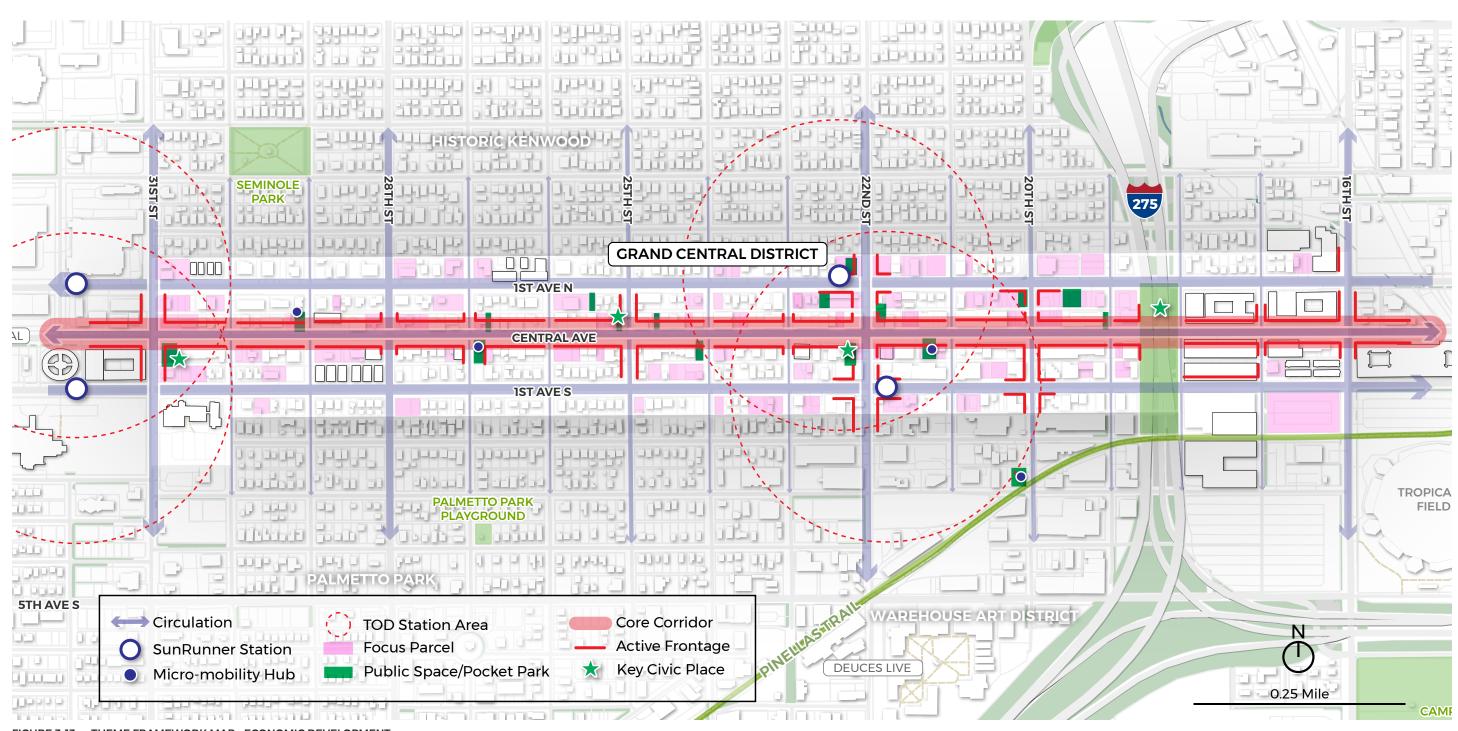


FIGURE 3-13: THEME FRAMEWORK MAP - ECONOMIC DEVELOPMENT





4. DISTRICT MASTER PLAN

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OPEN HOUSE

OPEN HOUSE EVENT SUMMARY

The Open House event was held on Jun 13, 2023, to present the preliminary recommendations. The meeting was held at the Empath Health Community Room, with more than 50 participants. During the Open House strategies and recommendations for each of the master plan's guiding themes were on display, and participants were invited to leave additional comments and ask the planning team questions.

The event included a welcome presentation, followed by an open exhibition with a series of display boards showing a brief overview of the master plan, the district frameworks, and recommendations by each theme. It was an opportunity to celebrate the work that was completed and gather additional feedback and input from the public on the outcome.

Select Open House boards and photos are below and on the next page.



FIGURE 4-1: SELECT OPEN HOUSE EXHIBITION BOARDS AND SURVEY SHEETS







FIGURE 4-2: OPEN HOUSE PRESENTATION





Strategies, Interventions and Recommendations

CONNECTIVITY & SAFETY

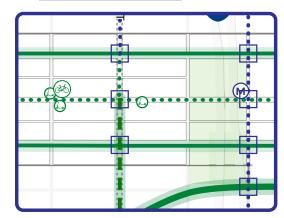


Connectivity and safety are critical to the success of the Grand Central District (District). As new development within and around the District increases, the number of people visiting and living in the District will grow, and with it the importance of these two aspects.

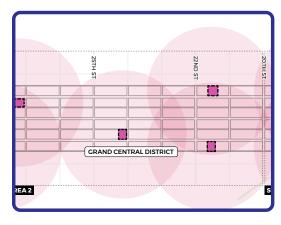
Recommendations in this theme focus on public infrastructure projects that increase

connectivity to adjacent communities around the District and maximize safety for pedestrians, cyclists, and drivers.
Recommendations include expanding the bicycle and micromobility network, providing improved transit and additional parking, improving lighting, and enhancing safety of intersections. The images below preview the recommendations on the following pages.

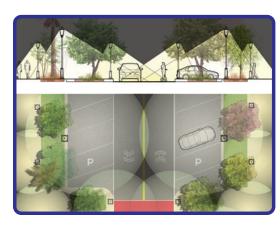
A MICROMOBILITY NETWORK



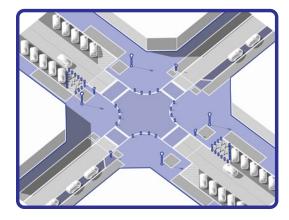
B PARKING STRATEGIES



C STREET LIGHTING



D SAFE INTERSECTIONS





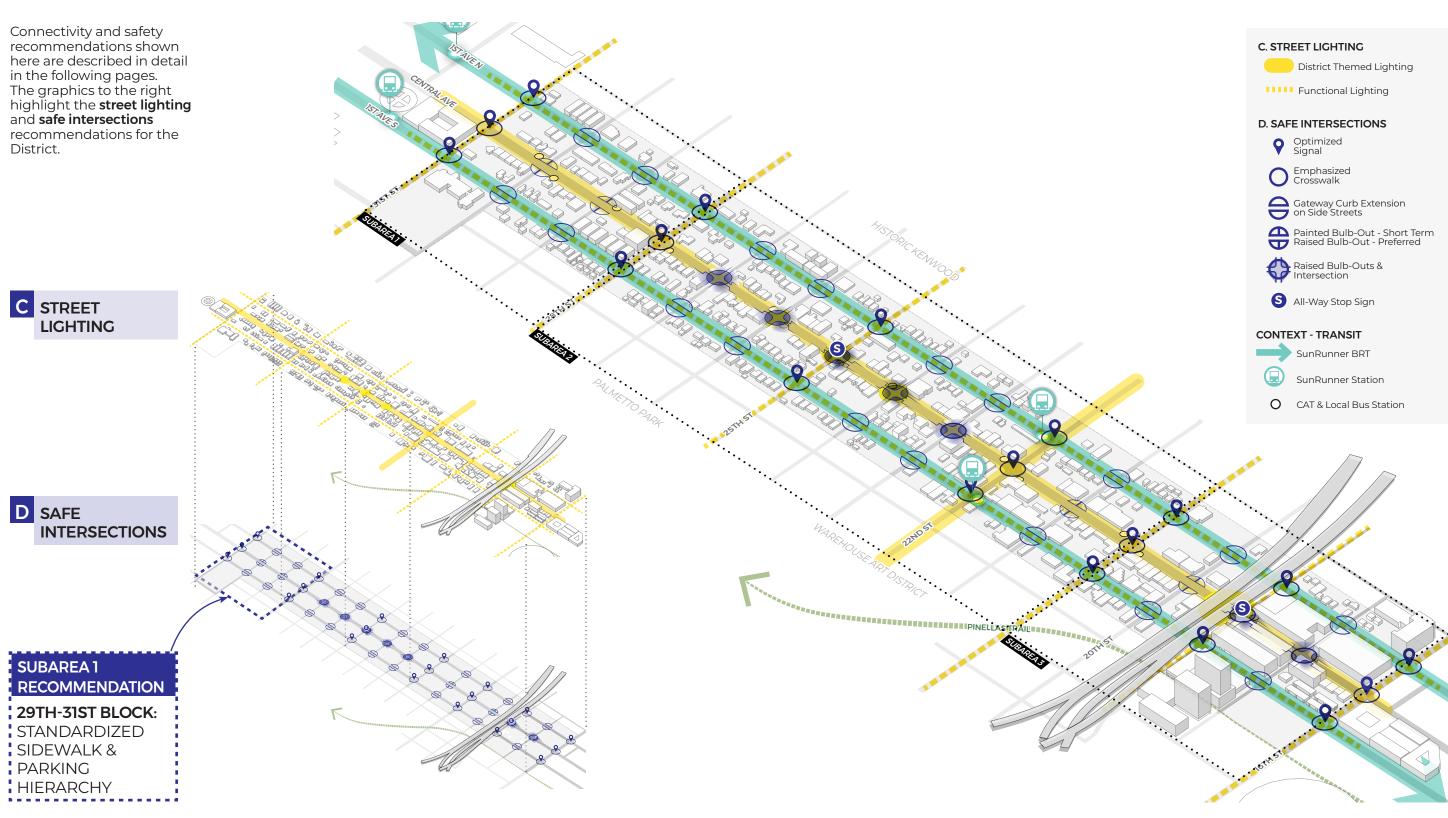
CONNECTIVITY & SAFETY - DISTRICT PLAN

Connectivity and safety recommendations shown here are described in A. Micromobility Network Bike Infrastructure detail in the following pages. The graphics to the right highlight the recommendations for Neighborhood Greenway Bike & Micromobility Hub microbility network and parking strategies for the **B. PARKING STRATEGIES** District. Side Street Parking Parking Lot / Garage **CONTEXT - TRANSIT** SunRunner BRT A MICROMOBILITY SunRunner Station **NETWORK** O CAT & Local Bus Station B PARKING **STRATEGIES** PINELLA:





CONNECTIVITY & SAFETY - DISTRICT PLAN - CONTINUED







A. MICROMOBILITY NETWORK

STRATEGIES

To increase connectivity to adjacent districts to the north and south, strategies focus on adding new bicycle infrastructure, and extending the existing bike network along select side streets. The new infrastructure will benefit all micromobility users and is meant to expand the micromobility infrastructure in the District at-large.

The graphics to the right show the existing bike network in the Grand Central District and the Recommended Bike Network. The individual components are described in the following pages.

Elements considered when identifying micromobility strategies include (listed from higher stress to lower stress, as shown in Figure 4-3):

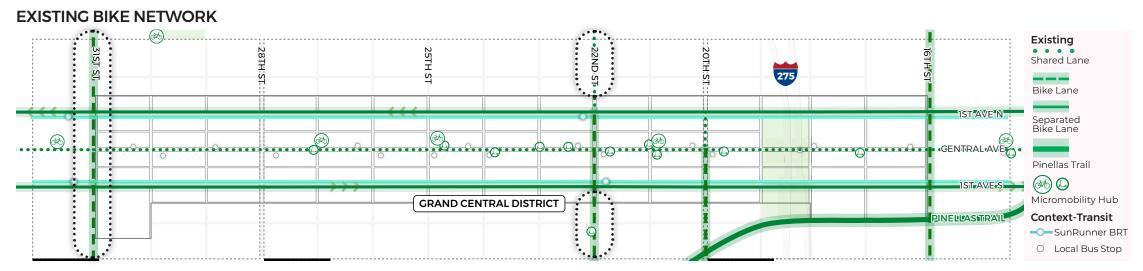
Shared Lane Marking: reminder to motorists that bicyclists may occupy full travel lanes

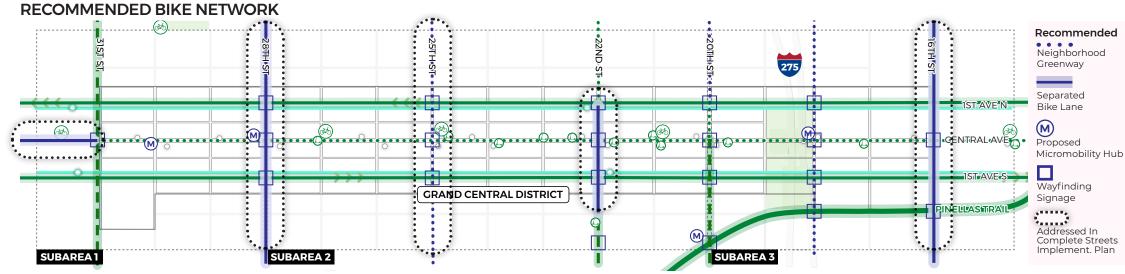
Neighborhood Greenway: street designated for bicycle priority and traffic calming

Separated Bike Lane: bicycle lanes that include striped or physical barriers to separate from travel lanes

Bike Lane: portion of roadway designated for one-way bicycle traffic

Trail: two-way bicycle facility with physical separation from travel lanes







• • • • Existing Shared Lane

FIGURE 4-3: EXISTING BIKE INFRASTRUCTURE

Existing Bike Lane



Existing Separated Bike Lane



Existing Off-Street Trail





RECOMMENDATIONS

ADDITIONAL NEIGHBORHOOD GREENWAY & SEPARATED BIKE LANES

Neighborhood Greenway

Neighborhood Greenways are low-speed, low traffic volume roads identified as part of a connected bicvcle network, where dedicated bike lanes are not necessary, desirable, or feasible.

With the City's Neighborhood Transportation Program, the District can take advantage of its street grid and provide low stress bike routes connecting to surrounding neighborhoods.

The City's Complete Streets Plan (2019) designated 25th Street as a Neighborhood Greenway. Additional Neighborhood Greenways are recommended on 18th Street and the section of 20th Street between 1st Avenue N and Burlington Avenue N to improve the connection to the Pinellas Trail. Neither streets' widths can support dedicated bike lanes.

Separated Bike Lanes

Separated bike lanes use painted stripes or a physical barrier to separate the bike lanes from automobile travel lanes.

The City's Complete Streets Plan (2019) includes new separated bike lanes on 28th Street and on the portion of Central Avenue west of the District boundary. The Plan also includes improving the existing bike lanes on 16th Street and 22nd Street between the 1st Avenues.

On these roads, physical barriers, such as bollards and planters are preferred if the street widths support them. Barriers prevent vehicles from blocking bike lanes and provide more comfort for riders.

LOWER STRESS





Shared Lane Marking, Traffic Calming, Enhanced Crossing & Signage



Separated Bike Lane with Barriers

Striped or Physical Barriers where possible

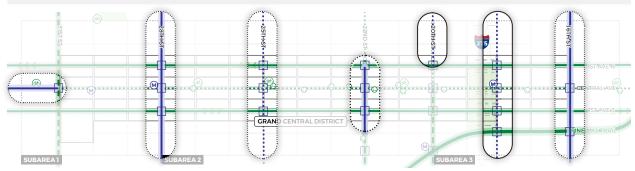


FIGURE 4-4: BIKE INFRASTRUCTURE IMPROVEMENTS



2 MICROMOBILITY NETWORK

Additional micromobility amenities are recommended at key nodes of the proposed bike network, including on Central Avenue at 28th Street and 18th Street, and the intersection of 20th Street at the Pinellas Trail. The amenities include micromobility parking for shared/rental devices as well as charging stations for personal or public uses.

Signage for safety and wayfinding is proposed to be installed at key intersections, guiding riders to the landmarks in the District and to regional trails.







(M) Micromobility Parking

(M) Micromobility Charging

☐ Signage & Wayfinding

FIGURE 4-5: MICROMOBILITY NETWORK

SUMMARY OF RECOMMENDATIONS

- Provide new separated bike lanes and amenities (signs, bike racks, etc.) along 28th Street.
- Provide Neighborhood Greenway amenities (signs, dedicated lanes, sharrow markings, bike racks, micromobility hubs, etc.) on 25th Street and 18th Street.
- Extend bike lane along 20th Street to Burlington Avenue N.
- Improve existing bike lanes with striped or physical barriers on 16th Street and the portion of 22nd Street within the District.
- Provide micromobility amenities at key intersections.
- Add wayfinding signage at key intersections.

IMPLEMENTATION CONSIDERATIONS

- Adding dedicated bike lanes on Central Avenue is infeasible because this would require on-street parking to be changed from diagonal to parallel, resulting in loss of parking spaces.
- Given the reduced speed limit on Central Avenue and the shortage of parking in the District, the Neighborhood Greenway approach is preferred for Central Avenue.
- Micromobility parking and hubs would be located at street level for comfort and pedestrian safety on sidewalks, and in compliance with local regulations.



B. PARKING STRATEGIES

STRATEGIES

Throughout the public engagement process. parking availability, especially during peak times, was consistently one of the most pressing issues raised.

To address this issue, the angled parking on Central Avenue is recommended to be extended to the eastern and western parts of the District and driveway removal/ consolidation is considered where appropriate. When redevelopment occurs on Central Avenue, the developer may be required to close a driveway and rebuild the curb. This could allow for additional on-street parking, thus increasing parking supply.

At select intersections, the City's ongoing projects have modified/eliminated right turn lanes on Central Avenue. This allows for additional opportunities for bulb-outs, and added angled or parallel parking depending on the street's width (see Section D for more details).

EXISTING & RECOMMENDED PUBLIC PARKING

In addition to parking spaces on Central Avenue, the following strategies are recommended to address parking availability:

- 1. Encourage on-street parking along side streets, with 2-hour limit signs installed to formalize that parking is permitted.
- 2. Integrate parking garages in planned redevelopments east and west end of the District.
- 3. Encourage dispersed small-scale parking lots and garages within the District and collaborate with private developers to provide public parking where possible.

These strategies can be combined and implemented together. In addition, the District should consider paid on-street parking to increase parking turnover and availability, and incentivize off-street parking to be constructed.

SUBAREA 2

RECOMMENDATIONS

1 ENCOURAGED PARKING ALONG SIDE STREETS

As illustrated in Figure 4-6, proposed on-street parking on side streets would be encouraged with 2-hour limit parking signs installed to formalize that parking is permitted.

At locations with existing "No Parking to Corner" signs, corner curb extensions and bulb outs can be constructed to highlight areas where parking is preferred (See Section D for more details).



PINELLAS TRAIL

ON-STREET PARKING ON 25TH STREET

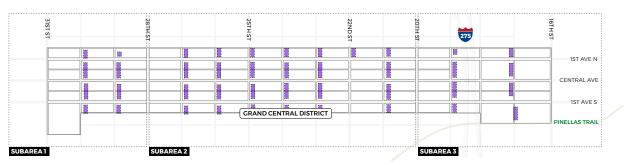


FIGURE 4-6: SIDE STREET PARKING FORMALIZATION

SUBAREA 3

25TH 22ND Public Parking S S Side Street Parking TS S Street Parking Lane 1ST AVE N Angled Parking Parking Lot **CENTRAL AVE** Recommended **Parking Strategies** Approach 1 1ST AVE S **GRAND CENTRAL DISTRICT** Approach 2



SUBAREA1



Existing

RECOMMENDATIONS

2 ADDITIONAL PARKING INTEGRATED WITH LARGER DEVELOPMENT

The diagram below illustrates the potential locations for large-scale parking garages identified on parcels where large-scale development projects have been announced. The transit and micromobility recommendations (discussed in the Micromobility Network section above) could provide easier access from these large garages and enhance connection between subareas.



DOWNTOWN PARKING FACILITY, ST AUGUSTINE

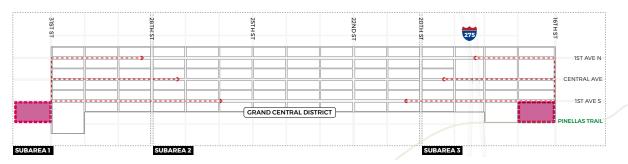


FIGURE 4-7: POTENTIAL LOCATIONS FOR LARGE SACLE PARKING GARAGES

3 ADDITIONAL PARKING THROUGHOUT DISTRICT AT MICRO SCALE

The diagram below shows how a dispersed parking approach that utilizes either lots or garages to provide coverage at a 1/4-mile walking distance. Note, this is illustrative only and does not specify parcels earmarked for development. The lots and garages should be contextually appropriate to the development scale in the area, which the SunRunner Rising TOD Study recognizes as urban, though not as intense as downtown.



SMALL PARKING GARAGE, MT DORA

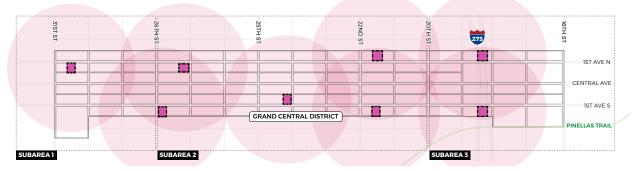


FIGURE 4-8: POTENTIAL LOCATION OF DISPERSED PARKING LOTS/GARAGES AND A 1/4 MILE RADIUS WALKSHED



SUMMARY OF RECOMMENDATIONS

- Maintain angled parking on Central Avenue and extend where feasible.
- Use parking management tools:
- Parking time restriction
- Parking meters
- Mobile applications

Strategy 1

 Formalize parking along side streets where feasible and as an expansion of intersection bulb-outs use to balance the parking impacts.

Strategy 2

 Allow hourly parking in garages connected to commercial or residential developments outside the District.

Strategy 3

- Implement as parking lots before they are converted to garages/structured parking in the future.
- Identify vacant parcels for temporary public use as surface parking (ADA and lighting should be considered).
- Access to surface lots should be from side streets, and the 1st Avenues, consistent with local land development regulations (LDR).
- Reduce or eliminate parking minimums to encourage non-vehicular trips, reduce development costs, support public transit and pedestrian-oriented district.
- Consider parking maximums regulations.

IMPLEMENTATION CONSIDERATIONS

Strategy 1

 Can be implemented and integrated with other approaches.

Strategy 2

- Can be implemented though public private partnership.
- Keep large scale parking structures that do not fit the scale of the District outside its bounds.
- Pedestrians have a longer walking distance to the district core (can be mitigated through access to micromobility as recommended throughout the District).

Strategy 3

- The high cost of parking garages and low feasibility as parcels' highest and best use may differ and may result in an increased number of surface parking lots.
- There is potential for shared use parking garages in larger development projects.
- Provides pedestrians with a shorter walking distance to the district core.
- Promotes the development of structured parking at a scale that is contextually appropriate for the District, given its character and surrounding land uses, now and in the future.



C. STREET LIGHTING

STRATEGIES

Adequate lighting in public areas is a key factor in promoting a safe public space, increasing inclusivity, and creating an atmosphere in support of the desired local character. This is especially important in the District due to its increased nighttime activity.

The City is currently in the process of replacing the luminaires of the existing light fixtures to LED on Central Avenue, an effort that will increase energy efficiency and provide consistent and adequate illumination levels, as was found necessary in a recent study conducted in the District.

Dark sky lighting is an important strategy

to meet these needs while reducing light pollution, which contributes to urban ecology and the well-being of residents. The implementation of dark sky lighting in the District should be studied as a potential strategy in the District to determine feasibility, time horizons, and costs. Since it can be achieved by replacing the luminaires it may potentially be incorporated into the existing project if a product is found that can address all mechanical, illumination, and financial needs.

The current project can be seen as a first step to improve lighting quality along Central Avenue in the short term, and at a later phase dark sky lighting could be implemented throughout the District.

RECOMMENDATIONS

1 DISTRICT-WIDE STREET LIGHTING PLAN





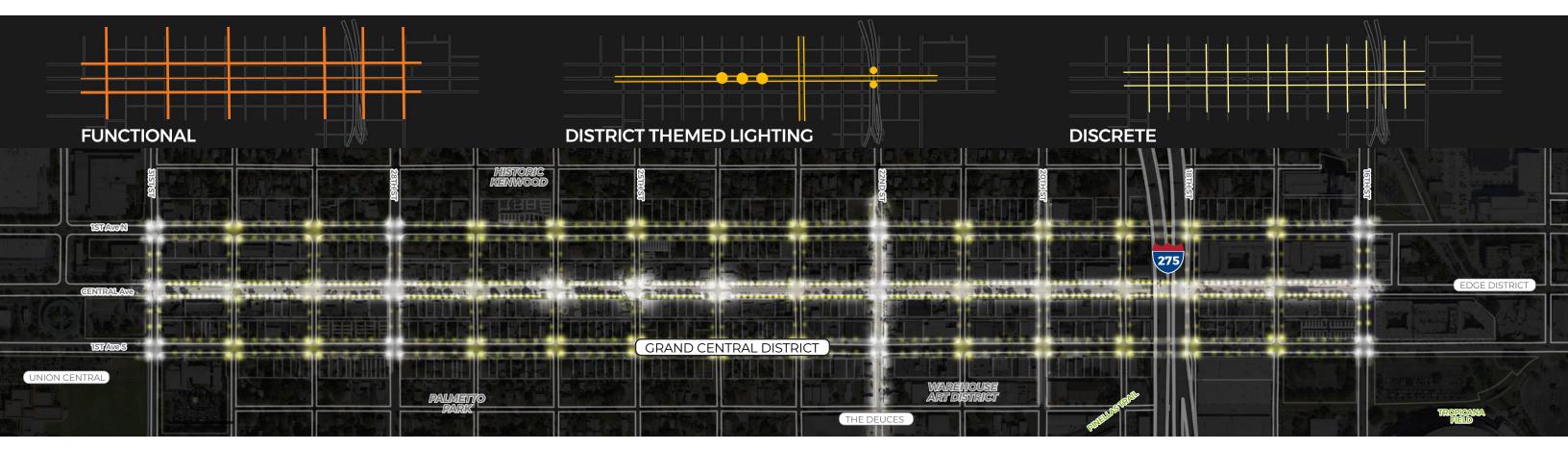


DISTRICT THEMED LIGHTING, SOMERVILLE, MA



DISCRETE LIGHTING, COPENHAGEN, DEN

FIGURE 4-9: LIGHTING TYPES PRECEDENTS



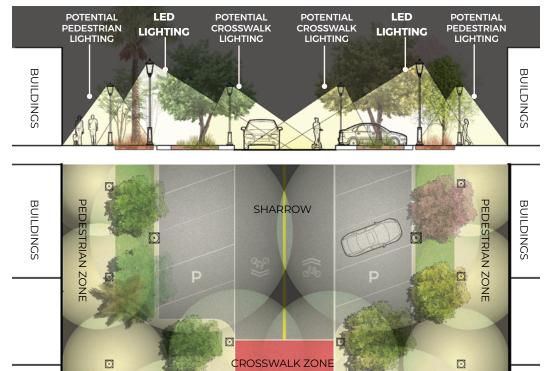




RECOMMENDATIONS

2 LIGHTING STANDARD

CENTRAL AVENUE PROPOSED LIGHTING SCHEME - DISTRICT THEMED LIGHTING





LED LIGHTING FOR AVENUES, MARYLAND



100'

- 18'

DARK SKY COMPLIANT LIGHTING , CORDIA

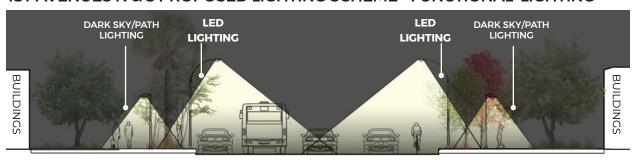


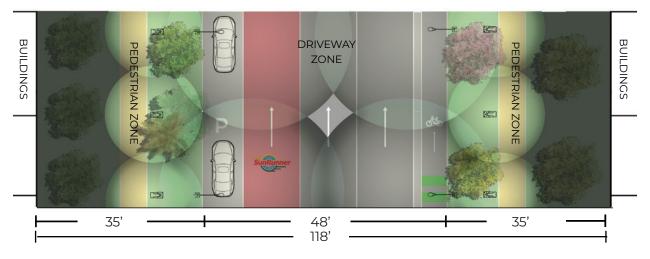
LIGHTING AT PEDESTRIAN SCALE, PHILADELPHIA, PA

FIGURE 4-10: STREET LIGHTING POLES AND FIXTURES EXAMPLES



1ST AVENUES N & S PROPOSED LIGHTING SCHEME - FUNCTIONAL LIGHTING





SUMMARY OF RECOMMENDATIONS

- Functional lighting Increased illumination levels along key corridors and intersections
- District themed lighting Signature design fixtures that contribute to the District's identity and increased illumination levels along Central Avenue
- **Discrete lighting** Lower illumination levels along side streets
- Conduct a district-wide survey to ensure the provision of minimum illumination levels throughout the District
- Install zero cutoff/dark sky light fixtures.

IMPLEMENTATION CONSIDERATIONS

- Coordinate lighting improvements with City departments.
- Use solar or LED lighting to reduce energy consumption.



D. SAFE INTERSECTIONS

STRATEGIES

According to the safety assessment, over 70 percent of all crashes in the District occurred at intersections. Efforts to prioritize pedestrians are underway in the District, including signage, painted and raised bulb-outs, traffic calming medians, etc. These strategies have successfully reduced the operating speeds and improved safety on Central Avenue during the past decade.

To further improve the safety and comfort of pedestrians, recommendations in the master plan would be to continue the speed mitigation efforts in place, with a series of intersection safety improvements.

Proposed safety improvements vary based upon the context. As a result, the recommendations are categorized into typical intersections, according to street classification and pedestrian activity intensity. While multiple intersections are identified, improvements made at any of the intersections would provide valuable benefits.

The 1st Avenues are amenable to speed moderation techniques with strategically located enhanced pedestrian crossings.

- **Ist Avenues Type 1 Major Connector:** Signalized/beaconed intersections: 31st, 28th, 25th, 22nd, 20th, 18th, and 16th Streets.
- 1st Avenues Type 2 Secondary Streets:
 Non-signalized intersections at all secondary streets.

Central Avenue is focused on traffic calming and the safety and comfort of pedestrians.

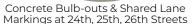
- Central Avenue Type 1 Major Connector*: Signalized intersections: 31st, 28th, 22nd, 20th, and 16th Streets.
- Central Avenue Type 2 Neighborhood Streets: Non-signalized intersections: 30th, 29th, 21st, and 19th Streets.
- Central Avenue Type 3 District Core: Intersections with all-way stop signs or pedestrian signs: 23rd-27th Streets and 17th-18th Streets.



Right-Turn Lane Converted to Bike Corral & "Stop for Pedestrians" Sign at 21st Street

EXISTING DISTRICT SPEED MITIGATION STRATEGIES





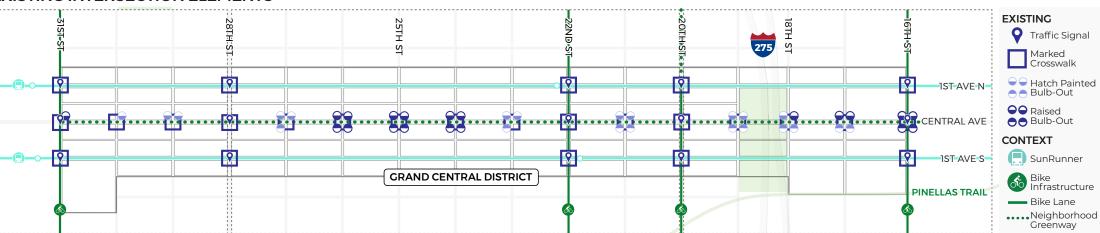


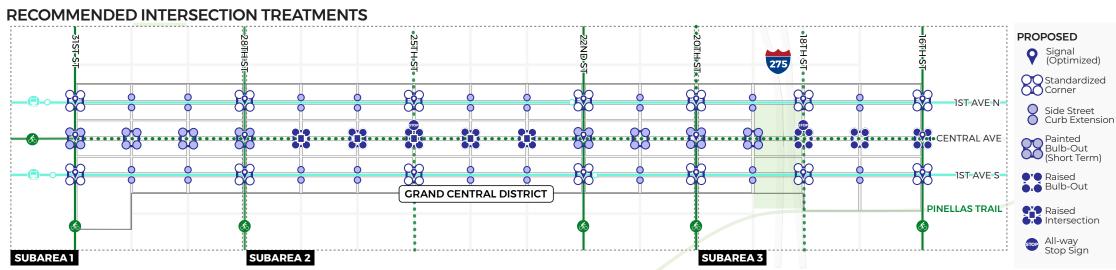
Traffic Calming Median at 30th Street Block



Planter Bulb-outs at 17th Street

EXISTING INTERSECTION ELEMENTS





^{*} The intersection of 25th Street and Central Avenue is categorized as Central Avenue Type 3 as its is non-signalized and located at the district core



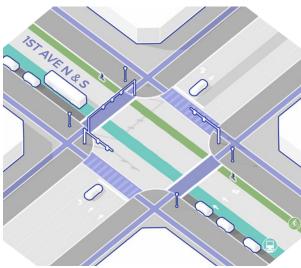


RECOMMENDATIONS

1ST AVENUES N AND S - INTERSECTION ENHANCEMENT

1ST AVENUES TYPE 1

1ST AVENUES & MAJOR CONNECTORS



AFTER

BEFORE

1. Optimized Signal* Signal/beacon, countdown, full ADA



2. Enhanced Crosswalk
Accessible, enlarged & emphasized crosswalk



3. Standardized Corner Reduced turning Reduced turning radius, enlarged pedestrian waiting area

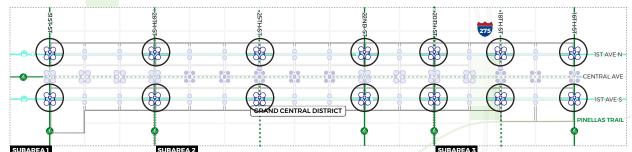


4. Extended Median
Where applicable Where applicable

* At the 25th St. intersection a beacon may be considered instead of a full signal

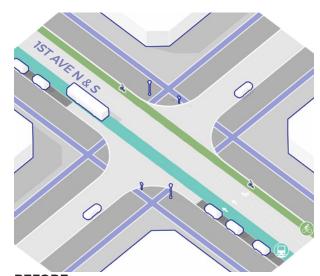


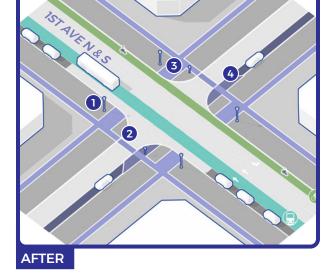
BOX OUT CROSSWALK, NEW YORK CITY, NY





1ST AVENUES TYPE 2 1ST AVENUES & SIDE STREETS





BEFORE



1. Crossing the 1st Avenues N & S at Non-Signalized Intersection Not encouraged



2. Crosswalk on Side Streets
Accessible, enlarged &
emphasized crosswalk



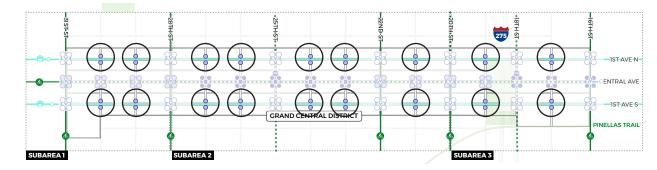
3. Standardized Corner
Reduced turning radius,
enlarged pedestrian waiting area



4. Gateway on N-S Side Streets
Bulb-outs to support formal
parking on N-S side streets



GATEWAY WITH CURB EXTENSION, NACTO GUIDE



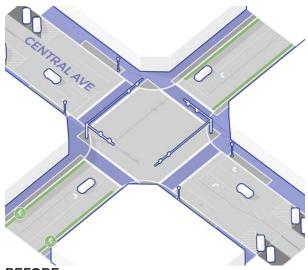


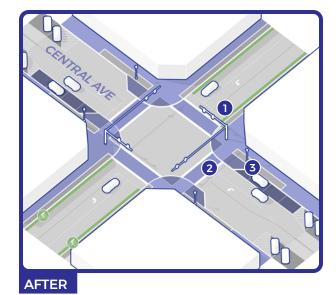
RECOMMENDATIONS

2 CENTRAL AVENUE - INTERSECTION ENHANCEMENT

CENTRAL AVENUE TYPE 1

CENTRAL AVENUE & MAJOR CONNECTOR





BEFORE

1. Optimized Signal Push button, countdown, full



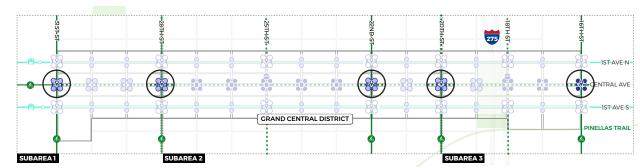
2. Enhanced Crosswalk
Accessible, enlarged 9 Accessible, enlarged & emphasized crosswalk



3. Bulb-outs on Central Avenue
Right turn lane converted to Right turn lane converted to raised (preferred) or painted bulb-outs with bollards, also allowing additional parking up to the bulb-outs (angled parking if street width allows)

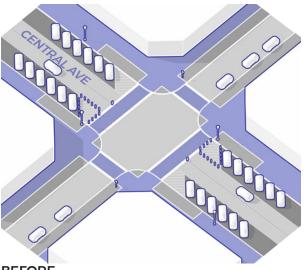


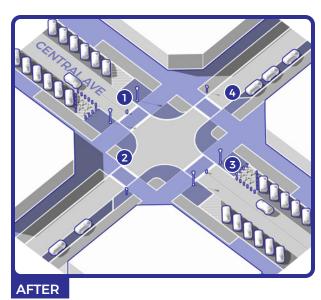
PAINTED BULB-OUTS WITH BIKE HUB, AUSTIN, TX



CENTRAL AVENUE TYPE 2

CENTRAL AVENUE & NEIGHBORHOOD STREETS





BEFORE



"Stop For Pedestrians" Sign On Central Avenue



2. Enhanced Crosswalk
Accessible, enlarged &
emphasized crosswalk



3. Bulb-outs on Central Avenue*
Raised (preferred) or painted with bollards



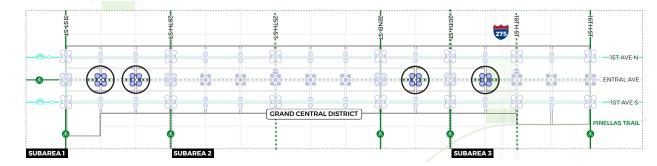
micromobility parking

4. Cateway on N-S Side Streets
Bulb-outs to support formal Bulb-outs to support formal parking on N-S side streets



*Street-level bulb-outs may be retained to accommodate

PAINTED BULB-OUTS, BETHLEHEM, PA





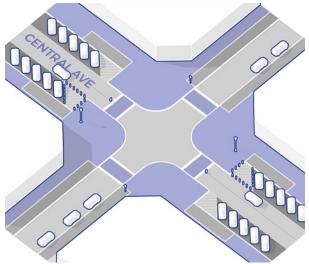


RECOMMENDATIONS

2 CENTRAL AVENUE - INTERSECTION ENHANCEMENT - CONTINUED

CENTRAL AVENUE TYPE 3

CENTRAL AVENUE & DISTRICT CORE







"Stop For Pedestrians" Sign Stop sign on 25th & 18th Street



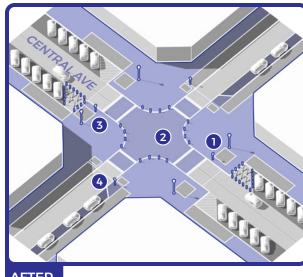
2. Raised Intersection* Accessible, raised intersection at 23rd-27th Streets



3. Bulb-outs Enhancement Pedestrian costi Pedestrian seating, shade, and vegetation to complement existing City efforts at 24th, 25th, and 26th Streets



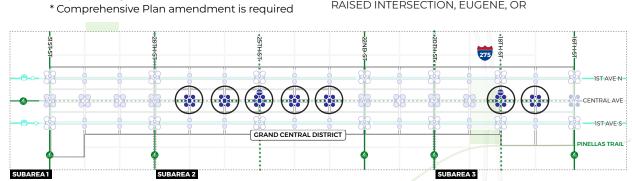
4. Gateway on N-S Side Streets Bulb-outs to support formal parking on N-S side streets

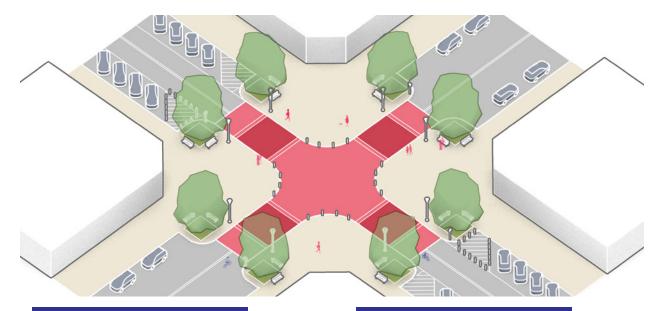


AFTER



RAISED INTERSECTION, EUGENE, OR





SUMMARY OF RECOMMENDATIONS

1st Avenues N & S:

- Optimized signals for major streets; Crossing is not encouraged at nonsignalized intersections
- Accessible & enhanced crosswalks
- Standardized corners
- Extended median where applicable: gateway curb extension for N-S side streets

Central Avenue:

- Optimized signals for major streets; pedestrian signs for other intersections; all-way stop sign at 18th & 25th Streets
- Enhanced crosswalk for major streets; raised intersection crosswalk at the district core
- Bulb-outs on Central Avenue to reduce pedestrian crossing distance
- Gateway curb extension on side streets

IMPLEMENTATION CONSIDERATIONS

- The City of St. Petersburg leads various traffic calming projects that can be combined with other recommendations.
- Avoid interruption to public transit passenger pick up/drop areas.
- Consider amending the city's comprehensive plan to allow raised intersections and other traffic calming elements along Central Avenue.
- Raised intersections and bulb-outs are preferred, painted bulb-outs can be considered as cost effective temporary solutions.
- Raised intersections must account for tripping hazards.
- Reduced radii should be coordinated with truck routes and large service vehicles.
- All-way stop signs would need to meet all relevant criteria within the MUTCD* for such signage.





^{*} Manual on Uniform Traffic Control Devices for Streets and Highways



FIGURE 4-11: CENTRAL AVENUE INTERSECTION WITH PAINTED BULB-OUTS - SHORT TERM ENHANCEMENT







FIGURE 4-12: CENTRAL AVENUE INTERSECTION WITH RAISED BULB-OUTS - LONG TERM ENHANCEMENT





SUBAREA 1 RECOMMENDATION

Most blocks in the District along Central Avenue have a relatively consistent form which consists of roughly an 8-foot wide pedestrian clear zone, additional approximate 10-foot wide pedestrian area between the clear zone and the edge of curb, and diagonal on-street parking.

In some blocks, however, specifically between 29th and 31st Streets, this pattern is interrupted with perpendicular parking directly in front of the businesses, in between the buildings and the pedestrian clear zone.

While this condition is not at the expense of the sidewalk's continuity, it poses risks to pedestrians as cars must cross the pedestrian clear zone to park and to exit parking. This also limits the space for public gathering along the street's facade.

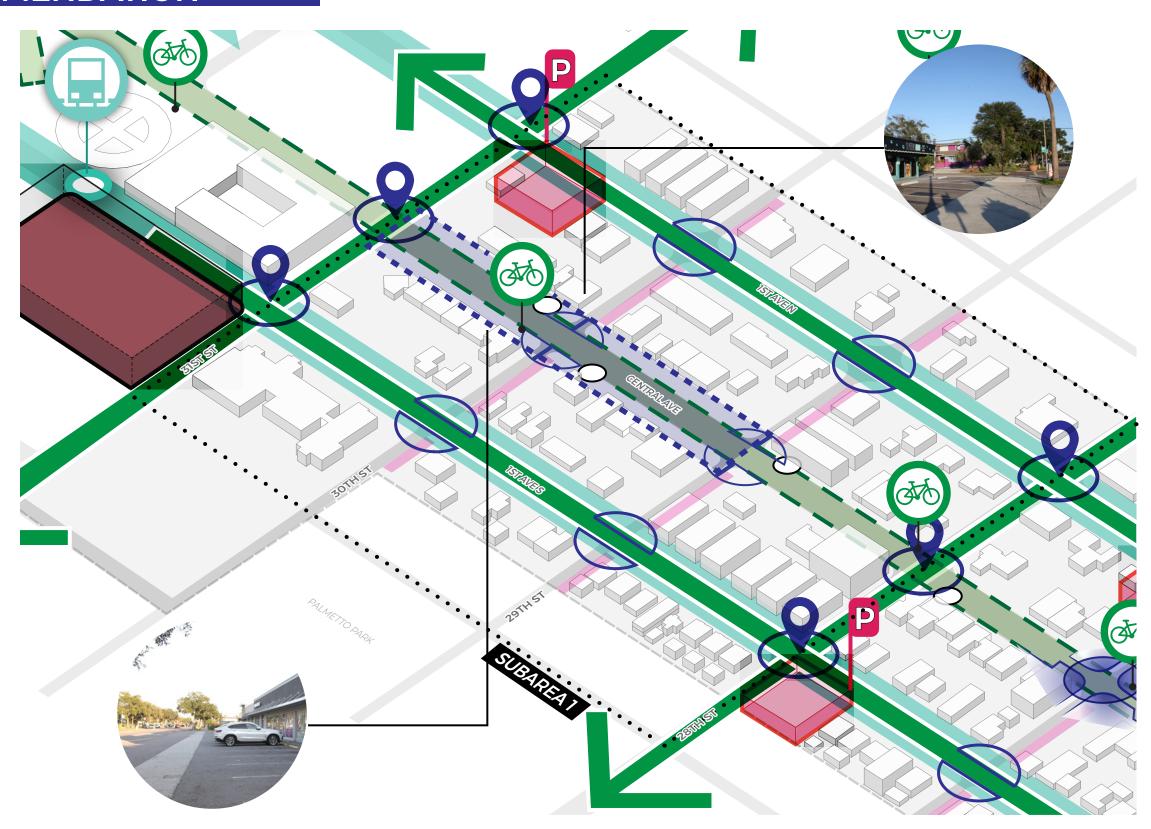
Acknowledging the need for parking in the District, and more specifically for some of the businesses in these blocks, it is recommended to avoid this condition to the extent possible and redesign the parking on these blocks along Central Avenue. Parking spots for which access is located across the pedestrian path should be limited to minimize risk for pedestrians and provide adequate space for active street frontages.

SUMMARY OF RECOMMENDATIONS

 Redesign on-street parking to limit the number of parking spots which require vehicles to cross pedestrian paths

IMPLEMENTATION CONSIDERATIONS

- Provide parking alternatives to adjacent business.
- Provide accessible parking for people with disabilities.
- Parcels on the two blocks are privately owned. Coordination with individual owners are required.







PUBLIC REALM



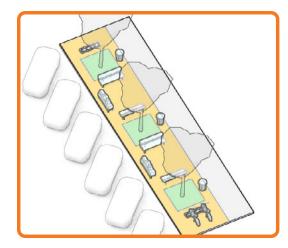
The public realm is commonly defined as the public space between buildings. This includes sidewalks, street furniture, plazas, and parks, among other elements. With no parks or plazas, the public realm in the District is composed primarily of pedestrian circulation

The public realm recommendations include

PLACEMAKING: **INTERSECTION AS PLAZAS**

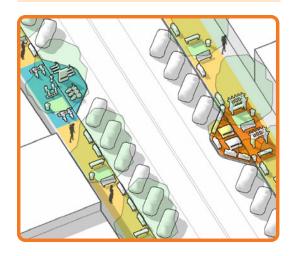


SIDEWALK AMENITY **IMPROVEMENT**

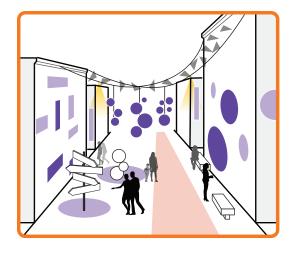


improving the quality of the existing public spaces and quantity of pedestrian amenities, as well as gaining additional temporary and permanent space for public use. The recommendations also identify where the enhancements may be prioritized along Central Avenue, along select alleys, and at select intersections. The images below preview the recommendations on the following pages.

PLACEMAKING: POP-UP CURB EXTENSION



C ALLEY **ACTIVATION**





PUBLIC REALM - DISTRICT PLAN

Public realm A. PLACEMAKING recommendations shown 1. Intersection as Plaza here are described in detail in the following pages. The graphics to the right highlight the recommendations for placemaking for the District. 2. Curb Extension CONTEXT Public Realm Network Proposed Under I-275 Park ← Trail Connection **PLACEMAKING** INTERSECTION AS PLAZA **CURB EXTENSION**





PUBLIC REALM - DISTRICT PLAN CONTINUED

B. SIDEWALK AMENITY IMPROVEMENT Public realm recommendations shown here are described in Sidewalk detail in the following pages. The graphics to the right highlight the recommendations C. ALLEY ACTIVATION Back Alley for **sidewalk amenity** improvement and alley CONTEXT activation for the District. Public Realm Network Proposed Under I-275 Park ← Trail Connection SIDEWALK **AMENITY IMPROVEMENT ALLEY ACTIVATION** SUBAREA 3 RECOMMENDATION PUBLIC PARK UNDER I-275





A. PLACEMAKING

STRATEGIES

The District is a highly vibrant and active public environment. As there are no parks or plazas in the District, most of this public activity takes place on sidewalks and within privately-owned restaurants and bars.

To provide public space and gathering place for the community, intersection and sidewalk spaces are proposed to be used as urban plazas and gathering places.

EXISTING PUBLIC SPACES



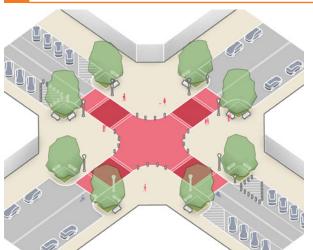


FIGURE 4-13: EXISTING PUBLIC REALM CONDITION & SUGGESTED IMPROVEMENTS



RECOMMENDATIONS

ENHANCED INTERSECTIONS AS URBAN PLAZAS



Weekday: Enhanced Intersection



Weekend/Event: Pop-up Flexible Public Space



1. Limited Vehicular Movements
On weekends or for events; temporary closures



2. Flexible Public Space For multipurpose programming



3. Thematic Design
Wayfinding and Wayfinding and district identity



4. Activating Frontages
Active ground floor uses at block corners



SUPERBLOCKS & INTERSECTION PLAZA, BARCELONA

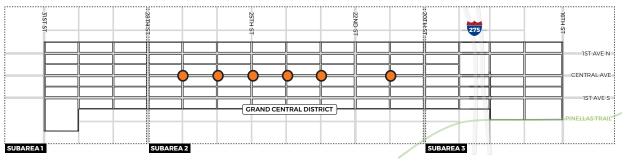


FIGURE 4-14: RECOMMENDED INTERSECTION FOR POTENTIAL USE AS URBAN PLAZAS



RECOMMENDATIONS

ENHANCED INTERSECTIONS AS URBAN PLAZAS - CONTINUED

THEMATIC FLEXIBLE SPACES & INTERIM PLAZA

Intersection enhancements, previously recommended in this document, have the potential to expand the public realm and create new spaces and opportunities for programming and public activity, even if not implemented to their fullest extent.

The non-signalized intersections at the core of the District along Central Avenue can double as a series of intimate-scale

urban plazas and accommodate a range of permanent or temporary programs.

These programs could be supported with street furniture, art installations, landscaping, and pop-up markets to improve the quality and identity of these interim plazas, while engaging local art studios, communities, and business owners. The diagram to the right illustrates potential public use of an enhanced intersection.



PAINTED INTERSECTION PLAZA, BARCELONA



INTERSECTION CORNER PLAZA, PHILADELPHIA, PA



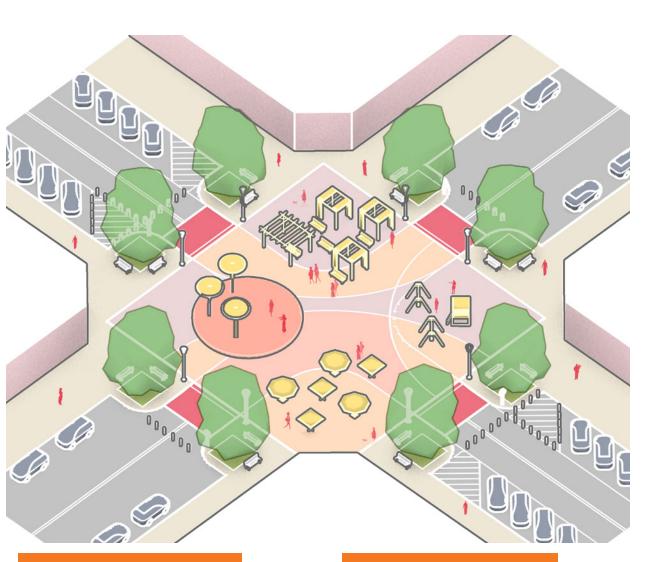
INTERSECTION PROGRAMMING, BARCELONA



FLEXIBLE PUBLIC PARKS, BARCELONA

FIGURE 4-15: INTERSECTION ACTIVATION & PROGRAMMING PRECEDENTS





SUMMARY OF RECOMMENDATIONS

- Provide pedestrian amenities on bulbouts such as, but not limited to, street furniture for seating and dining, shade structure, landscaping, wayfinding, etc.
- Use enhanced intersections for temporary or permanent programming.
- Install bollards and/or large planters to protect pedestrian-only zones within the intersection.
- Create a mitigation plan to accommodate long-term impacts during construction to adjacent businesses.

IMPLEMENTATION CONSIDERATIONS

- Accommodate large scale events may require temporary intersection closures.
- Coordination may be needed to store and use street furniture.
- Public programming will promote economic activity.
- Raised intersections, if feasible, are preferred in support of traffic calming and use of intersections as a plaza.
- Raised intersections will need to account for runoff and drainage.





FIGURE 4-16: ILLUSTRATION OF CENTRAL AVENUE INTERSECTION PLAZA DURING PUBLIC EVENT





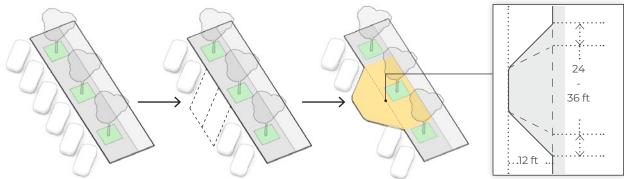
RECOMMENDATIONS

POP-UP PARTIAL CURBSIDE EXTENSIONS

Additional opportunities to enhance the public realm include the extension of select portions of the sidewalks into the right-ofway at the expense of parking spaces. These pop-up public spaces can host a verity of uses, as illustrated in the diagram below, and be activated on a temporary short-, medium- or long-term basis.

Implementing this recommendation should be based on a block-by-block assessment and in full coordination with businesses adjacent to the pop-up extension as some businesses may value parking, while others can benefit from additional seating at their front door.

TEMPORARILY RECLAIM 2-3 PARKING SPACES FOR PUBLIC USE



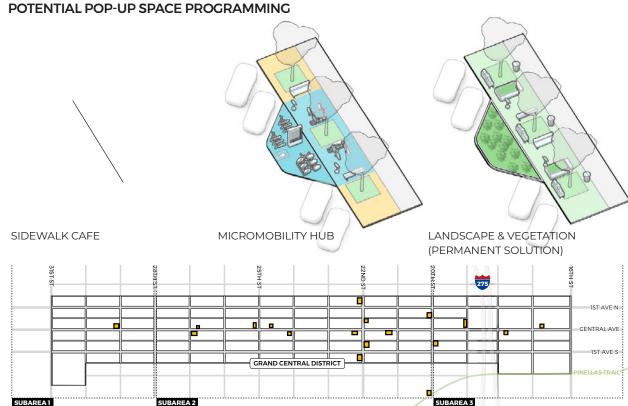


FIGURE 4-17: PARTIAL CURBSIDE EXTENSION RECOMMENDATIONS & POTENTIAL LOCATIONS





MICROMOBILITY HUB, BARCELONA



PARKLET, AUSTIN, TX

FIGURE 4-18: SIDEWALK ENHANCEMENT PRECEDENTS

SUMMARY OF RECOMMENDATIONS

- Install pop-up public spaces along select sidewalks in lieu of parking spaces.
- Pop-up spaces may include amenities such as, but not limited to, public street furniture, plantings, and shade structures that temporarily enhance the user experience.



CURB EXTENSION-PAINTED, BARCELONA



POP-UP PUBLIC SPACE, NEW YORK CITY, NY

IMPLEMENTATION CONSIDERATIONS

- Determine if the pop-up spaces would be short-, medium-, or long-term.
- Coordinate implementation with owners of adjacent businesses.
- Evaluate with business owners the benefit of parking spaces lost vs public spaces gained.
- Implement as needed/desired at select blocks along Central Avenue.





FIGURE 4-19: ILLUSTRATION OF TEMPORARILY CURB EXTENSION FOR POP-UP CAFE





B. SIDEWALK AMENITY IMPROVEMENTS

STRATEGIES

The sidewalks within the District make up the primary component of the public realm. Most sidewalks in the District have an adequate width to accommodate comfortable circulation and temporary gatherings.

To promote the use of sidewalks as spaces for temporary gatherings and to improve the overall user experience, various enhancements are proposed to increase pedestrian comfort. These include seating and furniture, trash cans, dog waste stations, and bike racks, among others.

The illustration below depicts the two main types of sidewalks in the District and the enhancements proposed for each type.

EXISTING SIDEWALK TYPES 1. ALL 2. PARTIAL 3. CONTINUOUS **HARDSCAPE** LANDSCAPE LANDSCAPE GRAND CENTRAL DISTRICT

FIGURE 4-20: DISTRICT SIDEWALK TYPES & LOCATIONS



RECOMMENDATIONS

SIDEWALK ENHANCEMENT WITH STREET FURNITURE



FIGURE 4-21: SIDEWALK ENHANCEMENT PRECEDENTS

SUMMARY OF RECOMMENDATIONS

- Maintain a consistent sidewalk layout through the District
- Provide pedestrian amenities such as, benches, chairs, tables, bike racks, trash cans, and dog waste stations where feasible.
- Promote use of shade trees & incorporate native landscaping where feasible.

IMPLEMENTATION CONSIDERATIONS

- A block-by-block assessment should be conducted to determine priorities for sidewalk improvements.
- Coordinate with businesses as appropriate
- Design street furniture that supports district character



C. ALLEY ACTIVATION

STRATEGIES

The alleys in the District are uniquely recognizable. The alleys provide additional parking and house the back-of-house equipment and other nuisance activities for businesses along Central Avenue.

As trash management improves, the size of mechanical equipment is reduced, and the types of businesses in the District change, some alleys may yield underutilized space, which can be transformed for temporary or permanent public uses. Uses can be coordinated such that they do not interfere with the maintenance routine of businesses.

Alleys can be easily closed for vehicles and provide a more intimate scale of public space in the District. They can be used as a temporary festival street, or provide additional active frontages.

These opportunities should not come at the expense of maintaining the alleys' key function of providing proper delivery and service areas for the businesses along Central Avenue. As such, the alleys should be properly maintained, with adequate lighting and paving, and should be serviced regularly.



FIGURE 4-22: EXISTING ALLEY TYPES BY LAND USE



RECOMMENDATIONS

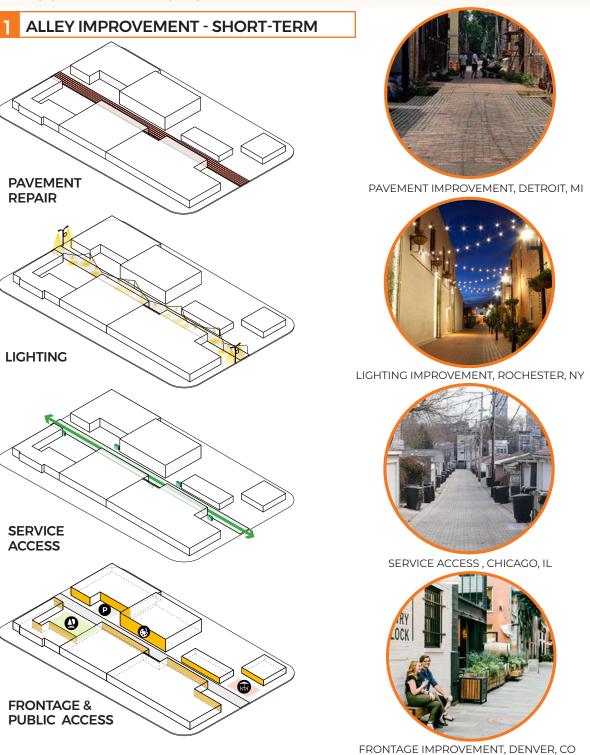


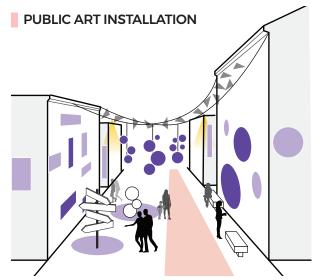
FIGURE 4-23: RECOMMENDED ALLEY IMPROVEMENTS & PRECEDENTS



RECOMMENDATIONS

TEMPORARY PROGRAMMING - LONG-TERM







ALLEY CAFE , PITTSFIELD, MA

FIGURE 4-24: ALLEY IMPROVEMENT PRECEDENTS



ALLEY-MUSEUM COOPER'S ALLEY, CHATTANOOGA, TN

SUMMARY OF RECOMMENDATIONS

- Improve quality of paving, lighting, and trash storage and collection.
- Support active frontages in alleys.
- Add vegetation and landscaping where feasible.
- Promote murals and public art where feasible.
- Coordinate time and duration for public use and programming.

POP-UP PLAY AMENITIES



LANDSCAPING & VEGETATION





PEACOCK ALLEY, SAN ANTONIO, TX

FIGURE 4-25: ALLEY IMPROVEMENT PRECEDENTS

IMPLEMENTATION CONSIDERATIONS

- Access coordination with business owners and residents is required.
- Any permanent improvements should be coordinated with the city department in charge to ensure services such as delivery services, routine maintenance, and emergency access are not interrupted.



LANDSCAPING, Q-STREET, WASHINGTON, D.C.

- Any permanent improvements should be coordinated with utilities and access points that may be located in alleys.
- Alley activation may protect the block built form in the long-term and prevent full block development in the District.
- Residential units facing the 1st Avenues, and alleys may limit event and programming hours.





SUBAREA 3 RECOMMENDATION

Interstate 275 (I-275) passes through the District between 18th and 19th Streets in the north-south axis and creates a significant gap in the urban fabric, and as a result, in the public realm. Lack of active frontage, and parking lots along Central Avenue separate the two eastern blocks from the rest of the District and interrupt the continuity of Central Avenue for pedestrians and cyclists.

In 2021, a conceptual design was introduced to minimize this gap and improve the continuity of the public realm by converting the current parking spaces under I-275 for recreational public uses. According to this plan, the space under I-275 at the intersection with Central Avenue will be converted to a multi-use park with a variety of public spaces and amenities.

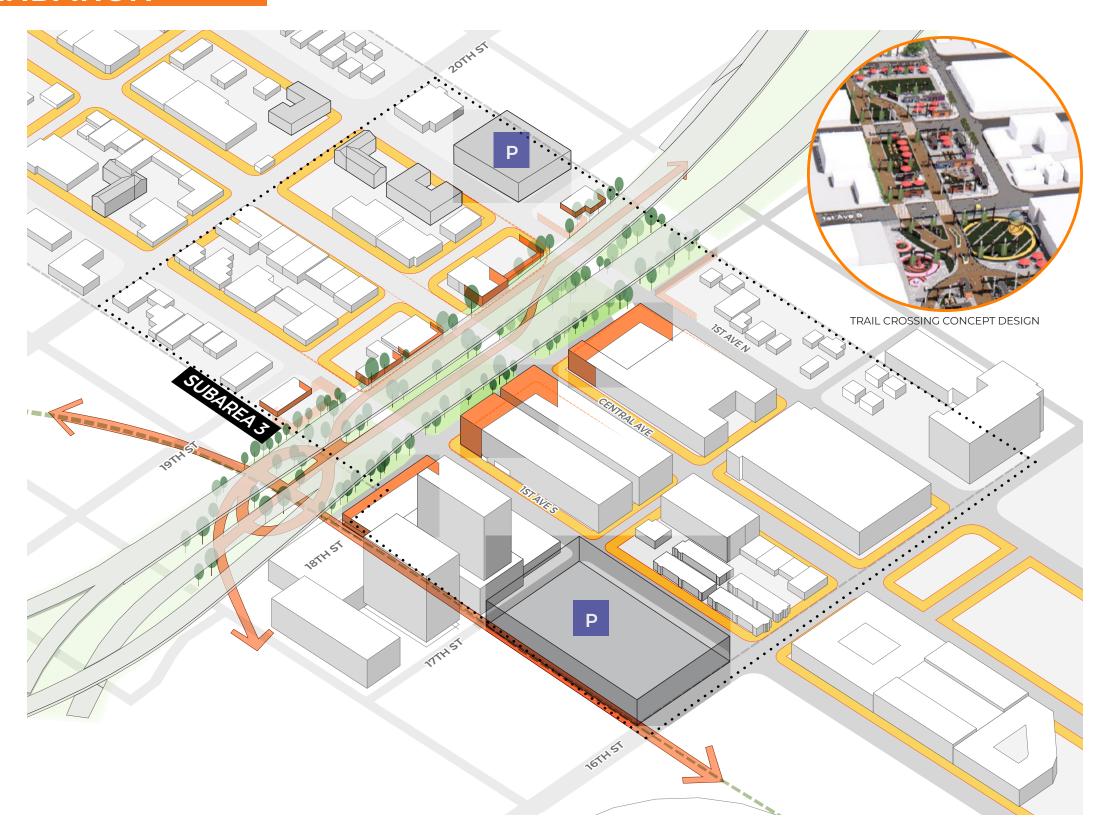
Using this space as a public park would improve the public realm, as a park does not currently exist in the District. This addition will augment the experience for visitors and residents alike and create another destination in the District for public activity.

SUMMARY OF RECOMMENDATIONS

- Improve lighting conditions in the underpass between 18th and 19th Streets along Central Avenue.
- Improve pedestrian crossings in the underpass between 18th and 19th Streets along Central Avenue.
- Convert current underpass parking between 18th and 19th Streets along Central Avenue to recreational public spaces.

IMPLEMENTATION CONSIDERATIONS

• A parking alternative may be required if substantial parking is displaced.







URBAN FORM



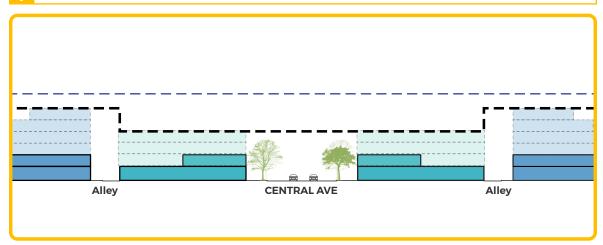
The Grand Central District is a desirable location for development in St. Petersburg and as such, recommendations for urban form aim to balance preserving the District's unique character while supporting new development within its bounds.

The Existing Conditions chapter contains an urban design analysis of common building typologies in the District, the location of recent development projects, and identification of where development should be encouraged to enhance the continuity of the District's built fabric and infill the gaps that vacant lots and surface parking create.

The following recommendations build upon the urban design analysis and propose locations for higher density, the establishment of design guidelines, and approaches to gap infill. The images below preview the recommendations on the following pages.

A PRESERVE DISTRICT CHARACTER

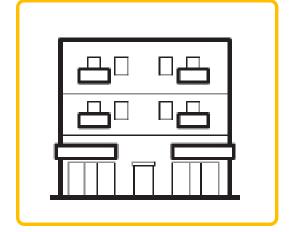
CONCENTRATE DENSITY TO DISTRICT'S EDGE



2 GAP INFILL



DISTRICT DESIGN GUIDELINE





URBAN FORM - DISTRICT PLAN

Urban form A. PRESERVE DISTRICT CHARACTER recommendations shown here are described in detail in the following 1. Density on District Edge pages. The graphics to the right highlight the recommendations for **preserving district character**. 2.1 Midblock & Corner Facade Activation 2.2 Infill Development 3. Design Guideline **PRESERVE DISTRICT CHARACTER** CONCENTRATE **DENSITY TO** DISTRICT'S EDGE **GAP INFILL** PROMOTE DESIGN GUIDELINE





A. CHARACTER PRESERVATION

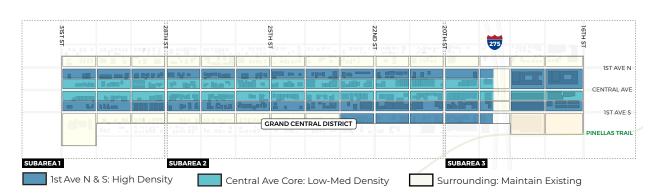
RECOMMENDATIONS

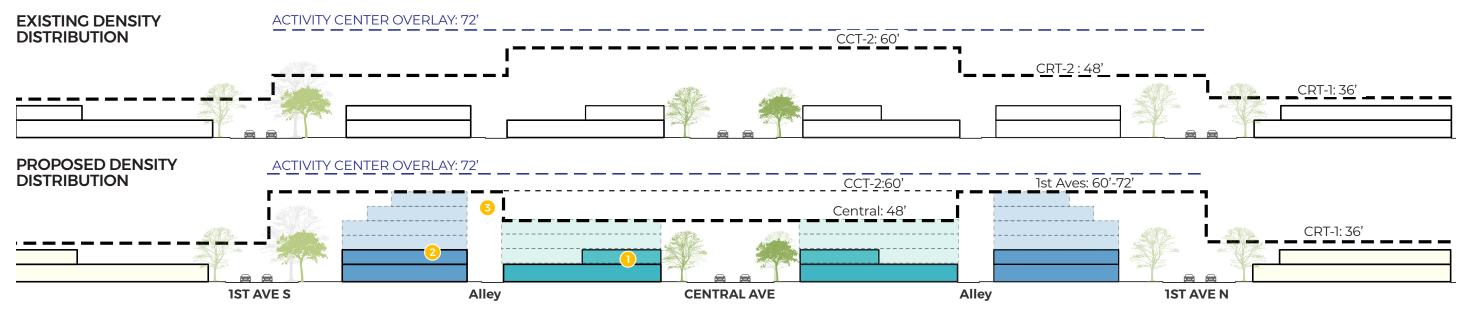
DENSITY CONCENTRATED IN THE DISTRICT'S EDGE

The District's urban form today features higher densities along Central Avenue and lower densities along the 1st Avenues.

Any allowance of additional building height along the 1st Avenues N and S, at the expense of maximizing allowable height along Central Avenue through the transfer of development rights, may encourage new development in the District without having a significant effect on the character of Central Avenue.

This recommendation, as illustrated in the diagram below, may have an added benefit of providing more sun exposure along Central Avenue, and encourage adaptive reuse of existing buildings.





SUMMARY OF RECOMMENDATIONS

- 1 Encourage building height along Central Avenue at an average of 3 floors, with a maximum height of 4 floors (48ft) at the corners of the blocks.
- 2 Allow building height along the 1st Avenues N and S to average 6 floors, with a maximum height of 7 floors (72 ft) at the corners of the blocks.
- Transfer air rights and parking requirements from Central Avenue to the 1st Avenues to maintain lower

- density on Central Avenue while still allowing landowners to monetize their holdings. Related is a potential reduction in parking minimums.
- Prevent aggregation of more than 3 parcels or limiting development lot sizes to limit density.
- Encouraging and supporting existing retail/food trucks and other local mobile vendors in "graduating" to "bricks and mortar" retail pads will continue to nurture and grow Central Avenue's core identity, solidify its locally grown brand and offset softness in the retail market.

IMPLEMENTATION CONSIDERATIONS

- Focusing exclusive retail use facing Central Avenue comes with advantages in avoiding noise complaints at night, however, allowing additional building height and density along the 1st Avenues N and S compensates for the residential demand to prevent rents from rising.
- Vehicular travel capacity of the 1st Avenues N and S should be assessed before finalizing allowable densities.
- Consider the transfer of development rights from parcels along Central Avenue to a receiving area in the City outside the District to maintain current building heights along Central Avenue.





RECOMMENDATIONS

GAP INFILL

The built fabric in the District is inconsistent and has multiple gaps in the form of surface parking lots and vacant lots. Most important to the public realm are the gaps facing Central Avenue. These gaps create breaks in the continuity of the active frontages and harm the retail experience for residents and visitors.

Filling these gaps with commercial land uses on the ground floor will significantly improve

BUILT FABRIC GAP INFILL

one's experience in the District. Temporary uses such as pocket parks and gardens would also contribute to creating an active and continuous facade and should be considered.

The block coverage map in the Existing Conditions chapter identifies blocks with low coverage and an increased number of gaps. The diagrams below illustrate the approaches for filling the gaps.

ACTIVE STREET FRONTAGE GAP INFILL

POINTE PARK, SOMERVILLE, MA



AD LOFT, ST. PETERSBURG, FL

FIGURE 4-26: INFILL DEVELOPMENT PRECEDENTS

DUC PARK, ST. LOUIS, MO



PROMOTE DESIGN GUIDELINE FOR DISTRICT CHARACTER

Building design guidelines will serve as a design and evaluation tool for new development projects in the District in an effort to maintain its character.

The guidelines will complement the Storefront Conservation Overlay created in the City's Storefront Conservation Corridor Plan, which provides guidance for storefront width. land use and building design standards along Central Avenue.

The design guidelines will depict and encourage the use of the District's most distinct built features, for example, materials and building elements, such that new buildings are consistent with the District's built fabric and the desired built form.

Additional guidance can include preferred building typologies, scale, and locations appropriate for each building type. The elements below present the themes the design guidelines can provide additional information on.







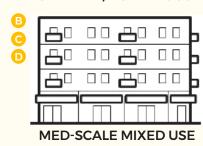








MULTIPLEX / TOWNHOUSES



22nd Street Corridor

SUMMARY OF RECOMMENDATIONS

- Encourage temporary uses of vacant lots as pocket parks/gardens.
- Encourage infill development.
- Incentivize adaptive building reuse for commercial uses and active facades along Central Avenue.
- Establish design guidelines to promote building typologies that support district character.

IMPLEMENTATION CONSIDERATIONS

• Incentivize developing small lots along Central Avenue as parcel aggregation may not be feasible.



DIVERSITY & EQUITY



Grand Central District is known for its active and engaged community, and its promotion of inclusion and diversity.

Recommendations in this theme focus primarily on ensuring a fully accessible district to all users, and the removal of mobility limitations for people with disabilities.

The images below preview the recommendations on the following pages.

A COMMUNITY SPACES



AMENITIES

UNIVERSAL DESIGN &

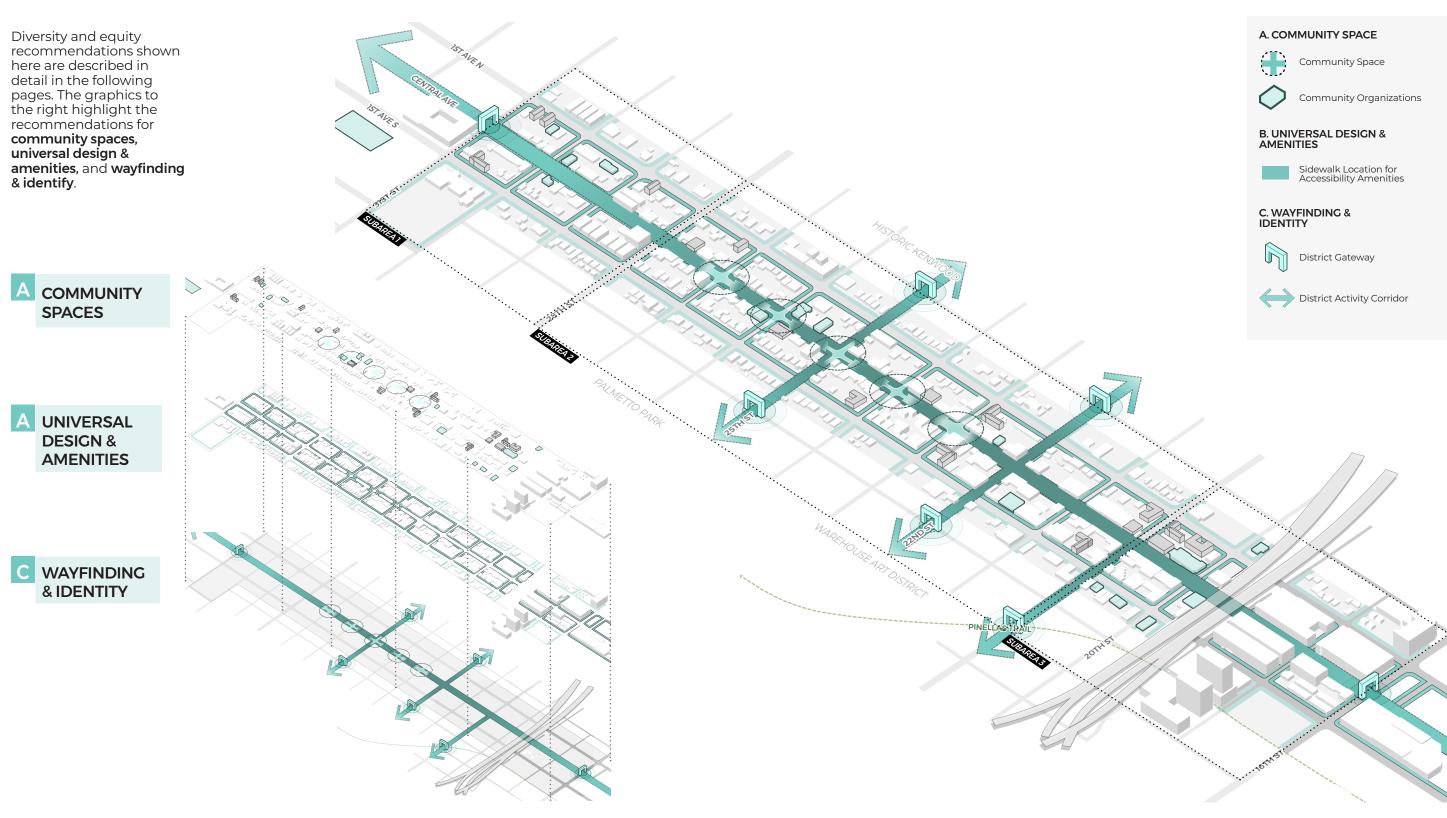


WAYFINDING & IDENTITY





DIVERSITY & EQUITY - DISTRICT PLAN







A. COMMUNITY SPACE

STRATEGIES

Spaces for community gathering and programming are extremely important to the health and sustainability of local communities. To ensure the District continues to be inclusive and a home to its diverse communities, it is recommended that

community spaces are provided throughout the District. While some spaces already exist in the District, it is recommended to provide additional spaces that encourage interaction not only for individual groups, but also for the groups to interact with one another.

EXISTING COMMUNITY ORGANIZATIONS & LOCAL BUSINESSES



1. LGBTQ+ WELCOME CENTER



2. VETERAN CENTER



3. YMCA CENTER



4. EMPATH HEALTH COMMUNITY MEETING SPACE



5. IMAGINE MUSEUM



6. CRAFTSMAN HOUSE

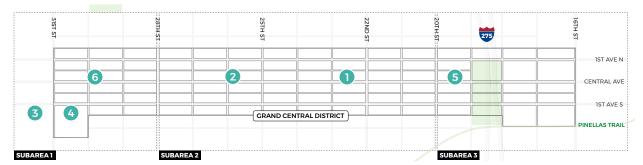


FIGURE 4-27: DISTRICT COMMUNITY & CULTURE ORGANIZATIONS



RECOMMENDATIONS

FLEXIBLE PLACES FOR COMMUNITY PROGRAMS & EVENTS



GATHERING PLACE



PUBLIC LIVING ROOM



FESTIVAL STREET



LGBTQ+ COMMUNITY SPACE



ART & CULTURE



FAMILY PROGRAMS

FIGURE 4-28: COMMUNITY EVENTS PRECEDENTS

SUMMARY OF RECOMMENDATIONS

- Increase the number of spaces that accommodate community groups, events, and programming.
- Designate outdoor spaces for community events and programming.

IMPLEMENTATION CONSIDERATIONS

- Develop partnerships between local businesses and group leaders to provide spaces for events and programming.
- Identify spaces for events and programming that encourages multigenerational interaction.



B. UNIVERSAL DESIGN & AMENITIES

STRATEGIES

Given the importance of sidewalks in the District to the public realm, sidewalk accessibility is pertinent to creating a fully inclusive district.

The images below illustrate select existing conditions and suggestions for accessibility and comfort improvements.

EXISTING ACCESSIBLE AMENITY ISSUES







RAMPS



STREET GRADE DIFFERENCE

SUGGESTED ACCESSIBILITY IMPROVEMENTS







SHADING STRUCTURE

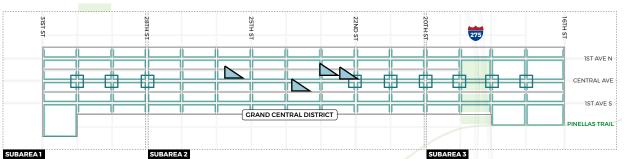


FIGURE 4-29: EXISTING ISSUES & SUGGESTED ACCESSIBILITY AMENITIES



RECOMMENDATIONS

INFRASTRUCTURE FOR ALL



WHEELCHAIR ACCESSIBLE SEATING



ACCESSIBLE PARKING



ACCESSIBLE CROSSWALK



MULTI-GENERATIONAL ACCESSIBLE PUBLIC SEATING



FAMILY FRIENDLY PUBLIC **AMENITIES**



PUSH BUTTON - FLASH & SOUND TRAFFIC LIGHT

FIGURE 4-30: PRECEDENTS OF RECOMMENDED INCLUSIVE PUBLIC AMENITIES

SUMMARY OF RECOMMENDATIONS

 Conduct detailed existing conditions survey to identify where accessibility enhancements are needed and prepare an inclusive street design plan. Refer to inclusive street design guidelines/ standards for implementation.

IMPLEMENTATION CONSIDERATIONS

- Coordination with local bushinesses may be required.
- A maintenance plan will be required.



RECOMMENDATIONS

ACCESSIBLE SIDEWALKS

Inconsistent street grading locations in the District are often a result of an existing stormwater management regulation (16.40.030.11. - Building elevations above the nearest road) that requires the lowest habitable floor to be at least one foot above the average crown of the road. This requirement poses challenges to pedestrians

and is especially difficult for people with physical impairments.

The upcoming stormwater management master plan is expected to remove this requirement, and by this prevent grade changes in the District's sidewalks that impede accessibility in the future.









Grade Difference Mitigation: Ramp with Rail - 2324 Central Ave



Uneven Sidewalk Grading - 2253 Central Ave

SUMMARY OF RECOMMENDATIONS

- Conduct a comprehensive district survey to identify potential accessibility obstacles. These can be addressed on a parcel-by-parcel basis, or by a full sidewalk reconstruction.
- Follow accessible sidewalks and street crossing design guidelines throughout the District.
- Building entrances and door thresholds should be set to minimize the need for excessive sloped sidewalks, ramps and stairs which impede accessibility and usability of the pedestrian realm.

IMPLEMENTATION CONSIDERATIONS

- The upcoming stormwater management plan may provide updates to regulations that have caused inconsistencies in sidewalk grading. Coordination with the relevant city departments will be necessary to ensure implementation.
- Establish a policy for sidewalk maintenance which balances and clarifies owners' and city's maintenance responsibilities.



C. WAYFINDING & IDENTITY

STRATEGIES

Grand Central District is known for its public art, especially the murals. Public art is important to the District's identity as it provides a platform to present art made locally and is representative its character. Moreover, it doubles as a visual marker and by this becomes recognizable at specific locations. It also assists in navigation and

complements traditional wayfinding signage. Wayfinding and informational signage are opportunities to introduce functional and designed public elements to the District. They contribute to the overall aesthetics, and assist in navigation, especially people with impairments, which make the urban environment they are placed within more inclusive.

EXISTING WAYFINGING & DISTRICT IDENTITY ELEMENTS

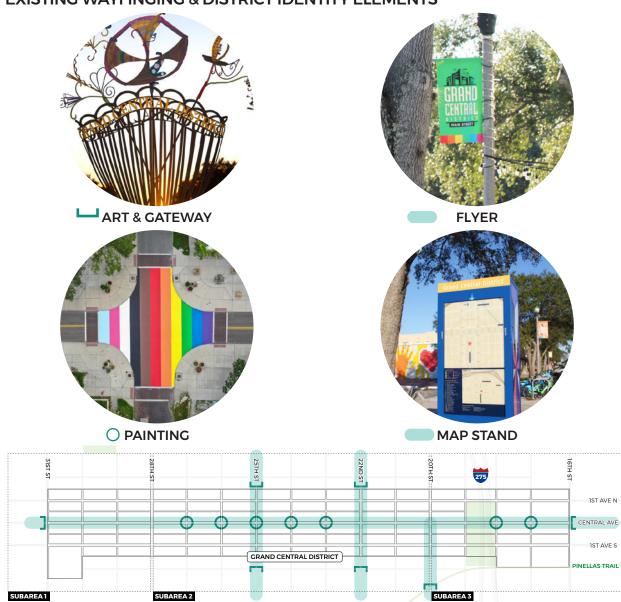


FIGURE 4-32: EXISTING & PROPOSED PRIORITY LOCATIONS FOR WAYFINGING & DISTRICT IDENTITY ELEMENTS



RECOMMENDATIONS

WAYFINDING & PUBLIC ART



WAYFINDING SIGNAGE POLE, MOUNT DORA, FL



FESTIVE ART SCULPTURE, MONTREAL, QUEBEC



WAYFINDING + ART SCULPTURE, ARLINGTON, VA



SIGNAGE DISPLAY, FORT WORTH, TX



PUBLIC ART + WAYFINDING, LONDON, UK



PAINTED SIDEWALKS, LONDON, UK

FIGURE 4-33: WAYFINDING DESIGN PRECEDENTS

RECOMMENDATION SUMMARY

- Identify locations for temporary or permanent public art installation.
- Create programs that encourage, support, and facilitate the installation of public art in the District.
- Install wayfinding and information signage throughout the District.

IMPLEMENTATION CONSIDERATION

- Public art programming can be done in collaboration with local community organizations.
- Potential locations may include vacant parcels facing Central Avenue, and be a means to fill in gaps in the urban fabric.



RESILIENCY & SUSTAINABILITY



Resiliency and sustainability are crucial aspects to account for in every built environment, and especially in a hot climate such as St. Petersburg. Unlike many of Florida's coastal towns, the District is not in a flood zone. However, the region is still prone to hurricanes and all built projects in the District should follow applicable guidelines to account for potential resilience issues.

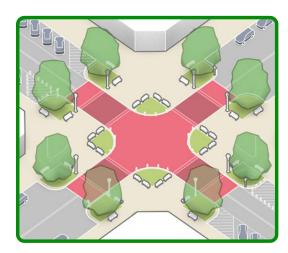
With regards to sustainability, there are multiple strategies that can be applied in the District to reduce the heat island effect and create microclimates that result in a more environmentally responsible and inviting district.

The images below preview the recommendations on the following pages.

- A ECOLOGICAL INFRASTRUCTURE
- 1 ECOLOGICAL INFRASTRUCTURE TOOLS



2 LANDSCAPING AT BLOCK CORNERS





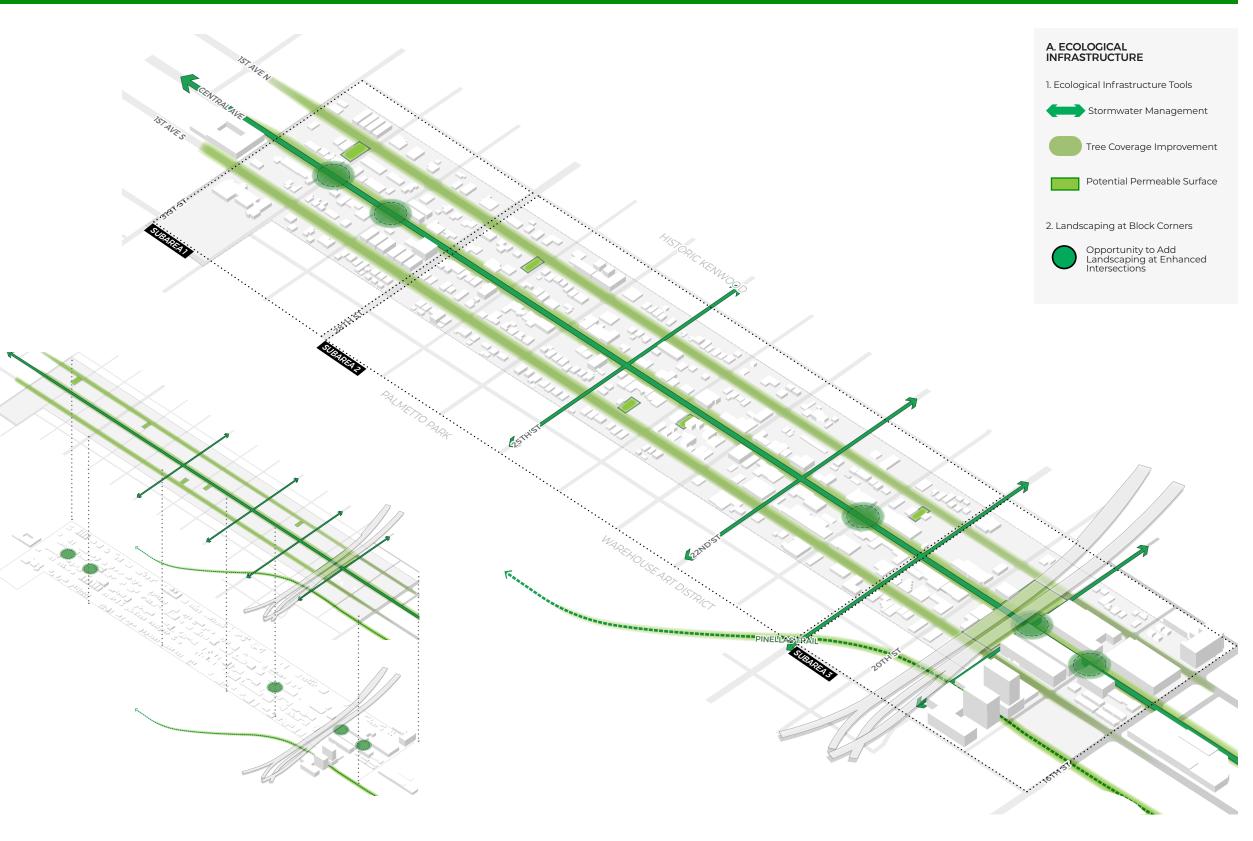
RESILIENCY & SUSTAINABILITY - DISTRICT PLAN

Resiliency and sustainability recommendations shown here are described in detail in the following pages. The graphics to the right highlight the recommendations for ecological infrastructure.



ECOLOGICAL INFRASTRUCTURE TOOLS

2 LANDSCAPING AT BLOCK CORNERS







A. ECOLOGICAL INFRASTRUCTURE

STRATEGIES

Recommendations in this theme focus primarily on the provision of more shade throughout the District, enlargement of permeable surfaces, and addition of stormwater retention features.

These strategies contribute not only to the sustainability of the District but are also used as placemaking tools and platforms for social interactions. Trees are particularly meaningful in the context of the District. In addition to

the mentioned above, they assist in energy consumption, traffic calming, pollution reduction, stormwater management, and more.

The following diagrams and images demonstrate potential application of these strategies in the District.



FIGURE 4-34: EXISTING SIDEWALK TREE COVERAGE & LANDSCAPING



RECOMMENDATIONS

1 ECOLOGICAL INFRASTRUCTURE TOOLS

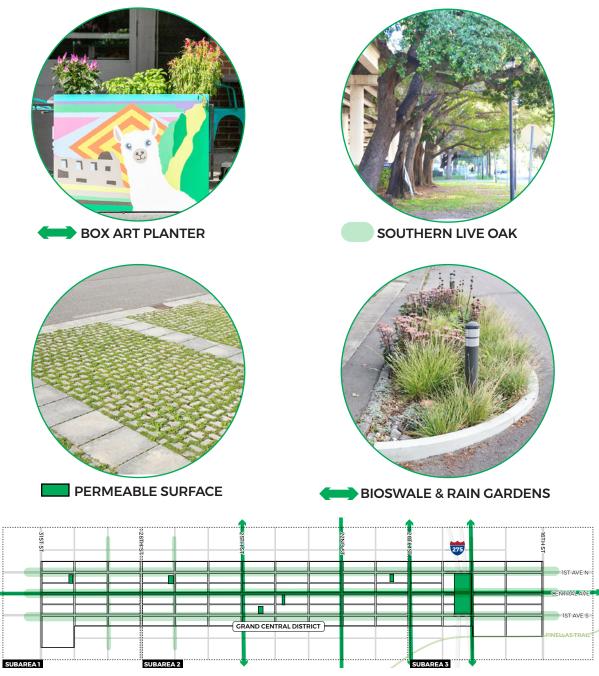


FIGURE 4-35: RECOMMENDED ECOLOGICAL INFRASTRUCTURE TOOLS & POTENTIAL LOCATIONS



RECOMMENDATIONS

2 LANDSCAPING AT BLOCK CORNERS



STREET GARDEN, ORLANDO, FL



BIO-RETENTION PLANTERS, SAN FRANCISCO, CA



SHADED POCKET PARK, MONTCLAIR, NJ



CORNER PARK / PLAZA , CHELSEA, MA

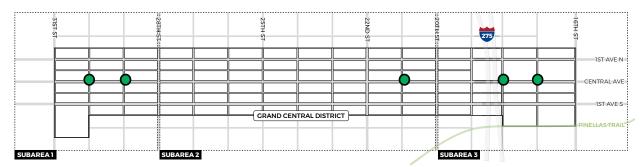
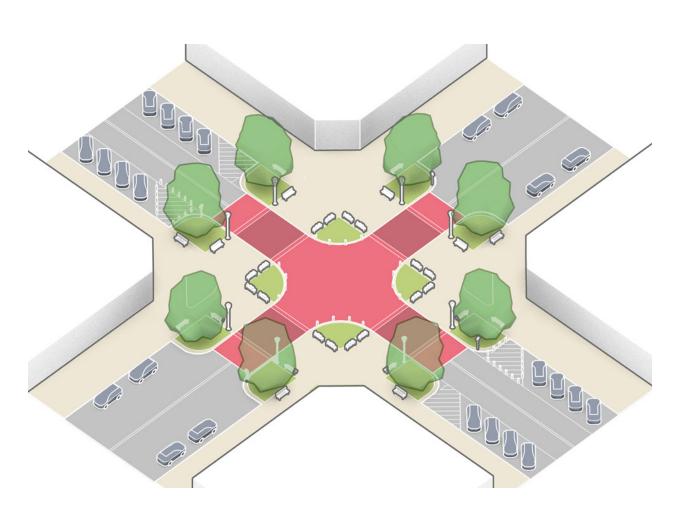


FIGURE 4-36: POTENTIAL LOCATIONS FOR LANDSCAPING AT BLOCK CORNERS





SUMMARY OF RECOMMENDATIONS

- Increase shade coverage for pedestrians throughout the District through continuous tree canopy coverage.
 Tree planting should maintain existing district planting pattern.
- Increase permeable surfaces where feasible, especially in surface parking lots.
- Install rain gardens, bioswales, and sustainable stormwater management features along sidewalks where feasible.
- Increase landscaping and vegetation surface areas.

IMPLEMENTATION CONSIDERATIONS

- Additional stormwater management features must be coordinated with the most recent stormwater management plan.
- Southern Live Oak Trees, as were planted along Central Avenue originally, are recommended as they provide adequate shade and are a defining characteristic of St. Petersburg.





FIGURE 4-37: RECOMMENDED LANDSCAPE DESIGN AT BLOCK CORNERS





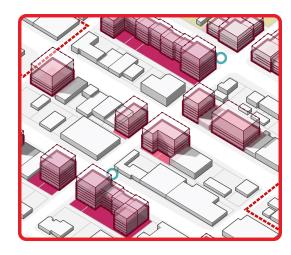
ECONOMIC DEVELOPMENT



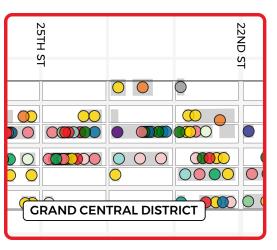
Economic Development is key to the growth and prosperity of the District. The following recommendations are based on a study conducted for this master plan of possible Transit-oriented Development (TOD) overlay scenarios, as proposed in the SunRunner Rising Study. Additional recommendations focus on diversifying the types and distribution of business in the District.

The images below preview the recommendations on the following pages.

A TOD OVERLAY STUDY: 22ND STREET AREA



B BUSINESS DIVERSITY & DISTRIBUTION





ECONOMIC DEVELOPMENT - DISTRICT PLAN

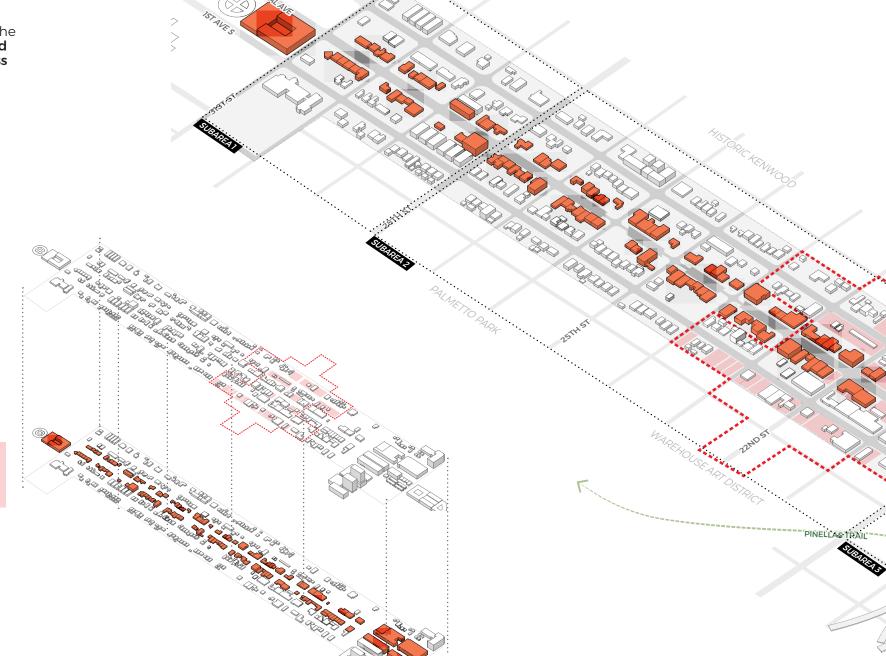
Economic development recommendations shown here are described in detail in the following pages. The graphics to the right highlight the recommendations for the TOD overlay for the 22nd Street area and business diversity & distribution.

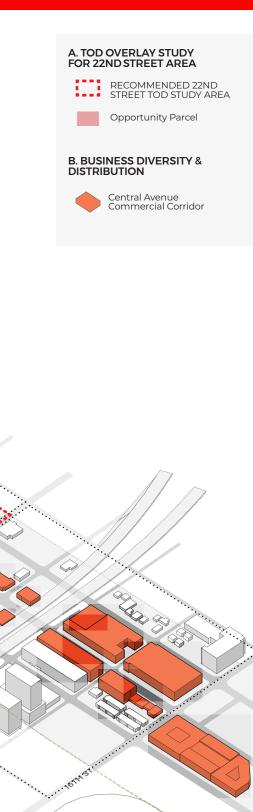
A TOD OVERLAY STUDY:

B BUSINESS

DIVERSITY & DISTRIBUTION

22ND STREET









A. TOD OVERLAY STUDY: 22ND STREET

STRATEGIES

This study examined two development alternatives in the 22nd Street station area on parcels identified in the SunRunner Rising study.

It focused on parcels within a radius of a guarter mile from the station along the 22nd Street, and 1st Avenues N and S.

Contributing Resources

TOD FOCU BOUNDARIS Recommended TOD National Register --' Radius Focus Boundary Historic District -

RECOMMENDATION SUMMARY

- Apply the TOD overlay to a radius of 1/4 mile around the station area.
- Concentrate densities along the main corridors: the 1st Avenues, and 22nd Street between the two stations.
- · Allow higher densities at the corners of the blocks.
- Recommended building heights are:
- 6 floor (60 ft) maximum height along 1st Avenues N and S with 7 floor (72 ft) maximum at the corners of the blocks.
- 4 floors (45 ft) maximum height along Central Avenue and 22nd Street and 5 floor (55 ft) maximum at the corners of the blocks.
- 3 floor (36 ft) maximum height in the residential neighborhoods within the quarter-mile radius.

RECOMMENDATIONS

22ND STREET TOD OVERLAY ADJUSTMENT

The SunRunner Study proposed a TOD overlay which permits a maximum of 8 floors within the designated radius along the 1st Avenues N and S. A second alternative was examined in this study and proposes

a maximum height of 6 floors along the 1st Avenues N and S, and 5 floor along Central Avenue. The diagram below illustrates both alternatives.





- Commercial uses are encouraged along 22nd Street between the SunRunner stations.
- Refer to the recommendations and considerations in the Built Form section.
- Future development along 1st Avenue N should be considerate of national and local historic buildings designations.





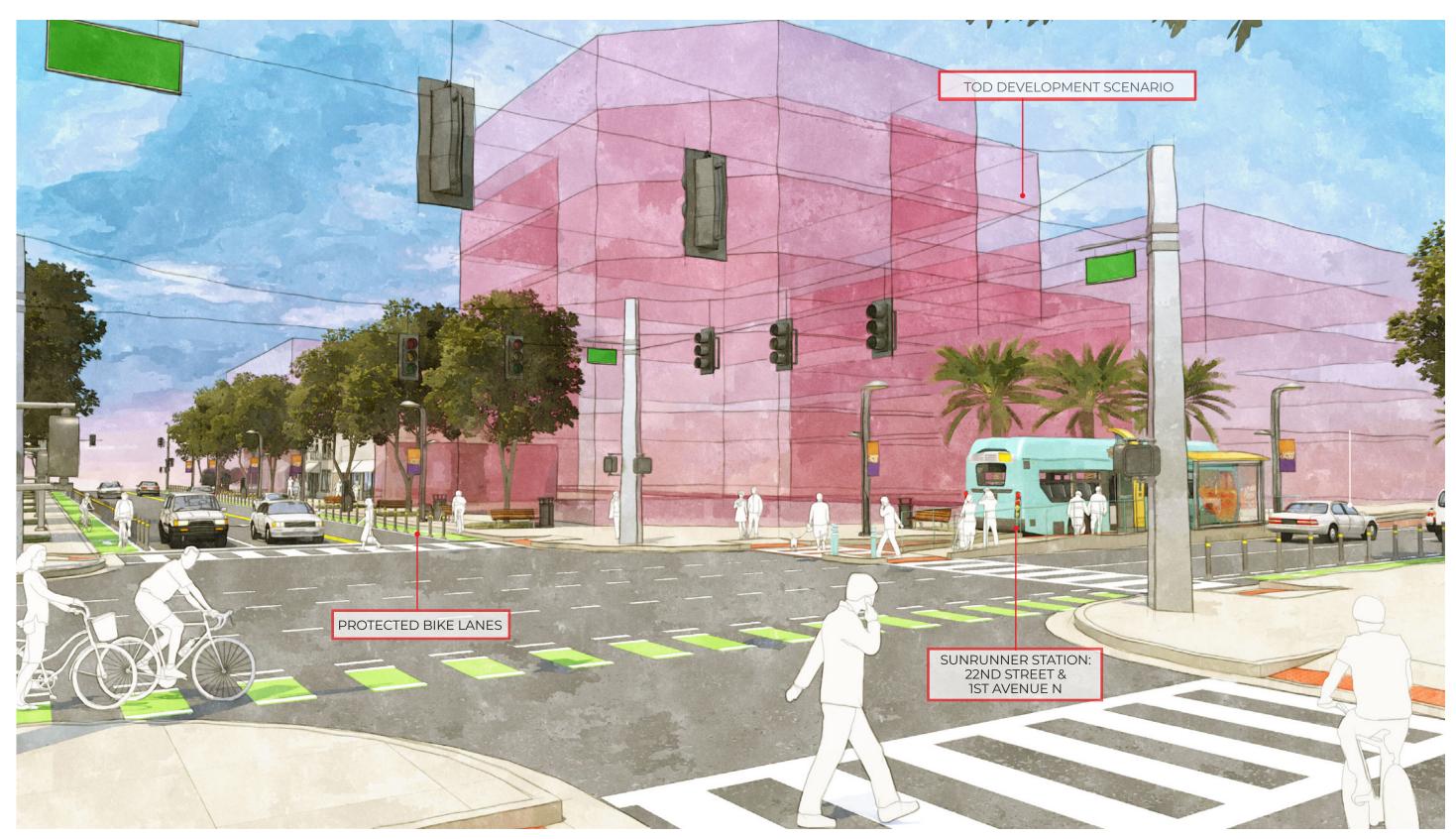


FIGURE 4-38: POTENTIAL DEVELOPMENT SCENARIO AT 22ND STREET SUNRUNNER STATION AT 1ST AVE N. (LOOKING SOUTH)



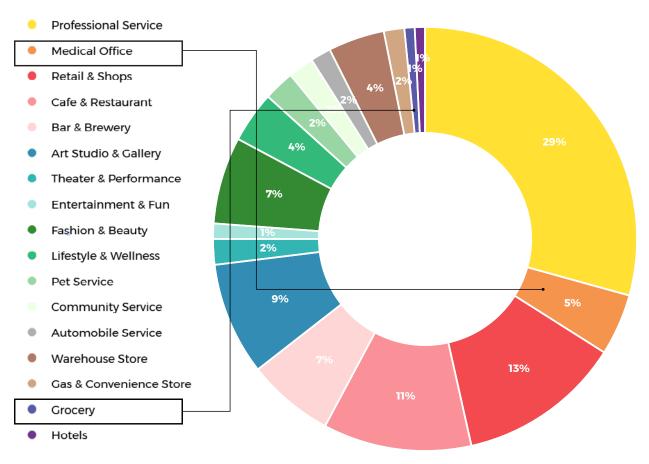


B. BUSINESSES DIVERSITY

STRATEGIES

The District is a well-known retail and dining destination in the City. As business in the District serve residents and visitors alike, it is key to promote a diversity of business types and access to essential business for both types of users.

In the Existing Conditions chapter, a walkshed analysis examines the walking distance form essential businesses in the District. Below is a map of the distribution of businesses based on their type. The recommendations in this section build on the analysis.



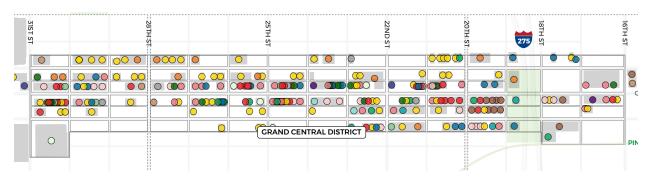


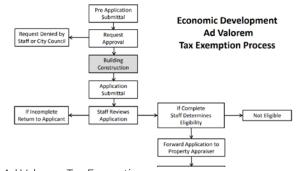
FIGURE 4-39: DISTRICT BUSINESS TYPES & DISTRIBUTION



RECOMMENDATIONS

1 ENCOURAGE ESSENTIAL BUSINESSES

BUSINESS ASSISTANCE & INCENTIVE PROGRAMS



Ad Valorem Tax Exemption



Small Business Enterprise Program

FIGURE 4-40: POTENTIAL INCENTIVE PROGRAMS

SUMMARY OF RECOMMENDATIONS

- Promote more daytime businesses in the District.
- Promote more essential business in the District, primarily grocery stores.
- Encourage and support existing retail/ food trucks and other local mobile vendors to open "brick and mortar" retail pads to continue to nurture and grow Central Avenue's core identity, solidify its locally grown brand and offset softness in the retail market.



South St. Petersburg CRA Microfund Program



Storefront Conservation Corridor Plan

IMPLEMENTATION CONSIDERATIONS

 While numerous offices and service industry businesses operate along 1st Avenues N and S, it is encouraged that most retail business will remain on Central Avenue. Exceptions can be made at the corner of the blocks and near the SunRunner Station. This will contribute to the District's safety, as traffic speeds along Central Avenue are significantly slower, keep potential noise disturbance away from residents, and assist in maintaining Central Avenue's retail centric identity.





Action Plan

The District Action Plan provides a roadmap for implementing the master plan recommendations. For each recommendation, the action plan outlines the time horizon for implementation, assigns priorities, and identifies suggested responsible parties. Additionally, it provides a high-level cost estimate for the recommendations where applicable.

According to The Association for the Advancement of Cost Engineering (AACE) cost estimates have class designations on a scale of 1 to 5, where class 1 is the most detailed and class 5 is the highest level.

The cost estimate provided in the Action Plan is designated as class 5 in which project definition should be between 0% and 2% and typical variation is between -20% to -50% in the low range, and +30% to +100% in the high range.

As such, the action plan is a tool and a necessary first step to the realization of the recommendations. It can be used as a guide to make decisions about future projects and a medium to engage the Grand Central District community and its stakeholders.

	Primary Characteristic		Secondary C	Characteristic		
ESTIMATE CLASS	DEFINITION Typical purpose of Ty		METHODOLOGY Typical estimating method	EXPECTED ACCURACY RANGE Typical variation in low and high ranges [a]	PREPARATION EFFORT Typical degree of effort relative to least cost index of 1 [b]	
Class 5	0% to 2%	Concept Screening	Capacity Factored, Parametric Models, Judgment, or Analogy	L: -20% to -50% H: +30% to +100%	1	
Class 4	1% to 15%	Study or Feasibility	Equipment Factored or Parametric Models	L: -15% to -30% H: +20% to +50%	2 to 4	
Class 3	10% to 40%	Budget, Authorization, or Control	Semi-Detailed Unit Costs with Assembly Level Line Items	L: -10% to -20% H: +10% to +30%	3 to 10	
Class 2	30% to 70%	Control or Bid/ Tender	Detailed Unit Cost with Forced Detailed Take-Off	L: -5% to -15% H: +5% to +20%	4 to 20	
Class 1	50% to 100%	Check Estimate or Bid/Tender	Detailed Unit Cost with Detailed Take- Off	L: -3% to -10% H: +3% to +15%	5 to 100	

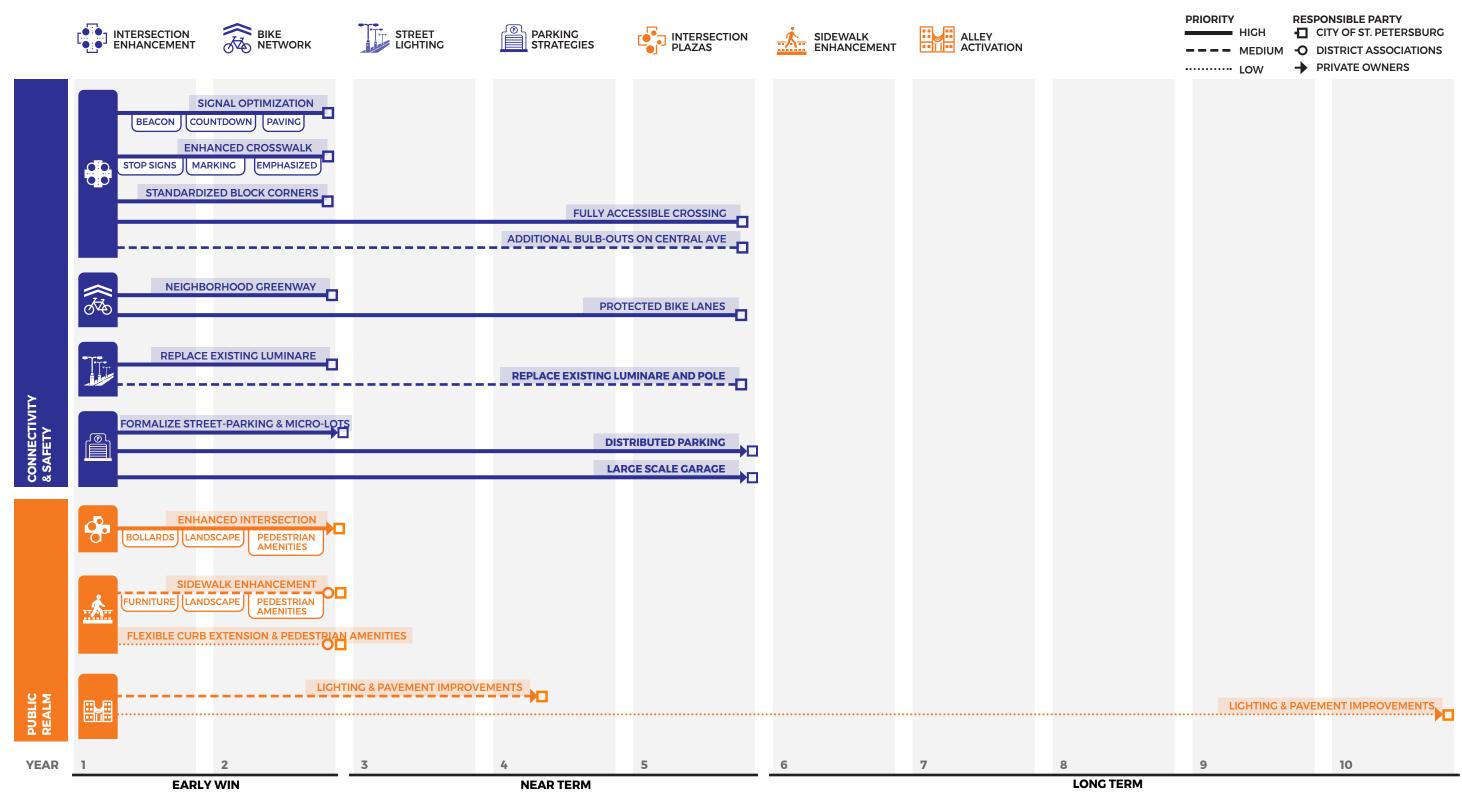
FIGURE 4-41: AACE CLASSIFICATION

⁽a) The state of process technology and availability of applicable reference cost data affect the range markedly. The +/value represents typical percentage variation of actual costs from the cost estimate after application of contingency
(typically at a 50% level of confidence) for given scope.

[b] If the range index value of "1" represents 0.005% of project costs, then an index value of 100 represents 0.5%.

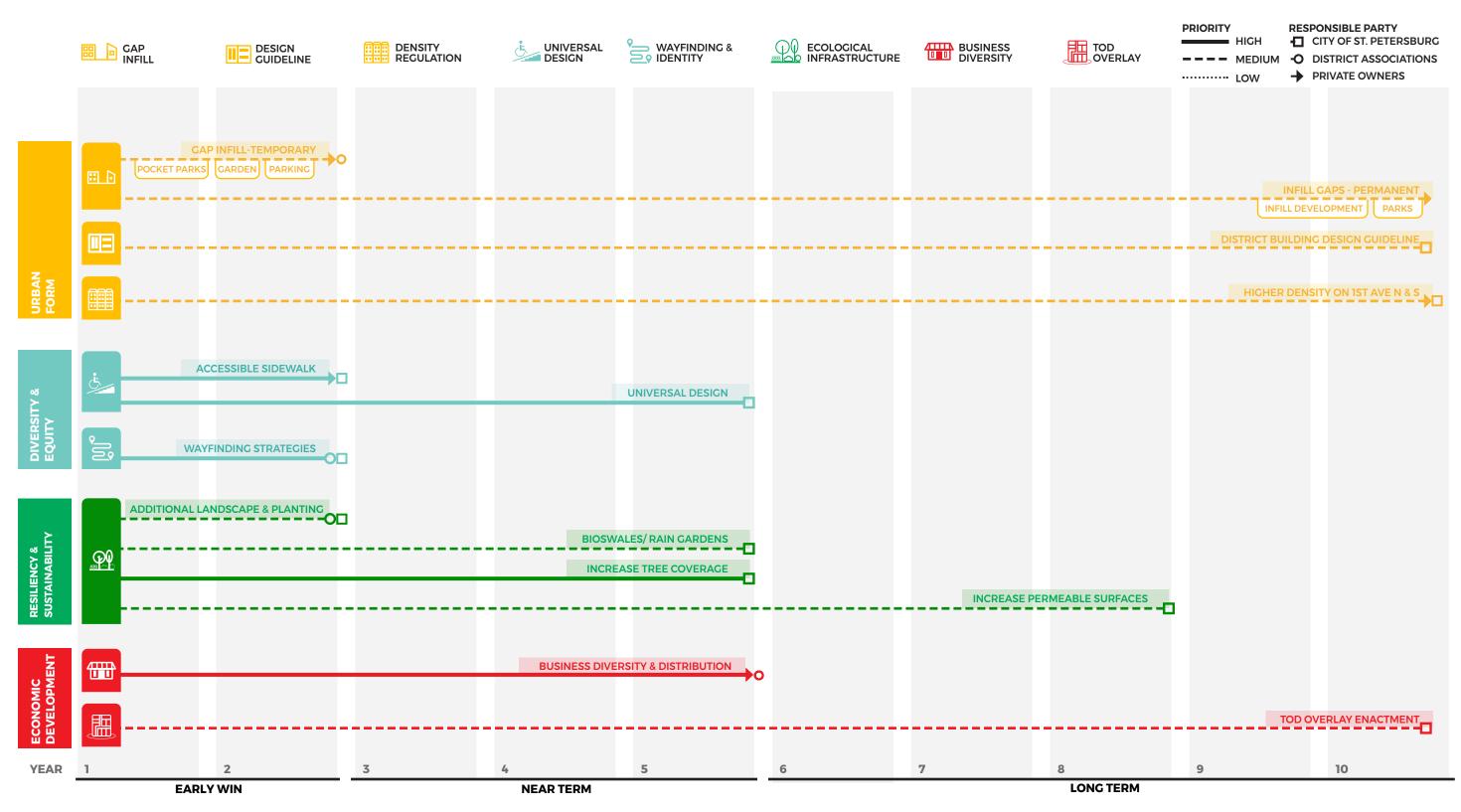
Estimate preparation effort is highly dependent upon the size of the project and the quality of estimating data and tools.

PROJECT TIME HORIZON













PROJECT COST ESTIMATE

THEME RECOMMENDATION A: INTERSECTION ENHANCEMENTS





TYPOLOGY A1: 1ST AVENUES & MAJOR CONNECTORS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
110-1-1	CLEARING AND GRUBBING (For Standardized Corner)	0.01	AC	\$25,185.66	\$151.11	
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK (For Standardized Corner)	30	SY	\$71.15	\$2,134.50	
654-2-281	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR	4	AS	\$20,000.00	\$80,000.00	Total for One (1) Intersection
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR STOP LINE AND CROSSWALK	325	LF	\$3.66	\$1,189.50	
711-14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	275	LF	\$16.23	\$4,463.25	
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.01	GM	\$5,261.22	\$45.25	Total for One (1) Extended Median
711-15-131	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	12.00	LF	\$4.51	\$54.12	Total for One (1) Extended Median
SUB-TOTAL					\$88,037.73	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$8,803.77	
Project Sub Total					\$96,841.50	
101-1	MOBILIZATION	10	%		\$9,684.15	
	CONTINGENCY	15	%		\$14,526.23	
	DESIGN/SURVEY	15	%		\$14,526.23	
	CEI	10	%		\$9,684.15	
Project Grand Total					\$145,262	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yards	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION A: INTERSECTION ENHANCEMENTS





TYPOLOGY A2: 1ST AVENUES & SIDE STREETS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
110-1-1	CLEARING AND GRUBBING	0.01	AC	\$25,185.66	\$151.11	
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6" THICK	30	SY	\$71.15	\$2,134.50	
654-2-281	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR"	4.00	AS	\$20,000.00	\$80,000.00	Total for One (1) Intersection
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR STOP LINE AND CROSSWALK	325.00	LF	\$3.66	\$1,189.50	
711-14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	180.00	LF	\$16.23	\$2,921.40	
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.08	GM	\$5,261.22	\$429.84	For on-Street Parking Pavement
711-15-131	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	72.00	LF	\$4.51	\$324.72	Markings For 12 Spaces (typical)
SUB-TOTAL					\$87,151.08	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$8,715.11	
Project Sub Total					\$95,866.18	
101-1	MOBILIZATION	10	%		\$9,586.62	
	CONTINGENCY	15	%		\$14,379.93	
	DESIGN/SURVEY	15	%		\$14,379.93	
	CEI	10	%		\$9,586.62	
Project Grand Total					\$143,799	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yards	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION A: INTERSECTION ENHANCEMENTS





TYPOLOGY B1: CENTRAL AVENUE & MAJOR CONNECTORS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
654-2-281	MIDBLOCK CROSSWALK: REC RAPID FLASHING BEACON, FURNISH/INSTALL- SOLAR, SIGN ASSEMBLY- BACK-BACK ACCESSIBLE DETECTOR	4.00	AS	\$20,000.00	\$80,000.00	
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR STOP LINE AND CROSSWALK	369.90	LF	\$3.66	\$1,353.83	Total for One (1) Intersection
711-14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	214.20	LF	\$16.23	\$3,476.47	
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.05	GM	\$5,261.22	\$263.06	Total for One (1) Intersection
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.08	GM	\$5,261.22	\$429.84	For on-Street Parking Pavement Markings
711-15-131	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	72.00	LF	\$4.51	\$324.72	For 12 Spaces (typical)
920-714-100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (FOR BULB-OUTS ENHANCEMENT)	10,000	SF	\$12.40	\$124,000.00	Total for One intersection (4 Bulb-Outs)
SUB-TOTAL					\$209,847.92	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$20,984.79	
Project Sub Total					\$230,832.71	
101-1	MOBILIZATION	10	%		\$23,083.27	
	CONTINGENCY	15	%		\$34,624.91	
	DESIGN/SURVEY	15	%		\$34,624.91	
	CEI	10	%		\$23,083.27	
Project Grand Total					\$346,249	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yards	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION A: INTERSECTION ENHANCEMENTS





TYPOLOGY B2: CENTRAL AVENUE & NEIGHBORHOOD STREETS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 S	2.00	EA	\$516.70	\$1,033.40	"Stop for Ped" Sign for Central Ave
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR STOP LINE AND CROSSWALK	369.90	LF	\$3.66	\$1,353.83	Total for One (I) Interception
711-14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	214.20	LF	\$16.23	\$3,476.47	Total for One (1) Intersection
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.50	GM	\$5,261.22	\$2,630.61	Total for One (1) Intersection
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.08	GM	\$5,261.22	\$429.84	For on-Street Parking Pavement
711-15-131	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	72.00	LF	\$4.51	\$324.72	Markings For 12 Spaces (typical)
920-714-100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (FOR BULB-OUTS ENHANCEMENT)	10,000	SF	\$12.40	\$124,000.00	Total for One intersection (4 Bulb-Outs)
SUB-TOTAL					\$133,248.87	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$13,324.89	
Project Sub Total					\$146,573.76	
101-1	MOBILIZATION	10	%		\$14,657.38	
	CONTINGENCY	15	%		\$21,986.06	
	DESIGN/SURVEY	15	%		\$21,986.06	
	CEI	10	%		\$14,657.38	
Project Grand Total					\$219,861	
FGFND: AC - Acre	s GM - Gross Miles I F - Linear Feet TN - Tons SF - Square Feet FA - Fac	la CV Car	uare Yards	s IS-Lump Sum	AS- Assembly	

LEGEND: AC - Acres GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Each SY - Square Yards LS - Lump Sum AS- Assembly





THEME RECOMMENDATION A: INTERSECTION ENHANCEMENTS





TYPOLOGY B3: CENTRAL AVENUE & DISTRICT CORE

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
160 4	TYPE B STABILIZATION	87.10	SY	\$9.89	\$861.42	
285 7 01	OPTIONAL BASE, BASE GROUP 01	85.30	SY	\$39.24	\$3,347.17	
334113	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	7.04	TN	\$147.29	\$1,036.92	For Enhance Raised Crosswalks (Total for One (1) Crosswalk)
337 7 83	ASPHALT CONCRETE FRICTION COURSE,TRAFFIC C, FC-12.5, PG 76-22	7.04	TN	\$177.22	\$1,247.63	, , , , , , , , , , , , , , , , , , , ,
527 2	DETECTABLE WARNINGS	40.00	SF	\$33.25	\$1,330.00	
700-1-11	SINGLE POST SIGN, F&I GROUND MOUNT, UP TO 12 S	4.00	EA	\$516.70	\$2,066.80	"Stop for Ped" Signs & Stop Signs
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.08	GM	\$5,261.22	\$429.84	For on-Street Parking Pavement
711-15-131	THERMOPLASTIC, STANDARD, WHITE, SOLID, 18" FOR DIAGONAL OR CHEVRON	72.00	LF	\$4.51	\$324.72	Markings For 12 Spaces (typical)
711-11-123	THERMOPLASTIC, STANDARD, WHITE, SOLID, 12" FOR STOP LINE AND CROSSWALK	56.00	LF	\$3.66	\$204.96	
711-11-130	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION MARKING	24.00	SF	\$200.48	\$4,811.52	"For Enhanced Raised Crosswalks (Totals are for one (1) Crosswalk)"
711-11-140	THERMOPLASTIC, STANDARD, WHITE, VERTICAL DEFLECTION ADVANCE	72.00	LF	\$205.40	\$14,788.80	
711-14-125	THERMOPLASTIC, PREFORMED, WHITE, SOLID, 24" FOR CROSSWALK	50.00	LF	\$16.23	\$811.50	
920-520-100	RAISED CROSSWALK, TYPE RC CURB WITH PLATE/GRATE	48.00	LF	\$609.13	\$29,238.24	
920-714-100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (FOR BULB-OUTS ENHANCEMENT)	10,000	SF	\$12.40	\$124,000.00	Total for One intersection (4 Bulb-Out
SUB-TOTAL					\$184,499.52	
02-1	MAINTENANCE OF TRAFFIC	10	%		\$18,449.95	
Project Sub Total					\$202,949.48	
01-1	MOBILIZATION	10	%		\$20,294.95	
	CONTINGENCY	15	%		\$30,442.42	
	DESIGN/SURVEY	15	%		\$30,442.42	
	CEI	10	%		\$20,294.95	
Project Grand Total					\$304,424	
EGEND: AC - Acres	s GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	:h SY - Sq	uare Yards	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION B: BIKE NETWORK COMPLETION

CONNECTIVITY & SAFETY



BIKE NETWORK

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6" (FOR NEIGHBORHOOD GREENWAYS)	0.40	GM	\$5,261.22	\$2,104.49	Neighborhood Greenways along 25th and 18th St between 1st Ave N and S
711-15-101	THERMOPLASTIC, STANDARD-OPEN GRADED ASPHALT SURFACES WHITE, SOLID, 6"	0.08	GM	\$5,261.22	\$423.00	Protected Bike Lane along 28th St from
920-703-200	CHANNELIZING CURB, BIKE LANE	2200.00	LF	\$1,305.59	\$2,872,298.00	1st Ave N to 1st Ave S
920-714-100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (FOR NEIGHBORHOOD GREENWAYS)	7,000	SF	\$12.40	\$86,800.00	Neighborhood Greenways along 25th and 18th St from 1st Ave N to 1st Ave S
920-714-100	GREEN COLORED PAVEMENT MARKINGS, BIKE LANE (FOR BULB-OUTS ENHANCEMENT)	10000.00	SF	\$12.40	\$124,000.00	Total for One intersection (4 Bulb-Outs)
SUB-TOTAL					\$3,085,625.49	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$308,562.55	
Project Sub Total					\$3,394,188.04	
101-1	MOBILIZATION	10	%		\$339,418.80	
	CONTINGENCY	15	%		\$509,128.21	
	DESIGN/SURVEY	15	%		\$509,128.21	
	CEI	10	%		\$339,418.80	
Project Grand Total					\$5,091,282	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eacl	h SY - Sq	uare Yard:	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION C: LIGHTING PLAN





LIGHTING IMPROVEMENT

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
715-4-15"	STREET LIGHTING - 150' SPACING		EA	\$10,000.00	\$0.00	
715-11-211	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, COBRA HEAD		EA	\$1,253.95	\$0.00	
SUB-TOTAL					\$0.00	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$0.00	
Project Sub Total					\$0.00	
101-1	MOBILIZATION	10	%		\$0.00	
	CONTINGENCY	15	%		\$0.00	
	DESIGN/SURVEY	15	%		\$0.00	
	CEI	10	%		\$0.00	
Project Grand Total					\$0	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yard:	s LS - Lump Sum	AS- Assembly	





ENHANCE INTERSECTION AS URBAN PLAZAS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
519	RETRACTABLE BOLLARDS	24.00	EA	\$3,000.00	\$72,000.00	Total for One Urban Dlage
	LANDSCAPING (PLANTS AND TREES)	1.00	LS	\$200,000.00	\$200,000.00	Total for One Urban Plaza
SUB-TOTAL					\$272,000.00	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$27,200.00	
Project Sub Total					\$299,200.00	
101-1	MOBILIZATION	10	%		\$29,920.00	
	CONTINGENCY	15	%		\$44,880.00	
	DESIGN/SURVEY	15	%		\$44,880.00	
	CEI	10	%		\$29,920.00	
Project Grand Total					\$448,800	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yard	s LS - Lump Sum	AS- Assembly	





FLEXIBLE PARKLETS

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
522-1	CONCRETE SIDEWALK 4"	350.00	SY	\$68.52	\$23,982.00	
	AMENITIES; BENCHES, LANDSCAPE PLANTERS (10)	1.00	LS	\$100,000.00	\$100,000.00	Total for One Parklet
	LANDSCAPING (PLANTS AND TREES)	1.00	LS	\$200,000.00	\$200,000.00	
SUB-TOTAL					\$323,982.00	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$32,398.20	
Project Sub Total					\$356,380.20	
101-1	MOBILIZATION	10	%		\$35,638.02	
	CONTINGENCY	15	%		\$53,457.03	
	DESIGN/SURVEY	15	%		\$53,457.03	
	CEI	10	%		\$35,638.02	
Project Grand Total					\$534,570	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yard:	s LS - Lump Sum	AS- Assembly	





SIDEWALK ENHANCEMENT

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
	AMENITIES; BENCHES, LANDSCAPE PLANTERS (10)	1.00	LS	\$100,000.00	\$100,000.00	
	LANDSCAPING (PLANTS AND TREES)	1.00	LS	\$200,000.00	\$200,000.00	
SUB-TOTAL					\$300,000.00	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$30,000.00	
Project Sub Total					\$330,000.00	
101-1	MOBILIZATION	10	%		\$33,000.00	
	CONTINGENCY	15	%		\$49,500.00	
	DESIGN/SURVEY	15	%		\$49,500.00	
	CEI	10	%		\$33,000.00	
Project Grand Total					\$495,000	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sq	uare Yard	s LS - Lump Sum	AS- Assembly	





THEME RECOMMENDATION C: ALLEY ACTIVATION

ALLEY ENHANCEMENT

Pay Item	Description	Total Quantity	Unit	Weighted Avg. Unit Price	Total Amount	Comments
327-70-1	MILLING EXISTING ASPHALT PAVEMENT, 1" AVG DEPTH	850.00	SY	\$3.01	\$2,558.50	Total for One Alley Improvement
715-11-211	LUMINAIRE, F&I- REPLACE EXISTING LUMINAIRE ON EXISTING POLE/ARM, ROADWAY, COBRA HEAD	2.00	EA	\$1,253.95	\$2,507.90	
	AMENITIES; BENCHES, LANDSCAPE PLANTERS (10)	1.00	LS	\$100,000.00	\$100,000.00	
	LANDSCAPING (PLANTS AND TREES)	1.00	LS	\$200,000.00	\$200,000.00	
SUB-TOTAL					\$305,066.40	
102-1	MAINTENANCE OF TRAFFIC	10	%		\$30,506.64	
Project Sub Total					\$335,573.04	
101-1	MOBILIZATION	10	%		\$33,557.30	
	CONTINGENCY	15	%		\$50,335.96	
	DESIGN/SURVEY	15	%		\$50,335.96	
	CEI	10	%		\$33,557.30	
Project Grand Total					\$503,360	
LEGEND: AC - Acres	GM - Gross Miles LF - Linear Feet TN - Tons SF - Square Feet EA - Eac	h SY - Sc	Juare Yard	s LS - Lump Sum	AS- Assembly	





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