# Downtown Palm Harbor, West Florida Avenue Corridor Enhancement and Parking Project

**Complete Streets Concept Planning Project Application** 



NEW ANGLE PARKING:







RAIN GARDEN

For Consideration by Forward Pinellas

From Pinellas County







#### **Housing & Community Development**

October 5, 2023

Mr. Kyle Simpson Active Transportation Planner, Forward Pinellas 310 Court Street Clearwater, Fl 33756

Re: Complete Streets Concept Planning Project Application - Downtown Palm Harbor West Florida Avenue Corridor Enhancement and Parking Project.

Dear Mr. Simpson,

Pinellas County is pleased to present the **Downtown Palm Harbor West Florida Avenue, Corridor Enhancement and Parking Project** in response to the Forward Pinellas 2023 Call for Projects. The project is located in Palm Harbor and is focused on the stretch of Florida Avenue, from Alt. US 19 on the east to 8<sup>th</sup> Street on the west.

This grant will support a public planning process to provide parking enhancements that will strengthen and support the economic growth of Downtown Palm Harbor (DPH) and help create a stronger east-west connection for the downtown. It will provide an opportunity for the downtown businesses and local community groups, to expand downtown events. The project will also enhance the public realm, and improve connectivity between the downtown, the Fred Marquis Pinellas Trail and the Pop Stansell Park for downtown visitors, and users of the trail and surrounding residents.

This project is a step towards implementation of the recommendations from the DPH Streetscape and Parking Strategic Action Plan, adopted in 2023. The concepts developed through this project will help advance towards engineering drawings and implementation. A letter of support for this project from the Palm Harbor Community Services Agency is included in the application package.

If you have any questions, please do not hesitate to contact me at (727) 464-5698 or <a href="mailto:clstricklin@pinellas.gov">clstricklin@pinellas.gov</a>

Sincerely,

Carol Stricklin, AICP

Director

Pinellas County Housing and Community Development

Cc: Tom Almonte, Assistant County Administrator, Pinellas County Government.

Nancy McKibben MPA, CPM, Assistant to the County Administrator, Representing the Communities of Unincorporated North County, Pinellas County Government.

310 Court St.

Kelli Hammer Levy, MS, MPA, CPM, ENVSP, Director, Pinellas County Public Works.

Clearwater, FL 33756 Phone (727) 464-8200 Fax (727) 464-8201 V/TDD (727) 464-4062

www.pinellascounty.org



#### RESOLUTION NO. 23- 60

RESOLUTION ADOPTING THE DOWNTOWN PALM HARBOR STREETSCAPE AND PARKING STRATEGIC ACTION PLAN IMPLEMENTING STREETSCAPE IMPROVEMENTS AND PARKINNG STRATEGIES; PROVIDING FOR PURPOSE AND INTENT; PROVIDING FOR SEVERABILITY; AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, in 1994, the Pinellas County Board of County Commissioners established the Downtown Palm Harbor Historic District; and

WHEREAS, on December 18, 2001, the Pinellas County Board of County Commissioners adopted the Downtown Historic Palm Harbor Master Plan (Master Plan); and

WHEREAS, after adoption of the Master Plan, the Pinellas County Board of County Commissioners established the Old Palm Harbor-Downtown (OPH-D) Zoning District to implement provisions of the Master Plan; and

WHEREAS, in 2016, the County began a public engagement process to support an update to the Master Plan; and

WHEREAS, upon receiving considerable input from area residents and stakeholders, a set of ten new recommendations (a.k.a., targeted efforts) were established to guide the update of the Master Plan and implementation thereto; and

WHEREAS two of the ten targeted efforts include 'exploring opportunities to improve the pedestrian experience in the downtown with additional amenities such as lighting, landscaping, wayfinding signage, benches and bike racks'; and 'exploring solutions to address parking issues, considering both daily parking needs as well as needs for larger community events'; and

WHEREAS, on October 20, 2020, the Pinellas County Board of County Commissioners adopted an updated Master Plan for Downtown Palm Harbor incorporating the ten associated targeted efforts and expanding the associated Activity Center-Neighborhood (AC-N) Future Land Use Map (FLUM) category designation; and

WHEREAS, on August 24, 2021, the Pinellas County Board of County Commissioners adopted the Downtown Palm Harbor Form Based Code (DPH-FBC) to serve as the regulatory zoning code to implement the Master Plan and associated AC-N; and

WHEREAS, upon adoption of the DPH-FBC, County staff, local residents, business owners, and the Ad Hoc Downtown Palm Harbor Advisory Committee worked with a consultant team beginning in April of 2022 to develop an actionable plan to develop streetscape concept plans for streets and intersections; prepare wayfinding recommendations to help visitors find destinations of interest in the vicinity as well as public parking areas; and conduct a district-wide parking assessment that will address parking supply and demand along with recommendations related to parking improvements and management in the greater Downtown Palm Harbor area; and

WHEREAS the result of this effort was the draft Downtown Palm Harbor Streetscape and Parking Strategic Action Plan; and

WHEREAS, the draft Downtown Palm Harbor Streetscape and Parking Strategic Action Plan was presented to the Ad Hoc Downtown Palm Harbor Advisory Committee, the community, and local stakeholders in August 2022; and

WHEREAS County staff and the consultant team have refined the draft Downtown Palm Harbor Streetscape and Parking Strategic Action Plan based on comments from the community, the Ad Hoc Downtown Palm Harbor Advisory Committee, local stakeholders, and applicable County departments and the final plan has been completed.

NOW, THEREFORE, IN REGULAR SESSION DULY ASSEMBLED ON THIS  $\underline{15TH}$  DAY OF  $\underline{AUGUST}$ , 2023, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

Section 1.	The above "Whereas" clauses are hereby incorporated as findings.			
Section 2.	The Downtown Palm Harbor Streetscape and Parking Strategic Action Plan is hereby adopted.			
Section 3.	That projects identified in the Downtown Palm Harbor Streetscape and Parking Strategic Action Plan shall be reviewed annually for incorporation into the County's Six-Year Schedule of Capital Improvements and CIP portfolio review process.			
Section 4.	That any future amendments to the Downtown Palm Harbor Streetscape and Parking Strategic Action Plan be submitted to the Pinellas County Board of County Commissioners for consideration and approval.			
Section 5.	This Resolution shall become effective immediately upon its adoption.			
Commissioner which was seconded by				
AYES: Long, Peters,	Eggers, Flowers, Justice, Latvala, and Scott.			
NAYES: None.				
ABSENT AND NOT V	OTING: None.			

APPROVED AS TO FORM

By: <u>Derrill McAteer</u> Office of the County Attorney

# COMPLETE STREETS CONCEPT PLANNING PROJECT APPLICATION

## Downtown Palm Harbor, West Florida Avenue Corridor Enhancement and Parking Project

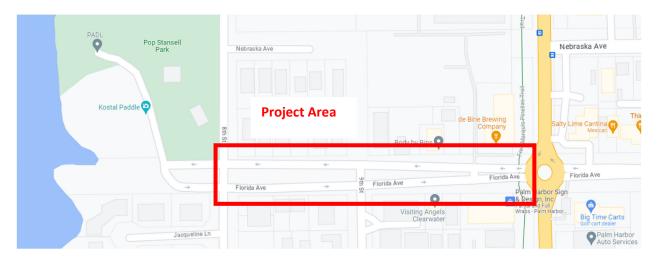


Figure 1: Proposed Project Area

#### INTRODUCTION

Florida Avenue serves as the main street of downtown Palm Harbor (DPH), and the proposed **Downtown Palm Harbor West Florida Avenue, Corridor Enhancement and Parking Project, will serve as a critical step in the revitalization efforts of downtown Palm Harbor.** The project will be a **catalyst for transformative change** not only for the downtown Palm Harbor but will also serve the surrounding coastal community.

The proposed project (as shown in figure 1), focuses on the stretch of Florida Avenue that extends from US Alt. 19 to 8<sup>th</sup> Street. Strategically located in downtown Palm Harbor, Florida Avenue connects the downtown businesses, and the surrounding residential community, to the Pop Stansell Park and the coast. This road offers a unique opportunity to meet the near-term needs as well the future vision, for downtown Palm Harbor.

#### PROJECT BACKGROUND

Downtown Palm Harbor is a popular destination during weekends and holidays, drawing visitors from throughout the region. It attracts significant footfalls and traffic, thus requiring the need to improve its streetscape and parking conditions. The scope for the proposed West Florida Avenue Corridor Enhancement and Parking Project, was developed in direct response to this need. The proposed project builds on the recommendations from the recently adopted, Palm Harbor Streetscape and Parking Strategic Action Plan. The proposed project is a critical next step, in a series of planning efforts that have been undertaken in the last few years, to help

improve the coastal Palm Harbor community; expand opportunities for jobs, and recreation; and **enable the sustainable redevelopment of its downtown**. The intent is to capitalize and build on the momentum created for transformative change through the Downtown Palm Harbor (DPH) Master Plan, the DPH Form Based Code, and the DPH Design Guidelines.

#### **Local Planning Efforts in Support of the Proposed Project**

The DPH Master Plan adopted by the Board of County Commissioners (BCC) in 2020, established the overarching vision for the downtown. The DPH Form Based Code adopted by the BCC in 2021, put in place a development code that would help create a built environment that is walkable, pedestrian-friendly and supports the vision for a thriving downtown. The Streetscape and Parking Strategic Plan adopted in 2023, identified key priority projects that help advance the vision to actionable items. The proposed project is the logical next step.

Within this proposed project, lies the unique opportunity to make parking improvements that will help advance the actions highlighted in the DPH Streetscape and Parking Plan, towards engineering design and eventually into construction projects. These improvements will connect the coastal recreational areas west of Alt. US 19 with the DPH Central Business District. Easily accessible and convenient parking will contribute to the walkable and vibrant character intended to be derived by the DPH Form-Based Code and will support the economic future of the DPH central district. As shown in Figure 2, the proposed project was identified as a high priority action within the County adopted streetscape and parking plan.

#### **LIST OF PROJECTS**

Below is a list of potential projects to improve streetscapes and safety within Downtown. Each project has been assigned a level of cost for implementation. As funding become available, the County can work to address the list of projects. The projects a listed below (in no particular order) with a corresponding ID number on the map.

ID	PROJECT	COST
Dis	trict-wide	
-	Update street signage per Specifications Book	Low
-	Update the street light banners to be larger	Low
-	Replace bike racks per Specifications Book	Low
-	Replace trash receptacles racks per Specifications Book	Low
-	Replace existing planters at intersections with planters per Specifications Book	Low
-	Add wayfinding signage per Specifications Book	Low
-	Implement temporary, closed street events throughout downtown	Low
Full	Corridor Streetscape Improvements	
1	11th Street: Florida Avenue to north of Nebraska Avenue Intersection	High
2	Florida Avenue: 12th Street to Omaha Street	High
3	Georgia Avenue: 11th Street to 12th Street	High
4	Florida Avenue: 8th Street to US Alt. 19	High
5	Nebraska Avenue	Under design
Gat	eway Monuments	
6	Florida Avenue and US Alt. 19	High
7	Florida Avenue and Omaha Street	Medium
8	Michigan Avenue and US Alt. 19	High
9	Michigan Avenue and Omaha Street	Medium
10	Pennsylvania Avenue and US Alt. 19	High
11	Nebraska Avenue and Omaha Street	Medium

**Figure 2: List of Priority Improvement Projects** 

Source: Downtown Palm Harbor Streetscape and Parking Strategic Action Plan (Adopted 2023)



Figure 3: Preliminary draft concept developed for Florida Avenue from 8<sup>th</sup> Street to US Alt. 19 Source: Downtown Palm Harbor Streetscape and Parking Strategic Action Plan

Adequate and conveniently accessible parking is essential to the redevelopment and sustained viability of the DPH central business district. Parking is important to efficiently support the existing functions in DPH and enable them to grow. This was repeatedly highlighted as a critical need by the local businesses and residents, during focus group discussions and open houses that were held as a part of previous planning efforts. In a recent DPH Retail Market Study, when asked about efforts to improve downtown Palm Harbor, respondents highlighted the lack of parking as a concern. This proposed project is supported by the DPH Merchants Association, Chamber of Commerce, and the Palm Harbor Community Services Agency.

#### **PURPOSE**

The primary objective of the proposed project is to **continue the public dialogue regarding the much-needed parking improvements.** The intent is to:

- Conduct geo-technical analysis;
- Develop concepts for parking;
- Assess feasibility for accommodating green infrastructure and possibly multimodal improvements within proposed concepts; and
- Through outreach, identify preferred concepts for improvement.

Recommendations and concepts developed through this project, will help **advance to engineering design and implementation** in subsequent phases of the project.

#### **Enhancing Multimodal Connections**

Communities that leverage and enhance access to walking, bicycling, and recreational facilities, help initiate a win-win of mutually reinforcing private and public-sector investment. The proposed project will help strengthen the multimodal connections between the east and west side of downtown Palm Harbor.

With the downtown on one end, residences alongside the road, and the public park and coastal recreational opportunities on the other end, this western stretch of Florida Avenue attracts multiple users. The concepts for parking improvement will consider the different (current and future) users of this road and **identify the best strategies to complement multiple travel modes, including, walking, biking, and transit use**. The current sidewalk conditions will be evaluated to identify gaps and opportunities for improvement, to best serve the surrounding uses. The parking concepts that will be developed, will explore the possibility of accommodating pedestrian infrastructure within the medians.

DPH is ideally situated along the Fred Marquis Pinellas Trail, which runs north-south along Alt. US 19. DPH is uniquely positioned to leverage the presence of the trail and to drive the economic future of the commercial district, by providing better accessibility with "trailhead" parking and enhanced access to the coastal recreation opportunities. The intersection improvement of Florida Avenue and Alt. US 19 as a roundabout, was specifically designed to improve the safety and facilitate east-west multimodal connections on Florida Avenue. This complements the multiuse trail that currently brings in pedestrians and bicyclists to downtown Palm Harbor.

The coastal park at the western terminus of the project area acts as an attractive destination. The existing coastal waterfront amenities include, picnic and playground areas, a "bandshell",

public restrooms, a public fishing pier and a passive (non-motorized) watercraft launch. The proposed parking and other improvements in the project area, will help extend multimodal connections to the western side of Florida Avenue. Therefore, seamlessly connecting the residences to Pinellas Trail, and the users of the trail and downtown visitors to the coastal recreational opportunities.

#### **EXISTING CONDITIONS**

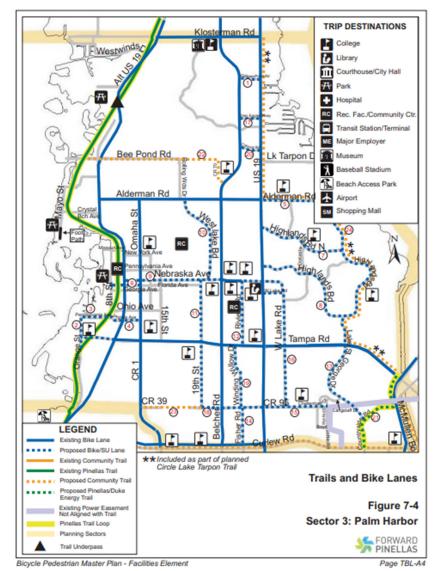
#### **Roadway Conditions**

Florida Avenue is a Pinellas County-maintained east-west roadway, located in north-western part of the County, within the unincorporated area of Palm Harbor. The stretch of Florida Avenue from US Alt. 19 to 8<sup>th</sup> Street is approximately 855 feet in length (approx. 0.16 miles). It is a one lane, two-way divided facility throughout its extent, with continuous sidewalk coverage on either side of the road, with a posted speed limit of 25 miles per hour (mph). It is classified as a "major local street." At its western terminus is the Pop Stansell coastal park and at its eastern end, is the downtown Palm Harbor and the Fred Marquis Pinellas Trail that runs parallel to Alt. US. 19.

This western stretch of Florida Ave. is unique as compared to its eastern counterpart as it is characterized by a wide median separating the two directions of travel lanes. The width of the median measures on an average 21 feet close to the Alt US 19 intersection. It increases to approx. 40 feet as we approach 9<sup>th</sup> street. The median width further increases to an average of 44 to 46 feet west of 9<sup>th</sup> street, all the way to 8<sup>th</sup> Street. Currently there are no crosswalks on this road except at the intersection with Alt. US 19 and except for a narrow sidewalk provided within the median, close to 8<sup>th</sup> Street. The median is mostly covered with grass with only a few trees, closer to the 8<sup>th</sup> Street intersection. Both 9<sup>th</sup> Street and 8<sup>th</sup> Street are predominantly residential streets which are two-way, single-lane undivided facilities.

#### **Sidewalks**

Sidewalk coverage although continuous, is frequently interrupted by curb cuts owing to the residential uses along the road. The width of sidewalks is mostly 4 feet throughout the length of Florida Avenue. The conditions of the sidewalks including whether the sidewalks are buffered from the travel lanes, varies from east to west. There are no dedicated bicycle facilities on this road. However, Forward Pinellas's Bicycle Pedestrian Master Plan - Facilities Element as shown in figure 4, designates Florida Avenue west of the Alt US 19 intersection all the way till 8<sup>th</sup> Street for dedicated bike lanes. A dedicated bike lane exists on the Alt. US 19 corridor.



### Figure 4: Proposed Bicycle Lanes

Source: Bicycle and Pedestrian Master Plan, Forward Pinellas, May 2017

#### Right of Way

Between Alt. US 19 and 8th Street. Florida Avenue intersects only one northsouth residential street, 9th street. The right of way on Florida Avenue, west of At. 19 intersection increases as we go west from the roundabout. At the point of intersection with Alt. US 19, west Florida Avenue has a right of way of over 80 feet. At the intersection with 9th street as we go towards the west, the right of way increases to approx. 100 feet, and it remains the same until it intersects with 8<sup>th</sup> street.

#### Roundabout

At the eastern end of the project at the intersection of Alt. US 19 and Florida Avenue, a roundabout was funded and constructed by the Florida Department of Transportation (FDOT). The roundabout was a recommendation of the Downtown Palm Harbor Master Plan. Recognizing the need to slow traffic movement on arterial US Alt. 19 and provide safe pedestrian access, FDOT cooperatively chose this location, at the request of County Officials, to construct the roundabout in Pinellas County that is in FDOT right-of-way. The construction activities included drainage improvements, road resurfacing, improved street lighting, new sidewalks, crosswalks, RRFBs, and modifications to the Fred Marquis Pinellas Trail.

Roundabouts, or traffic circles, have been proven to reduce speeds and manage traffic flow without the need for traffic signals. They improve capacity and reduce congestion. But most importantly, they reduce the number of conflict points which results in fewer serious injury

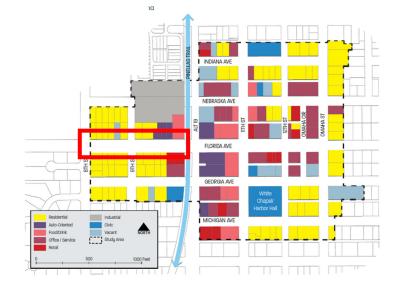
accidents and safer navigation for pedestrians and bicyclists. This newly constructed roundabout at Florida Avenue lowers the speed along Alt US 19 and has crosswalks with Rectangular Rapid Flashing Beacons (RRFBs). These improvements make it more inviting for a pedestrian to cross from the proposed parking to the rest of downtown.

#### Trail

At the eastern terminus of the proposed project area lies the multi-use Fred Marquis Pinellas Trail that travels along the At. US 19 Corridor. This trail runs mostly north-south for majority of its length and east-west for some portion at the north and south ends of the trail, extending from Tarpon Springs in Pinellas County to St. Petersburg. It is a part of a regional trail network that connects communities as far north as Trinity in Pasco County to the coastal communities in Pinellas, all the way to neighborhoods in the City of St. Petersburg. The project and the downtown Palm Harbor enjoy a unique advantage being located along this well-travelled trail, that provides opportunities for walking, jogging, biking, and skating.

#### **Surrounding Uses**

The proposed project doesn't fall under a designated Community Redevelopment Area. Most uses along the project area are residential with single family residences predominantly towards the west of the intersection of Florida Avenue and 9<sup>th</sup> street. The areas closer to the Alt. US 19 intersection are characterized by a mix of multifamily residential, industrial, and commercial uses such medical or health care use/spa, a signage design shop, and a brewing company. Most of the project area falls within the West District (DPH-2) of the Palm Harbor Form Based Zoning Code District while the area along Florida Avenue closer to the At. US 19, falls within the Central District (DPH-1). An objective of the Palm Harbor Form Based Zoning Code is to replace outdated building density patterns and inadequate transportation and parking facilities with new redevelopment opportunities. The predominant future land use along the project area is Activity Center - Neighborhood (AC-N).



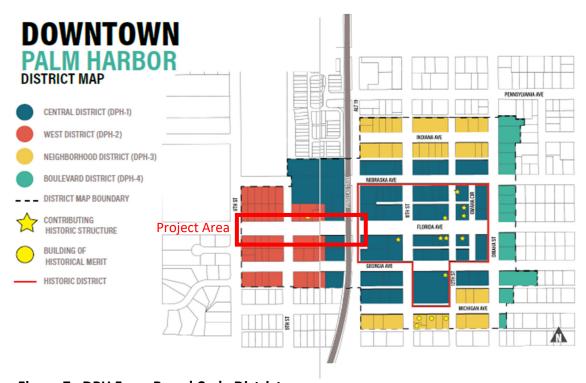
Project Area

Figure 5: DPH Existing Land Use (2018/2019)

Source: DPH Master Plan (2020)



Figure 6: Future Land Use
Source: Pinellas County WebGIS



**Figure 7: DPH Form Based Code Districts** 

Source: DPH FBC

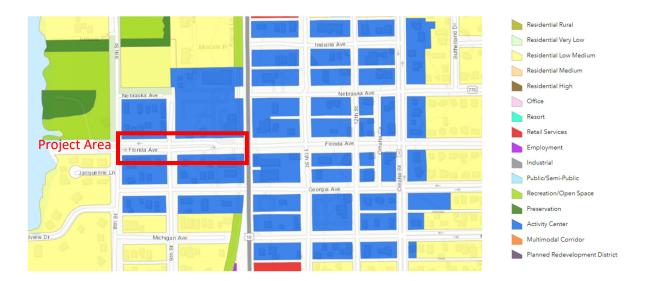


Figure 8: Countywide Map Plan Land Use Categories

Source: Countywide Plan Map (arcgis.com)

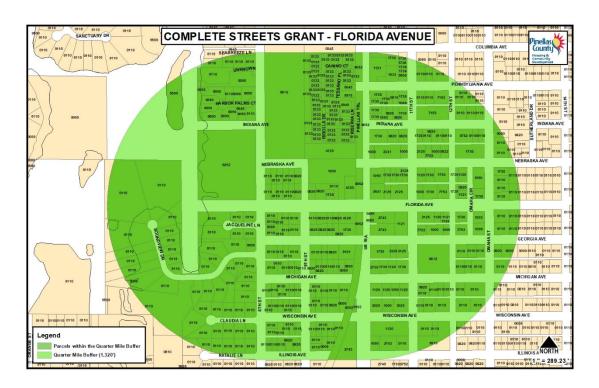


Figure 9: 1/4 Mile boundary around Florida Avenue used for calculation of land use and vacant parcel percentages.

Source: Pinellas County Housing and Community Development.

#### **Percentage of Vacant Parcels**

Approximately 10% of the parcels within a quarter mile of the proposed project area are vacant.

#### **Percentage of Existing Land Use Categories**

Existing land uses within ¼ mile from the centerline of West Florida Avenue.

		Percentage of
Existing Land Use Category	Total Acreage	Total Land Uses
Vacant Residential	5.3	4.9
Single Family Home	56.8	47.2
Planned Unit Development	4.3	15.6
Assisted Living Facility	4.0	0.2
Duplex-Triplex-Fourplex	9.5	8.8
Vacant Commercial Land	4.9	3.6
Single Building Store, One Story	2.4	2.2
Strip Store	1.3	1.0
General Office	6.2	6.8
Condo Office	1.4	1.0
Medical Office	0.6	0.5
Restaurant, Cafeteria	1.5	1.5
Financial Institution	0.6	0.2
Service Station	0.4	0.2
Auto Rental Agency, Used Car Lot	0.1	0.2
Auto/Marine Repair	2.3	1.0
Floral Shop, Nursery, Fruit Stand	0.7	0.7
Light Manufacturing	2.2	0.7
Church	1.0	0.2
Civic Use, Club	0.8	1.0
Park	9.0	0.4
Government (City/County)	8.6	0.7
Telephone Company	0.7	0.2
Railroad Property	0.06	0.2
Right of Way, Street	0.01	0.5
Lake, River, Submerged Land	1.2	0.2

#### Park

The Pop Stansell Park at the western end of the project area is a popular local destination. Located along the waters of Sutherland Bayou, it serves as an important recreational destination that complements the surrounding residential uses as well as the downtown. It includes a fully covered band shell, public restrooms, an active playground, and several shelters for picnic. In addition, it includes a boat launch area that is open to non-motorized traffic.

#### Transit Oriented Land Use Map.

The project intersects US Alt. 19 which is identified as a "Supporting Corridor" in the Forward Pinellas' Transit Oriented Land Use Vision Map. This corridor connects the communities south of Palm Harbor such as the Cities of Seminole, Clearwater, and Dunedin to the communities in the north, such as Tarpon Springs. The downtown Palm Harbor i.e., the area around the intersection of Florida Avenue and US Alt. 19 is designated as a Special Center - Activity Center. This intersection of Florida Avenue and Alt. US 19 has recently been changed to a roundabout.

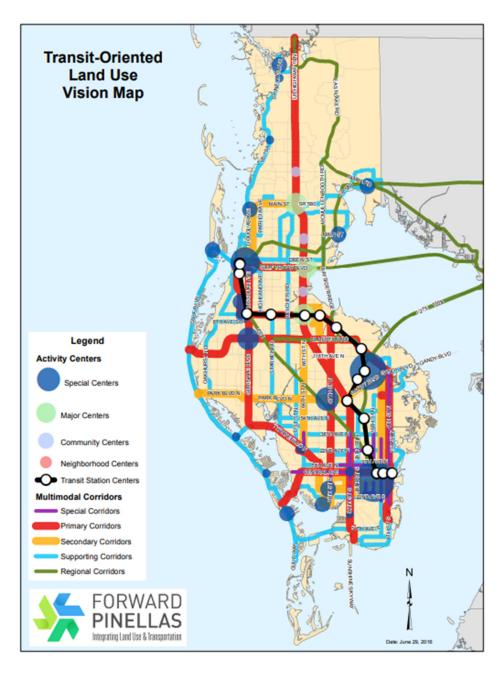


Figure 10: Transit Oriented Land Use Vision Map

Source: Forward Pinellas

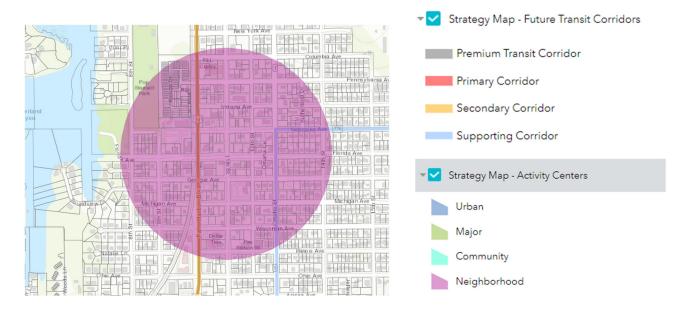


Figure 11: Neighborhood Activity Center and Future Transit Corridors

Source: Countywide Map Plan, Forward Pinellas, Countywide Plan Map (arcgis.com)

#### **Transit Service**

Although there is no regular transit service on Florida Avenue, there is transit service on Alt. US 19. The walkable east and west segments of Florida Avenue are served by the Jolley Trolley, which sometimes also loops around on Florida Avenue. There are both Pinellas Suncoast Transit Authority (PSTA) and Jolly Trolley service and stops on Alt 19 on the north and south sides of the roundabout. In addition, safe pedestrian east-west movement is facilitated by Rectangular Rapid Flashing Beacons and provides connectivity between the coastal recreation facilities and the restaurants and businesses in the DPH central district.

#### **Parking Conditions**

With the increase in downtown activity in recent years, there also has been an increased demand in parking and streetscape improvements in downtown Palm Harbor. During the public outreach phases of the DPH Master Plan and Streetscape and Parking Action Plan, the need for additional centralized parking was identified by the community as critical for the continued revitalization of DPH. The DPH Streetscape and Parking Action Plan was developed to address this need. The Plan involves a detailed district-wide parking assessment as well as analysis of future needs. It analyzes parking supply and demand, and provides recommendations related to parking improvements and management. The recommended parking strategies include a concept for accommodating parking within the proposed project area.



Figure 12: Parking Occupancy Map, downtown Palm Harbor Source: DPH Streetscape and Parking Strategic Action Plan

Based on the parking assessment that was done as a part of the DPH Streetscape and Parking Action Plan, the parking occupancy was at its highest level in downtown Palm Harbor during Friday evenings and during Saturday afternoon till late evenings. Florida Avenue with its many destinations was one of the streets with the highest parking occupancy levels. In peak parking hours, it was observed that there is a spillover of parking onto other streets and vehicles were parked illegally in areas with no signage, indicating that the current parking supply is significantly below the current demand. The lack of parking limits the growth of local businesses as well as the ability to expand local events and create a vibrant downtown. Lack of parking also severely limits the ability to take advantage of the proximity of downtown to public amenities such as the Pop Stansell Park and Sunderman Complex, which could help add to the downtown's economic vitality.

#### **Related Safety Concerns**

The areas around US Alt. 19, Florida Avenue and Nebraska Avenue typically attract heavy pedestrian traffic. For example, on Friday evenings, high pedestrian activity was observed, as pedestrians parked downtown and utilized the pedestrian crosswalk and signal, north of Florida Avenue to access the deBine Brewery, which is located on the west side of US Alt. 19 on Florida Avenue. The ad-hoc parking arrangements that result from the lack of adequate parking, creates an unpredictable environment that impairs the ability of downtown visitors to safely navigate to businesses, destinations of interest, and public parking areas. Based on the Pinellas County Crash Summary Report (Sept. 2023) from Forward Pinellas's Crash Data Management System (CDMS), there have been a total of 13 traffic crashes in the project area from 2018 to 2022. Most of these involved property damage and possible injury but none were fatal.

#### **Street Lighting**

Currently there are no streetlights located on west Florida Avenue. The project will evaluate the current street lighting conditions, particularly how it relates to safety, pedestrian, and bicycle infrastructure and placemaking.

#### **Drainage Concern**

The areas west of 9<sup>th</sup> Street within the project area fall under the Coastal High Hazard Area. Drainage issues will be evaluated as a part of the project.

#### PROPOSED PROJECT COST ESTIMATE AND TIMELINE

#### **Cost Estimate**

The application includes a preliminary scope and cost estimate for the proposed project. The cost estimate of \$95,000 for the project is based on the experience of other projects of similar scale and scope. Pinellas County requests this amount for the development of the plan, from the Forward Pinellas Complete Streets Program. The costs will include, additional study costs, in-kind services, and the costs to develop concepts and a preferred alternative.

### Geotechnical Analysis, Parking Concepts Development and Alternative Analysis \$95,000

#### Task 1: Management and Coordination of the Project

A project development team shall be established to manage and oversee the project. An internal kick-off meeting with project team will be held to discuss the project, scope, expectations, deliverables, including reporting, schedule, data needs, public and stakeholder participation and other relevant project information. A process and schedule for coordinating the project and sharing regular updates with the project team, will be established. Periodic progress meetings will be held throughout the Project.

#### **Task 2: Existing Conditions Analysis**

An existing conditions report will be prepared which includes data, analysis, and maps. The key highlights from this will be shared with the public and the stakeholders. This could include but is not limited to:

- Available ROW
- Current parking conditions and demands.
- Traffic patterns (pedestrians, cars, and bicyclists)
- Roadway and sidewalk pavement conditions
- Driveways/curb cuts
- Crosswalks, Ramps and ADA assessment
- Safety audit
- Locations of stormwater infrastructure and utilities
- Land use context (existing and future)

#### **Deliverables:**

- Existing conditions report
- Project area base map

#### Task 3: Stakeholder and Public Outreach

As a first step, the project team will identify key stakeholders. As a part of the project outreach, a project webpage will be developed. The project will be advertised on the webpage as well as through other means such as flyers, mailouts, press release, and posts through Pinellas County and Forward Pinellas's social media. Overall, two (2) virtual or physical in-person events will be held to receive feedback from members of the public and stakeholders. These events could be virtual public workshops, open houses, etc. Public outreach may include virtual meetings, on-on-one discussion, and interviews with stakeholders and/or adjacent property owners or businesses if needed. The project will also involve an online survey to gather community input on key concerns and ideas for improvement regarding parking. A summary of the input received will be developed. The input gathered from the outreach activities and survey will help outline the key issues and help develop the possible alternatives for parking and other recommendations.

#### **Deliverables:**

- List of potential stakeholders and mailout lists.
- Summary of the survey results
- Summary of the public involvement process and outcome

#### **Task 4: Geotechnical Analysis**

The objective of this geotechnical scope of service is to accurately establish seasonal high-water elevation (SHWE) to determine what bioremediation and green stormwater techniques can be employed during the design and construction phases of this project. The proposed project will include recommendations for green stormwater treatment techniques such as raingardens and bioswales (where feasible) and undergrounding of overhead utility lines.

Task assignments will include but are not limited to -

Site Assessment and Data Collection:

- Hydrological modeling
- Field investigation
- Hand and auger borings at specific locations
- Geotechnical analysis

#### **Deliverables:**

- SHWE determination
- A geotechnical report summarizing the key concerns, possible solutions/strategies, and recommendations.

#### **Task 5: Parking Concept Development**

The project will involve, parking concept development and checking the feasibility of including green infrastructure and other functions in the conceptual designs. The intention is to provide approximately 60 to 65 parking spaces in the median.

#### **Deliverables:**

3 to 4 Options - conceptual sketches for parking arrangement within the median.

Task 4 and 5 will be conducted concurrently.

#### **Task 6: Concepts and Additional Recommendations**

Concepts for parking improvement as well as additional recommendations will be developed. These include but are not limited to assessing the possibility of improving the sidewalk conditions, its access for surrounding residents and businesses close to the downtown and increasing its width to meet ADA compliance. Up to 3 build alternatives will be developed and evaluated. A draft report will be developed that includes:

#### Project Summary

- Project description
- Purpose and need.

#### Existing Conditions

- o Land use
- o Typical section and right of way
- o Pavement conditions
- o Drainage
- o Traffic
- o Crash data and safety analysis
- o Utilities
- o Lighting

- Geotechnical Research Summary
- Conceptual Design Criteria
- Alternatives Analysis A comparative analysis of each proposed parking concept.

Up to 3 build alternatives for the parking improvements and other additional recommendations will be presented to the public for input. These alternatives will include the options for incorporating green infrastructure in the parking improvements.

#### **Deliverables:**

Draft report outlining the proposed concepts.

#### Task 7: Selection and Refinement of the Preferred Concept and Cost Estimates

A preferred concept will be developed based on an assessment of the pros and cons of each concept and based on input received at the first public meeting. Cost estimates and other details required to proceed to engineering design, will be developed for this preferred concept. These will be shared with the surrounding residents and stakeholders through the second public meeting.

#### **Deliverables:**

Preferred concept sketches
Cost estimates

#### **Task 8: Final Report Preparation**

A final report will be prepared, summarizing the project's planning process; outreach; existing conditions research; geotechnical analysis; concepts for parking; and preferred concepts. The process followed to evaluate the parking concepts as well as the cost estimate of the final preferred concept will be included in the report. This final report will include a compilation of the data and deliverables developed throughout the project.

#### **Deliverable:**

Final report

#### **Project Schedule or Anticipated Timeline**

The anticipated start of this proposed project is Fall of 2024.

The project as envisioned in this application would require approximately 9 months to complete. The proposed project is currently already included in the Capital Improvements Program for engineering, design, and construction.

#### **Land Development Benefits of Complete Streets**

A strong pedestrian traffic and a safe and convenient pedestrian environment is a pre-requisite to a healthy downtown. The downtown Palm Harbor is the first area in unincorporated county to utilize a Form-Based Code zoning tool, which primarily focuses on the relationship between buildings, sidewalks, and streets, while promoting a walkable and dynamic pedestrian experience. The proposed complete streets project is intended to complement this code. It will identify parking improvements within the project area, that will help support that pedestrian

experience. Easily accessible and convenient parking is essential to the redevelopment and sustained viability of the DPH central business district.

The proposed improvements on west Florida Avenue will help the east as well as west side of Florida Avenue to function as one cohesive Main Street. It will help create a stronger east-west link connecting the uses on the east side of Florida Avenue to the park and other uses on the west. The proposed parking will enable the current downtown uses to maximize their potential. The increased parking capacity will enable the local merchant's association and other local community organizations to hold more community events and attract more visitors. This will fuel the downtown economy and thereby ensure the sustenance of the current downtown uses.



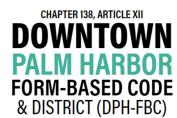


Figure 13: DPH Form Based Code

#### **Transportation Disadvantaged**

The parking recommendations will help accommodate parking for those who want to park here and access the trail using their bikes. The proposed project will look at other additional improvements which includes identifying sidewalk gaps, and areas where sidewalk conditions need to improve and bringing the sidewalks in compliance with the Americans with Disabilities Act (ADA) requirements and current standards. The project might also investigate improvements for wayfinding to the park, trail and downtown. The availability of parking and complementary improvements to the pedestrian environment will make the downtown, and the park more appealing to bicycle users of all ages. As shown in Figure 13, the project area falls within the Census Tracts 272.06 and 272.07 and is not within a Minority, Minority/Low-Income or Low-Income Census Tract.

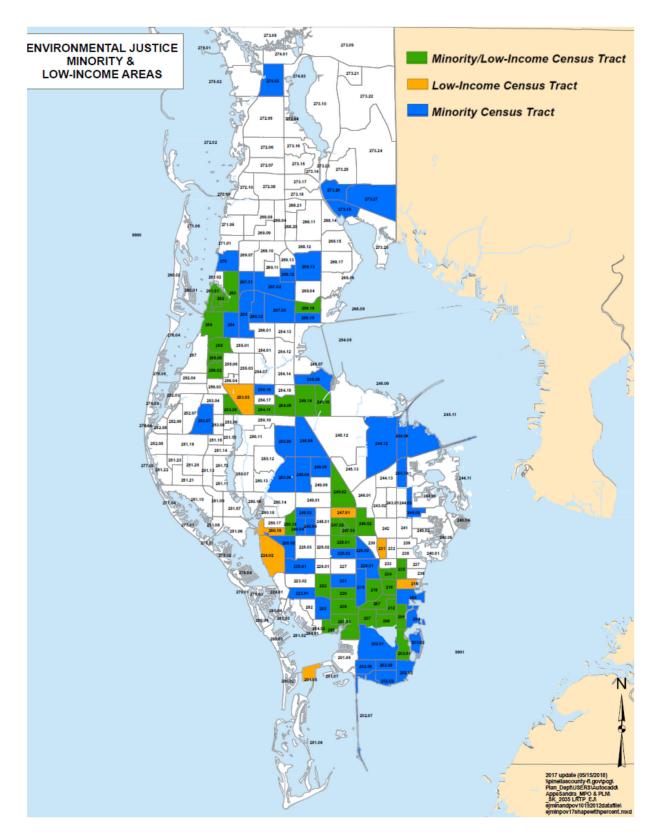


Figure 14: Environmental Justice Minority & Low-Income Areas, Pinellas County

Source: Forward Pinellas



### P H C S A

Palm Harbor Community Services Agency, Inc.

October 4, 2023

Mr. Kyle Simpson Active Transportation Planner, Forward Pinellas 310 Court Street Clearwater, FL 33756

Re: Complete Streets Concept Planning Project Application - Downtown Palm Harbor West Florida Avenue Corridor Enhancement and Parking Project

Dear Mr. Simpson,

The Palm Harbor Community Services Agency (PHCSA), Inc. is a not-for-profit corporation which was created in conjunction with the Palm Harbor Community Services District pursuant to Pinellas County Ordinance Number 85-28 on September 10, 1985. The Palm Harbor Community Services District is a municipal services ad-valorem taxing unit created at the request of the residents of unincorporated Palm Harbor to generate funds supporting library and recreation services in that District. The Agency is comprised of an eight-member Board of Directors who are responsible for the management of all library and recreation department funds.

PHCSA is an important stakeholder in the redevelopment of the Palm Harbor Form Based Code District (FBCD) having management responsibilities for Harbor Hall (a large community facility), the White Chapel (a contributing historic structure), and multiple recreation facilities located in or near the FBCD. As such, PHCSA fully supports the efforts and objectives of the Downtown Palm Harbor West Florida Avenue Corridor Enhancement and Parking Project as a means to support the economic growth of Downtown Palm Harbor (DPH) and facilitate a stronger east-west connection between the central business district and the coastal recreation facilities.

Sincerely

Phil Phillips, Chairman

Palm Harbor Community Services Agency, Inc.

# PINELLAS COUNTY, OFFICE OF MANAGEMENT AND BUDGET, INTENT TO APPLY

#### **OMB Granicus Review**

<b>Contract Name</b>	Pre-Award Information documentation from Pinellas County Housing and					
	Community Development for the 2024 competitive funding allocation for the					
	Complete the Streets Program on behalf of Forward Pinellas – Pinellas					
	County Planning Organization.					
FILE #	TBD	Contract #	TBD	Date:	09/20/2023	

#### Mark all Applicable Boxes:

Type of Contract									
CIP		Grant	X	Other		Revenue		Project	

#### **Contract information:**

New Contract (Y/N)	Yes	Original Contract Amount	\$100,000.00
Fund(s)	0001 – General Fund	Amount of Change	N/A
Cost Center(s)	331110 – Planning	Contract Amount	\$100,000.00
Program(s)	1780 – Comprehensive and Strategic Planning, Future Land Use and Zoning	Amount Available	\$100,000.00
Account(s)	5310001 – Professional Services; 3699324 – Inter-Reimb-Other Govt Agencies	Included in Applicable Budget? (Y/N)	Yes
Fiscal Year(s)	FY24		

#### **Description & Comments**

(What is it, any issues found, is there a financial impact to current/next FY, does this contract vary from previous FY, etc.)

This is an intent to apply for the FY24 Complete the Streets Program grant through Forward Pinellas – Pinellas County Planning Organization.

If awarded, this grant will benefit the County by connecting the coastal recreational activity areas west of Alt. 19 with the DPH Central Business District, allowing for improvements in accessibility and parking, which will support the redevelopment and sustained viability of the DPH central business district. This will be completed through creating additional angled parking spaces in the median of Florida Avenue, west of Alternate 19, and covering the consultant costs for managing the project.

This grant will be single-year and single-departmental, which will likely impact FY24. Pinellas County Housing and Community Development has already coordinated with Forward Pinellas.

This grant will be administered by Pinellas County Housing and Community Development in close coordination with Forward Pinellas.

The total application amount is \$100,000.00 with \$0.00 match required. There are no other funding sources associated with this project.

This is budgeted and would not likely require a future budget amendment.

Based on the thresholds for delegated approval, this grant application will require <u>Director</u> approval to apply.

Analyst: Samantha Wexler

Ok to Sign with Comments:  $\boxtimes$