



# ST. PETE BEACH DOWNTOWN REDEVELOPMENT DISTRICT:

## Envisioning a Complete Streets Network

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**Forward Pinellas  
Complete Streets 2022**

**Concept Planning  
Project Application**

## City of St. Pete Beach Background / Problem Statement

The City of St. Pete Beach - incorporated in 1957 - is a small coastal community on the Gulf of Mexico known for its outstanding beaches and strong tourism trade. The City's beaches, hotels, and historic character attract visitors and residents from all over the world. With a population of approximately 10,000 fulltime residents and over 40,000 seasonally in only 2.2 square miles, the need for complete streets and high-quality alternative modes of transportation has never been more important.

Current trends show that the resident population is becoming more permanent and less seasonal, which requires a different approach to the design of the public realm. Except for new residential construction, most of the large resort and commercial areas consist of older structures that fail to comply with current building and safety codes, flood management regulations, and environmental regulations, in addition to lacking modern open space and design elements. While these private sector deficiencies are being addressed when businesses apply for redevelopment, there is a pressing need to improve the function of public facilities as well. The quality, quantity, and continuity of local street, sidewalks, bike lanes, lighting, and off-street parking all need to be addressed to ensure the future safety, equity, and environmental sustainability for city residents and visitors alike.

St. Pete Beach has experienced very little meaningful investment or reinvestment in its core resort and commercial areas for the past 30 years. The lack of reinvestment can primarily be attributed to outdated regulatory schemes and development patterns that no longer support the needs of residents or visitors, and furthermore, were not environmentally sustainable. With updates to these regulations and other aging infrastructure throughout the city, interest in development has begun to grow. While the City is excited by the prospect of redeveloping decaying and vacant lots, St. Pete Beach knows that it is of the utmost importance that we also improve the quality of the transportation infrastructure so that it can support such developments.

In the City's Downtown Redevelopment District, many of the streets are narrow, with poorly maintained sidewalks; virtually no landscaping; substandard lighting; inadequate, substandard, or non-existent bike lanes; insufficient pedestrian crosswalks; and too many curb cuts which create pedestrian hazards. These conditions leave the pedestrian and bicyclist feeling unsafe and unprotected from passing cars. The character of many streets throughout the City, in terms of both safety and aesthetics, is not only a deterrent to reinvestment, but lack almost all the amenities and improvements of a quality livable community. Recognizing these deficiencies and hoping to bring the City's transportation infrastructure into the twenty-first century, St. Pete Beach is dedicated to remedying the issues that make it unfriendly to multimodal travel.



Pictured Above—Corey Avenue Sunday Market

## City of St. Pete Beach's Dedication to Complete Streets Solutions

In 2012, the City of St. Pete Beach underwent an update to the City's Comprehensive Plan to reevaluate the City's planning policies and development patterns. The aim was to create new policies that will guide the future development of the City in a manner that supports the needs of residents/visitors and transforms St. Pete Beach to an environmentally sustainable community.

During the updates to the Plan, the City held several citizen input sessions to understand what is most important to residents and business owners. The results of the citizen input sessions determined that there is a strong desire by both residents and multi-generational local hotel and motel owners to preserve the heritage of the City as a tourist destination because it is a pillar of the local economy and it offers the residents a diversity of services and amenities. Citizens also expressed a need and desire to create a more environmentally friendly and sustainable community, that will improve the quality of life by requiring the City to establish goals and objectives promoting Green practices and strategies for redevelopment.

More recently, as a part of the updates to the off-street parking requirements, the City did a resident survey which found that over 60% of residents are very likely or somewhat likely to use non-motorized travel if it was safer and more accessible. During both the Comprehensive Plan updates and the more recent survey, one of the main views expressed was the desire to rebuild the City into a "walkable" community that provides safe and comfortable pedestrian, bicycle, and other environmentally friendly modes of mobility that will reduce greenhouse gas emissions, improve air quality, encourage outdoor fitness initiatives, and reduce traffic congestion in St. Pete Beach.

This feedback played a crucial role in the Comprehensive Plan update and significant changes were incorporated in updates to the Future Land Use, Transportation, and Capital Improvement elements of the Plan. These elements were updated to include policies that focus on transforming our roadways to multi-modal use corridors and aided in identifying key Community Redevelopment Districts and Complete Street Roadway projects that will encourage and connect residents and visitors to use alternative mobility options that are safe, comfortable and provide continuous pedestrian and bicycle pathways linked to the downtown areas, recreational facilities, activity and entertainment centers and the beach.

During the development of our Strategic Plan 2030, the city identified the lack of pedestrian connectivity as a key weakness and had made a dedication to improve pedestrian and cyclist facilities as a part of both the short and long range visions. The City understands that urban revitalization efforts need to consider transportation, land uses, and all surrounding networks to create the best environment that is most beneficial to the community. By investing in complete streets improvements that link and support the City's Community Redevelopment Districts, the City hopes to improve the local economy, restore historic buildings and structures, and create vibrant streetscapes for all to enjoy.

# DOWNTOWN REDEVELOPMENT DISTRICT

## COMPLETE STREETS NETWORK PROJECT

The City of St. Pete Beach is seeking funding assistance through the Forward Pinellas Complete Streets Program to develop a Complete Street Concept Plan Study for the TC-1, TC-2 and CC-1 zoning districts [Exhibit A], which comprise the majority<sup>1</sup> of the City's Downtown Redevelopment District [Exhibit B]. This project will assess the feasibility of creating a connected complete streets network throughout the area which will create a safe, equitable, and easily accessible alternative mobility network for residents and visitors. The specific streets being considered are as follows:

- 77th Ave (from Blind Pass Rd to Boca Ciega Rd)
- 76th Ave (from end to end)
- 75th Ave (from end to the Corey Causeway)
- Corey Ave (from end to end)
- 73rd Ave (from Sunset Way to Blind Pass Rd)
- Coquina Way (from 76th ave to 73rd ave)
- Blind Pass Rd (from 77th Ave to Corey Ave)
- Mangrove Ave (from 75th Ave to Corey Ave)
- Bay St (Up to Corey Ave)

Currently, the roadway conditions leave pedestrians and bicyclists feeling unsafe and unprotected from passing cars. The bicycle facilities in the area are located only on major vehicular corridors and striped at the minimum standards for bike lanes. In addition, many street intersections throughout the area are missing proper crosswalk markings needed for adequate pedestrian safety. The roadways also lack proper pedestrian amenities such as lighting, landscaping, and, in some cases, ADA accessibility. Additionally, sidewalks are inconsistent widths or missing all together in some areas, thus lacking connectivity and creating an obstacle for pedestrians. While many of the streets are missing almost all the amenities of a quality livable street, this district also has the potential to be an ideal corridor to support safe bicycle and pedestrian mobility and can connect residents, visitors, and tourist to the City's major activity centers.

There are two main Redevelopment Districts identified in the St. Pete Beach Comprehensive Plan: the Downtown Redevelopment District and the Gulf Boulevard Redevelopment District. In these districts, having a complete streets network throughout the area has the potential to act as a safe and comfortable alternate route for pedestrians and cyclists traveling between both commercial areas without having to use Gulf Boulevard, the City's busy main arterial road. Additionally, a complete streets network in the Downtown Redevelopment District could act as a link between the East and West ends of Corey Avenue which are both on the verge of experiencing significant redevelopment. In addition, there are many public facilities located in the downtown core, such as the Community Center, Public Library, and City Hall. The Community Center offers residents and visitors a wide variety of aquatic and recreational programs catered toward young children, adults, and seniors. Furthermore, the area will also provide connectivity to major planned attractions that are still in development, such as the Beach Walk which will run from Upham Beach to

County Park Beach. Various restaurants, shops, educational, religious and community facilities along Corey Avenue and Gulf Boulevard will also benefit from the connectivity provided by a complete streets network.

The City of St. Pete Beach believes a complete streets network throughout the Downtown Redevelopment District has the potential to bring about transformative change and desires to redesign the corridor and create a "walkable" streetscape that is supportive of alternate modes of mobility. The primary goals of this project are:

- Achieve balanced and increased accessibility and connectivity within the corridor and surroundings area land use for all users
- Improve safety and reduce the number of accidents throughout the area
- Create a competitive advantage for existing businesses and support future growth
- Promote active living by providing access and interconnectivity throughout the City
- Invest in equitable transportation projects as a catalyst for encouraging economic revitalization and reinvestment surrounding the corridor
- Enhance safety, comfort, and functionality of the corridor for all users, especially pedestrians, bicyclists, and transit riders
- Improve multimodal connectivity between the City's two main commercial districts
- Provide transit and non-motorized access to those who cannot or choose not to drive, such as those who are socially, economically or physically disadvantaged

The intent of the City of St. Pete Beach's Complete Streets application is to promote transportation improvements that serve as a catalyst for transformative changes within and connected to the Downtown Redevelopment District Complete Streets Network Project. The Project will include a community-based planning process to reimagine mobility and accessibility throughout the Project corridor. This The estimated cost of the Concept Planning Study is \$100,000. The City of St. Pete Beach is requesting \$70,000 in grant support and is providing a \$30,000 local match.

# Forward Pinellas Complete Streets Concept Planning Project

## Application Questions

**1. Describe in detail the existing conditions of the project location, including the following, as applicable:**

**a. Sidewalks along the corridor (e.g., gaps exist on both sides of the corridor, 100% coverage on both sides of the corridor, sidewalks along one side of corridor, etc.);**

Sidewalks found throughout the district are inconsistent in their widths, continuity, and ADA compliance (many without ramps and/or tactile markings). Some improvements have been made along Corey Ave and Blind Pass Rd [Exhibit C], but overall the sidewalk facilities in the area lack sufficient amenities to make them truly pedestrian friendly. There are various segments where the sidewalk is interrupted and where curb cuts [Exhibit D] and other informal parking arrangements create pedestrian obstructions and safety issues. The sidewalk network generally does not meet ADA standards, [Exhibit E] as it lacks curb ramps and tactile markings. High visibility crosswalk markings are also missing at many intersections along the corridor [Exhibit F].

**b. Bicycle facilities along the corridor (e.g., bike lanes, adjacent multiuse trail, etc.);**

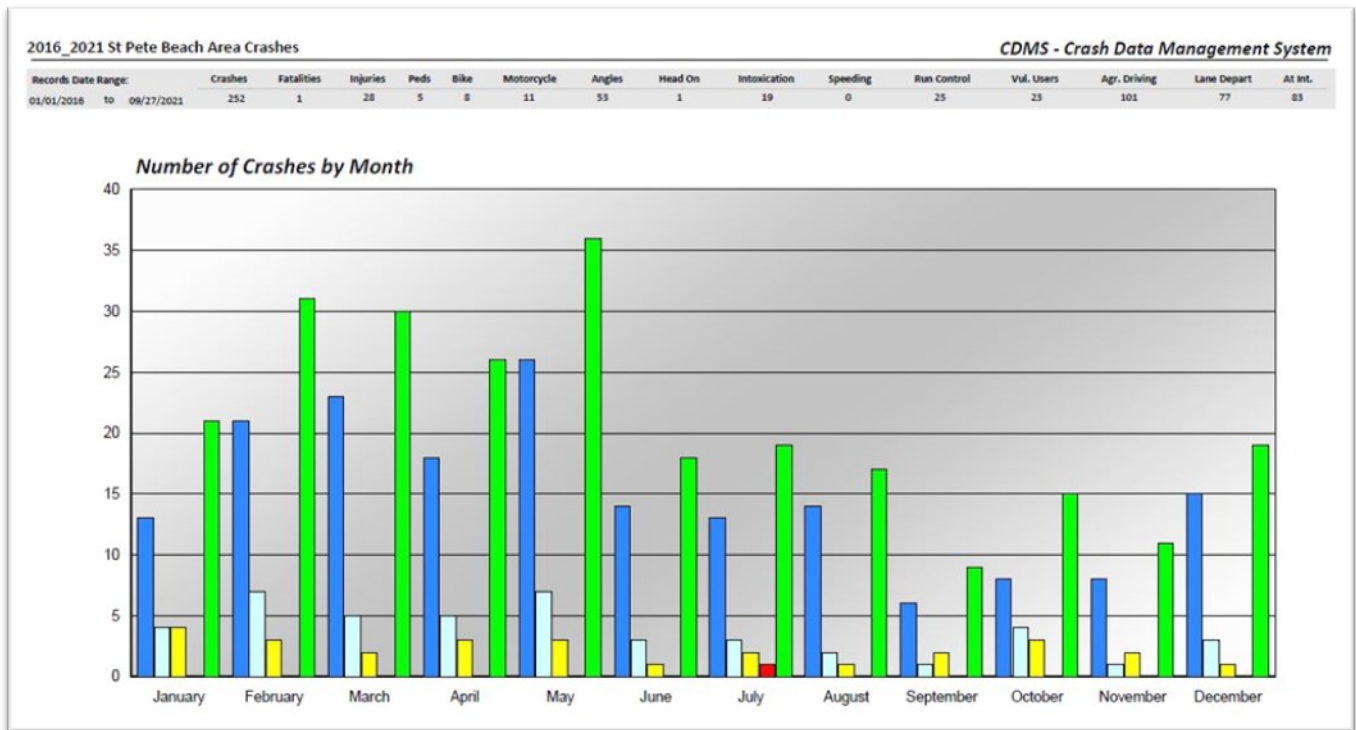
Bicycle facilities are currently located along Blind Pass Rd and Gulf Blvd, both running north to south. There are limited bicycle facilities on 75th Avenue, making use of “sharrow” [Exhibit G] markings at one of the most highly trafficked intersections in the city. The bike lanes that do exist generally only meet the minimum required standards and do not provide a sufficient buffer from passing vehicles.

There are some planned improvements in the residential areas along Boca Ciega Dr, Gulf Winds Dr, and along Sunset Way and Beach Plaza. The improvements along Sunset Way and Beach Plaza will help connect pedestrians to Upham Beach and the planned “Beach Walk” shared use path, which will run from Upham Beach to County Park. This study will focus on what is needed to create a continuous network of both sidewalks and bike lanes to ensure that pedestrians and cyclists have full access to reviving commercial areas.

The city is already in the process of planning and implementing some multimodal improvements in or near the Downtown Core area. Those improvements are as follows:

- Boca Ciega Dr (North of 75th) – Constructing a shared use path for pedestrians and cyclists, add an enhanced landscape buffer with shade trees, and improve traffic calming measures.
- Boca Ciega Dr and Gulf Winds Dr (South of 73rd) – Expanding existing sidewalks from 4ft to 6ft and fill gaps where needed, adding bike lanes and narrowing vehicular travel lanes to 10 ft to calm traffic, and adding an enhanced landscape buffer with shade trees.
- 75th Ave, Sunset Way, West End of Corey Ave, and Beach Plaza (Sunset Way Complete Streets Project Phases 1-3) – Create a pedestrian connection from Upham beach to the commercial district on Sunset Way, expanding the existing sidewalk and filling gaps, as well as adding bike lanes and landscape buffers where possible.

c. Documented safety concerns along the corridor (e.g. high crash rate, high number of crashes involving vulnerable users, etc.).



(Above) Excerpt from Crash Data Provided by Forward Pinellas specific to Project Area.

One of the primary reasons the City has identified this district as in need of complete streets is the volume of serious cyclist and pedestrian crashes. The map above is a part of our Multimodal plan and highlights the crashes on 75<sup>th</sup> Ave, Gulf Blvd, and Blind Pass Rd [\[Exhibit H\]](#). These are the primary corridors in the district, both for pedestrian and vehicular traffic. Ensuring that these roadways have quality amenities in place, in addition to providing other routs off the main roadways is key to reducing the number of cyclist and pedestrian involved crashes.

Forward Pinellas provided the City specific crash data within the study area ranging from 2016-2021 [\[Exhibit N for full report\]](#). Over the 5 years, there were a total of 252 crashes - 13 involved pedestrians or cyclists, 29 involved injuries or fatalities, and 83 of which were at intersections. There is a significant increase in number of crashes from February to May, which is consistent with our high season for tourists and seasonal residents.

This data points to some serious concerns for pedestrians seeking to safely cross at heavily trafficked intersections. Identifying where the City needs to make improvements to our roadway infrastructure and what amenities we can install to ensure pedestrian safety is paramount to create a highly functional network of complete streets in our Downtown Redevelopment District. Such a network could be used to reduce both pedestrian/cyclist crashes and vehicular crashes by reducing the vehicular travel on congested roadways and providing alternate multimodal routes to get to key destinations.

**d. Existing and proposed transit service along the corridor, including frequency of service; [Exhibit I]**

Currently, there are three main transit routes that run through the proposed study area. These routes are the Suncoast Trolley, which operates Monday through Sunday with 20-minute headways, the Central Avenue Trolley, which operates Monday to Sunday with 20-minute headways, and Route 90 Commuter Service, which operates during peak hour periods from 7:00 am to 9:30 am and 4:00 pm to 6:00 pm.

In addition, the SunRunner Bus Rapid Transit (BRT) Service is planned to begin operating in 2022 and will run along 75th Avenue down to Gulf Boulevard to the County Beach Access Park. The proposed BRT service will operate every 15 minutes from 6 am to midnight providing transit riders a quick connection between St. Pete Beach and Downtown St. Petersburg. The project is projected to attract more than 4,500 riders per day. The SunRunner will have a stop within the commercial district, we are seeking to apply for concept planning funding at 75<sup>th</sup> Avenue and Boca Ciega Drive.

Finally, the City of St. Pete Beach offers Freebee, a free door-to-door micro-transit service, anywhere from 75th Avenue south to Pass-a-Grille. Freebee fills in the gaps in the transit services provided through PSTA and ensures that any visitors coming to the island without a vehicle can get to where they need to go. The service operates Monday to Sunday from 6 am to Midnight. The city is seeking to expand the service next year to cover the whole island further connecting the city's residents and visitors through a fun and easy to use micro-transit service.

This visioning study aims to ensure that there is a safe, convenient, and equitably accessible complete streets network throughout the Downtown Core area and to enhance pedestrian and bicycle connectivity to serve first and last mile connectivity for transit users within the city's major activity centers.

**e. Access/connections to Activity Center(s) or Multimodal Corridor(s), as designated on the PPC Transit Oriented Land Use Vision Map [Exhibit J]**

The Transit-Oriented Land Use Vision Map located within the Countywide Plan for Pinellas County (Countywide Plan) identifies those areas of the County most able to accommodate higher densities and intensities in coordination with transit service and other multimodal transportation, including Activity Centers and Multimodal Corridors. On this map, 75th Avenue and Gulf Boulevard are highlighted in red, as Primary Transit Corridor. This Primary Transit Corridor is in the center of the study area. Improving pedestrian and bicyclist mobility within the city's Downtown core (TC-1, TC-2, CC-1 zoning districts) will help support better access to transit and assist with addressing first and last mile issues by providing a safer and more comfortable route that connects the City's permanent and seasonal residents to transit stops and activity centers on 75th Avenue, Gulf Boulevard, and Corey Avenue. Additionally, All of Gulf Blvd and Blind Pass Rd are identified as Supporting Corridors.

The Transit-Oriented Land Use Vision Map also depicts the City of St. Pete Beach as a Special Activity Center within the region. The City's major activity centers are the Corey Avenue District and the Gulf Boulevard Commercial Area. Having a complete streets network in the downtown core area would provide a safer direct route for pedestrians and bicyclists that supports connectivity between both major activity centers within the City.



**f. Is the project within an adopted Community Redevelopment Area (CRA)?**

While this area is not in a designated CRA, it is a designated redevelopment district as established by the City in 2010. The Corey Avenue Shopping District was considered for a CRA in 2013, but it was never officially adopted. The priorities established in the preliminary CRA study were incorporated into the Corey Avenue District revitalization plan [Exhibit K] the City established in 2015. The study area lies in the center of the two redevelopment districts – The Downtown Redevelopment District [Exhibit B] and the Gulf Boulevard Redevelopment District. The focus of the redevelopment plan is to guide development in both the public and private realms toward an enhanced, more pedestrian-friendly downtown and commercial environment. The vision and goal for redevelopment districts is to meet the needs of residents and further the ideal of quality communities, as a function of living, working, and recreation opportunities. The design and functionality of the Downtown Core will have a renewed focus on livable community strategies that focus more on people and less on motor vehicles with community improvements and site design that values connectivity; safe and attractive gathering places; functional and attractive design; and alternative mobility options. In these plans, heavy emphasis has been placed on supporting pedestrian travel in and around the area. One of the primary goals outlined in the Comprehensive Plan for the Downtown Redevelopment District is to “ensure a pedestrian-friendly, comfortable and safe environment as well as minimize pedestrian-vehicular conflict.”

**g. Describe how this project fits into an economic development or redevelopment strategy or plan, if applicable.**

As stated in our introduction, this project is heavily supported by both the Comprehensive Plan and Strategic Plan 2030. In the comprehensive plan The Downtown Redevelopment District was established to help revitalize the ageing area into a commercial hub for all residents and visitors. It is specifically stated in the Plan that the goal for the District is to create a pedestrian friendly environment, reduce curb cuts along Corey Ave and 75<sup>th</sup> Ave, and increase landscape buffering of parking facilities to improve aesthetics.

The Downtown Redevelopment District has historically been a major trip attractor within the City of St. Pete Beach that draws residents and visitors to the area to engage in retail, dining, recreational, and civic activities. This zone is unique in the City not only because it connects many residences to one of the City’s major activity centers, but with enhanced connectivity it will link the community to the Gulf Boulevard Commercial Redevelopment District and other major activity centers. The needed Complete Streets improvements will link people to many parks, beaches, recreation opportunities, religious and civic centers. Within the TC-1, TC-2 and CC-1 districts you will find City Hall, Downtown Corey Avenue, St. Pete Beach Recreation Center, many pocket parks, waterfront access, St. Pete Beach Library, Corey Avenue Sunday Market, hotels, restaurants, shopping, and much more. We want to use this project to show future developers that the City is invested in making this area pedestrian and cyclist friendly and encouraging further economic growth.

In addition to the development that already attracts people to the area, there are many proposed development projects that would significantly increase the amount of traffic on Corey Avenue and the surrounding streets. A large multi-family mixed-use development is being planned for the East End of Corey Ave, which will include over 240 residential units as well as restaurants, shops, and other attractions on the ground level. Another multi-family apartment building, which will include work-force affordable units, is being considered for development along 75th Ave. Additionally, projects are being planned for the West End of Corey and Sunset Way which would create a completely pedestrian shopping and dining area. Ensuring that a complete multimodal network is in place in the downtown core districts will become crucially important as the amount of pedestrian traffic increases due to these and other redevelopments. The addition of the Beach Walk shared use path will also drive pedestrian and cyclist traffic to the coast, making multimodal improvements along the surrounding streets heavily utilized, as they will be used to access this amenity.

**h. Does the project corridor have street lighting? Will the project add/enhance street lighting along the corridor?**

One of the goals for this study is to identify where pedestrian scaled lighting could be installed to create a pedestrian and cyclist friendly night life experience. Currently, street lighting is only consistent along Corey Avenue (from Gulf Blvd to Mangrove St), Gulf Blvd and Blind Pass Road. Installing lighting throughout the downtown area will help travelers feel safe using alternate routes which may be safer and more guarded from vehicular traffic.

**2. Provide a cost estimate and documentation of the local match being provided by the applicant.**

The estimated cost of the Concept Planning Study is \$100,000. The City of St. Pete Beach is requesting \$70,000 in program support and is providing a \$30,000 local match. The City Manager and City Commission both fully support efforts to create a more walkable, bikeable city as it aligns with our Comprehensive and Multimodal plans. On October 26, 2021 a resolution was passed unanimously by the City Commission in support of this grant application and visioning study. Additionally, the City received letters of support from local business owners and the area Chamber of Commerce.

**3. Describe how the project will serve multiple travel modes, including walking, bicycling and transit use.**

A key objective of this project is the increased safety of all people traveling to, from, and between the Downtown Redevelopment District, which includes the Corey Avenue Shopping District, and the Gulf Boulevard Redevelopment District, especially the most vulnerable people such as children, elderly, and people with disabilities. The project aims to increase the number of people who feel comfortable enough to walk, bike, and ride transit for everyday needs.

The Downtown Redevelopment District Complete Streets Project will substantially enhance the ability to arrive at a destination by a variety of modes. There are a wide variety of daily destinations for living, working, shopping, dining, exercise, socializing and healthcare within walking distance of the Downtown Core. With increased interest in the redevelopment of the remaining underutilized and vacant properties, creating streets that support a variety of travel methods is vital. We aim to redevelop a downtown core that caters to our community and not cars.

With all of the trip attractors concentrated in a small geographic area, a complete sidewalk network and better separation of the pedestrian realm from vehicular travel lanes would improve pedestrian safety and comfort. The project also aims to improve ADA accessibility; add high visibility crosswalk markings; add pedestrian countdown timers at signalized intersections; add and improve pedestrian scaled lighting; reduce conflicts at driveways/curb cuts, add bike lanes and sharrows markings wherever possible, and add landscaping with canopy trees that provide shade and comfort for pedestrians. Enhanced sidewalks and crossings would make safer walking environments for roadway users of all ages and ability. The project will also seek to reduce travel lane widths to encourage slower vehicular traffic, add curb extensions, and possibly roundabouts in suitable locations to create shorter crossing distances to better accommodate non-motorized travel. Vehicle-to-vehicle conflict points in a roundabout configuration reduces the potential for severe injuries and fatalities, as compared to conventional intersections.

Bicycle parking opportunities are identified in the Corey Avenue District Master Plan and would encourage biking to local destinations. (→)

### 3. Continued

Additionally, better integration of transportation facilities for all modes of travel, because of complete street improvements, would aid overall mobility within the Project area and the surrounding roadway network. Complete pedestrian and bicycle facilities and a safe means of intersection crossing would make the area more appealing for non-motorized travel. Also, the addition of bicycle lanes would help take bikes off sidewalks, further improving pedestrian safety.

Lastly, improving mobility for all roadway users will further support the goals of PSTA's SunRunner project and the City's micro-transit service provided by Freebee. The SunRunner has a stop within the Downtown Core at 75<sup>th</sup> and Boca Ciega Drive and the city recently expanded its Freebee service area to incorporate the Downtown Core. By improving safety and connectivity for pedestrians and cyclists, it further helps to encourage transit trips by removing many barriers transit users encounter getting to and from their destination.

**4. Describe the local planning requirements that make the area surrounding the project corridor supportive of multimodal transportation improvements. For example, does the local land use plan encourage mixed use development? Does the local land development code require buildings to be located adjacent to the ROW line or enable reduced surface parking? Does the local plan facilitate connectivity of local road, bicycle and/or pedestrian networks? Please refer to the Planning and Urban Design Principles in the Forward Pinellas Countywide Plan for more examples of desired local planning requirements.**

The Downtown Redevelopment District Complete Streets Network Project includes the northern Downtown Core of the district. Future studies are planned for the remainder of the district in addition to the Gulf Blvd Redevelopment District. The Downtown Redevelopment District is established in the Comprehensive Plan, which outlines city wide goals to improve pedestrian and cyclist transportation options. The objective of this District emphasizes pedestrian mobility over vehicular mobility and is designed to recreate a more traditional main street core gathering area by encouraging revitalization that will provide quality neighborhood, government, and commercial services in the City's traditional historic shopping district by creating a live, work, play main street. Specifically, the Comprehensive Plan outlines objectives for the TC-1 and TC-2 districts as "to encourage revitalization and redevelopment where the focus is on safe and comfortable pedestrian mobility and a "sense of place" or a "sense of community" where residents come together to live, play, work and share recreational activities." For a full description of the goals for the Downtown Redevelopment District, click [HERE](#).

Other major planning requirements that support multimodal transportation are as follows:

- Detached residential uses in the TC-1, TC-2, and CC-1 Districts are prohibited except for residential development in the CC-1 District not located on the main commercial corridor. TC-1 and TC-2 require a mix of uses to support residential development, and CC-1 supports a residential density bonus for projects that consolidate Blind Pass Rd-facing properties and develop a mixed-use project. All three districts also provide height bonuses for mixed-use development.
- All development and redevelopment projects along Blind Pass Rd, Gulf Blvd, and within the TC-1 area of the project corridor require the installation of a ten-foot sidewalk where viable.
- All three districts provide substantially reduced front setbacks compared to other commercial areas of the City outside of downtown, and projects in TC-1 and TC-2 have required build-to lines at the front of the property. For large developments, parking must be recessed from the frontage. Street-facing parking in multifamily projects cannot face toward Blind Pass Rd, 75th Ave, and Gulf Blvd.
- Outside of the major commercial corridors, all redeveloped property frontages must contain pedestrian amenities such as benches, secured bicycle storage, rain canopies, or similar. (→)

#### 4. Continued

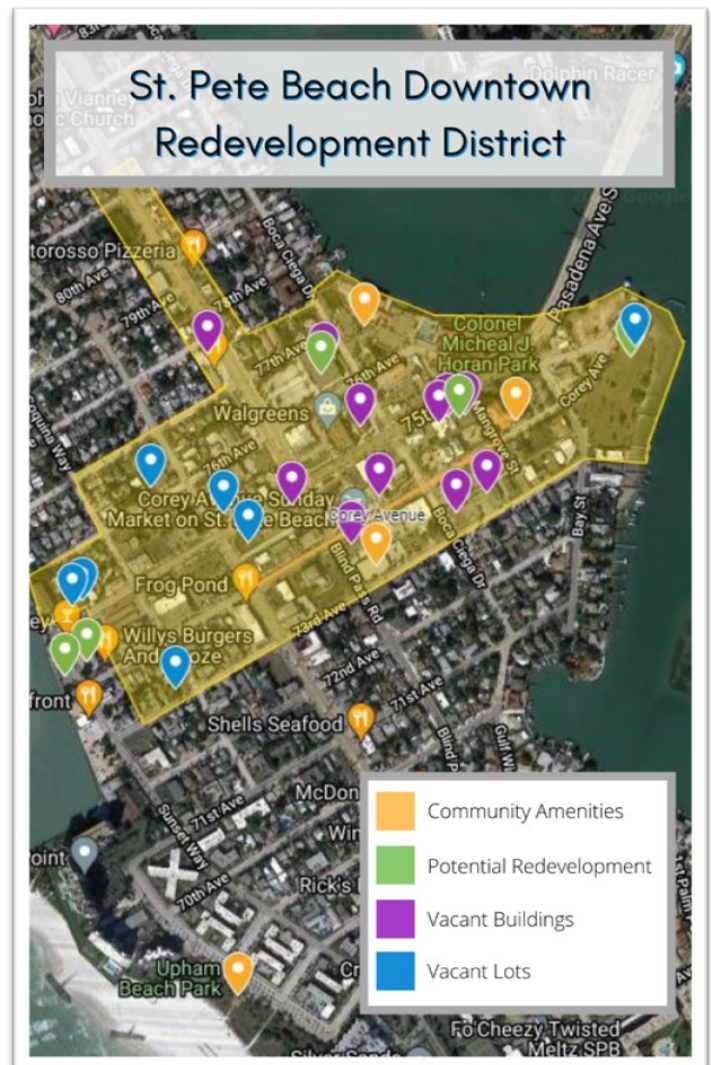
- In support of building location best practices, commercial properties in the commercial corridor are required to occupy minimum percentages of primary corridor frontages. All retail projects must provide for bicycle racks, and additional art and public amenities are listed as one of the City's nine public benefits for the allocation of additional residential density to projects in the commercial corridor.
- To reduce the amount of required on-site parking in the commercial corridor, the City allows for a fee in lieu to be used for construction, maintenance, or operation of on- or -off street municipal parking facilities upon approval of the City Commission. Additionally, the City is in the process to update the off-street parking requirements to create more flexibility in parking options and expand the uses of fees collected in lieu of providing parking.

#### 5. It is expected that these projects will move forward for implementation/construction. Provide a project schedule to highlight the anticipated timeline for completion of the concept planning project. Please include a proposed timeline for the design and ultimate implementation/ construction of the project.

Since the Downtown Redevelopment District Visioning Study is focused on creating concept plans for various streets surrounding the Corey Avenue Shopping District, we plan to incorporate the recommendations of the study in phases depending on the nature of work needed for each street. The City intends to program these projects within the City's 5 year Capital Improvement Program. We would anticipate that as we move forward to implement the improvements the schedule would require 3 to 6 months for design and 8 to 12 months of construction depending on scope of each phase.

#### 6. What percentage of parcels along the corridor are vacant?

This map [Exhibit L] shows vacant parcels and buildings throughout the north end of the St. Pete Beach Redevelopment District. As you can see, there are many vacant and underutilized properties in our Downtown Core. These properties create the appearance of blighted conditions, even though they are located in one of the main commercial shopping districts in the City. Additionally, many of the vacant properties are concentrated along 75<sup>th</sup> Avenue, one of the major roadways visitors and residents use to access the City. Some interest in redevelopment has been proposed in and around the area, including commercial and residential additions at the East and West ends of Corey Avenue, a multifamily residential project along 75<sup>th</sup> Avenue, and the renovation of an abandoned grocery store on Blind Pass, but none of these projects are currently in the construction phases. Overall, we estimate that 8-12% of the buildings/ lots in the district are vacant. Out of approximately 260 parcels in the area, there are 12 vacant or abandoned buildings that the City is aware of, and at least 7 undeveloped lots. In a city where land comes at a high premium, this is a large amount of lost economic potential for the area.



## 7. Describe how the parcels along the corridor are underdeveloped or underutilized and would benefit from complete streets treatments.

In 2016, the City effectively declared a moratorium on new largescale development on Gulf Boulevard in St. Pete Beach. The previously overburdened sewer system had reached capacity and occasionally leaked onto city streets, the beach, and waterways in the wake of heavy storms.

The moratorium had a significant impact on the St. Pete Beach economy. With a small geographic area, each commercial property plays a key role in the economic health of the City. In January 2020, the City began the Gulf Boulevard sanitary sewer project, which lifted the moratorium. Since the announcement of the project, there has been a large amount of interest in development and redevelopment of existing properties throughout the City. This accelerated development will need to be supported by high quality multimodal infrastructure to avoid overburdening the transportations systems that currently exist. This Complete Streets project will help to support the vacant and underutilized properties by improving mobility and connectivity between these properties and to the major commercial districts, activity centers, and transit stops surrounding the project corridor.

Despite efforts to bring commercial business back to the City's Downtown Core, growth has remained slow. There were efforts to create a Community Redevelopment Area in these same zones that ultimately did not receive approval. The Corey Avenue Shopping District in particular serves as a hub for residents and visitors alike, with local dining, shopping, and recreation options for everyone. Creating a pedestrian friendly downtown area will also encourage the development of strong social ties among our residents, which strengthens the resiliency and longevity of our community.

The Downtown Redevelopment District Complete Streets project is anticipated to transform the surrounding street network into an inviting streetscape that will complement and incentivize developers to invest in projects within the Corey Avenue District and surrounding Downtown Core. The successful redevelopment of this area will build momentum throughout the city and help make St. Pete Beach a walkable and bikeable community. Additionally, revitalizing this historic shopping district will help improve the local economy and create a vibrant streetscape for all to enjoy.

## 8. Provide the percentages of each existing land use category that is within ¼ mile of the centerline of the roadway included in this application. [\[Exhibit M\]](#)

Residential: 39.61% — Town Center: 30.06% — Commercial: 12.28% — Beach Village\*: 9.06%  
Resort Medium: 8.00% — Open Space: 1.00%

\*Primarily includes small scale multifamily residential units and boutique transient accommodations with some commercial uses.

Detailed list of all existing land use percentages w/ in a quarter mile:

CC-1	Commerical Corridor Blind Pass	4.75%
CC-2	Commercial Corridor Gulf Blvd	6.68%
CG	Commercial General	0.85%
DCR	Downtown Core Residential	8.12%
RFM	Resort Facilities Medium	8.00%
RLM	Residential Low Medium	8.20%
RM	Residential Medium	3.12%
ROR	Residential/Office/Retail	0.50%
ROS	Recreation/Open Space	1.00%
RU	Residential Urban	19.67%
TC-1	Town Center Corey	22.70%
TC-2	Town Center Corey Coquina West and Corey Circle	7.35%
UBV	Upham Beach Village	9.06%

**9. Is the project located in an area designated by Forward Pinellas as an environmental justice area? For minority, low income or both?**

According to the Forward Pinellas Active Transportation Plan Equity Analysis, "The lack of accessible transportation infrastructure and transit service in a community has a direct impact on the health and economic well-being of its residents" (page 33). As seen in Figure 20 of the Plan, the areas this Project will represent adverse concentration of the Pinellas County population of persons below the poverty level between 9% to 14% and even 20% or greater. Once completed, the Downtown Redevelopment District Complete Streets Network will provide access to Environmental Justice areas as identified by the Forward Pinellas Environmental Justice map for Low-Income Census Tracts 201.08 to the south and 224.02 to the north (Figure 2, page 7; and Figure 3, page 8). The Project will benefit, serve, and be accessible, via 9-minute commute, to the population in Census Tract 201.08 by heading north on Pinellas Bayway to Gulf Blvd. and turning left on 67th Avenue. In addition, the Project will benefit, serve, and be accessible, via 12-minute commute, to the population in Census Tract 224.02 by traveling on Pasadena Avenue to Corey Avenue, continuing south on 75th Avenue. The three main transit routes that run through the area will ensure that those who do not have access to a vehicle will still be able to enjoy the amenities that St. Pete Beach has to offer.

**10. Describe how the transportation disadvantaged (persons with disabilities, children, the elderly and low income) populations will be served by the improvements proposed.**

The transportation disadvantaged population would benefit from this project in multiple ways. First, the project intends to improve sidewalk ADA accessibility. It is often difficult, impossible, or dangerous for a person using a wheelchair, scooter, walker, or other mobility device to cross a street if the sidewalk on either side of the street ends without a curb ramp. Creating multimodal accessibility for those with mobility restrictive disabilities ensures that they are not homebound if they are unable to travel via vehicle easily or safely. With ADA improvements, we hope that those who cannot travel via car are still able to participate in our community.

The project will also help the aging population of St. Pete Beach. In 2017, the median age of residents living in St. Pete Beach was 59 years old and it is projected that by 2022 the median age of the City's residents will increase to 62 years old. Furthermore, 60% of the City's population is 50 years old or older. This means the City needs to start planning for and investing in projects and programs that will allow its residents to age in place. The Downtown Redevelopment District Complete Streets Project will focus on supporting aging in place initiatives by enhancing the walkability of our streets; landscaping to provide tree canopy coverage for shade; the addition of adequate street lighting for safety, extending pedestrian signal timing to allow for elderly and children to cross with ease; additional pedestrian crossing signage, crosswalk markings and wayfinding signage to guide pedestrians and motorists; and create more street networks that provide safe access to public transit. The project will also improve access to the City's Community Center and Public Library, which provides many programs and activities catering to seniors.

Lastly, the project will benefit people of low income who commute to St. Pete Beach for work by adding bicycle infrastructure and enhancing sidewalk connectivity to transit. This will help support better access to transit stops along 75th Avenue, Blind Pass Road and Gulf Boulevard, while also improving accessibility to the City's major activity centers and access to jobs. In particular, PSTA Route 90 was designed to run through lower income areas in St. Petersburg and Pinellas County to provide easier commuting access to jobs in the tourism industry that are plentiful along the barrier islands. Route 90 has major stops at the Don Cesar Beach Resort and the Tradewinds Resort, which is currently planning major expansion. The complete streets network in the Downtown Redevelopment District will also help commuters who work at the smaller inns and hotels throughout the city and provide a safe path for the first or last mile of their commute.

**10. Would you be willing/able to accept a lower grant allocation than the amount you requested? If yes, what is the minimum allocation you would need for the project?**

Yes, the City is willing to accept a lower grant allocation than requested, although this would require the City to modify the scope to reduce the study cost. The minimum allocation the City would need for the project is \$50,000.

# Complete Streets Application Exhibits

## A- St. Pete Beach Zoning Map





# B- St. Pete Beach Downtown Redevelopment District

## Ordinance 2010-13 Map 3 Downtown Redevelopment District Character Districts



# C. Existing Sidewalk and Bicycle Facilities (regardless of ADA compliance or overall quality)



## D. Excessive Size and Amount of Curb Cuts



## E. Lack of ADA Compliance



No tactile markings when approaching ally ways.

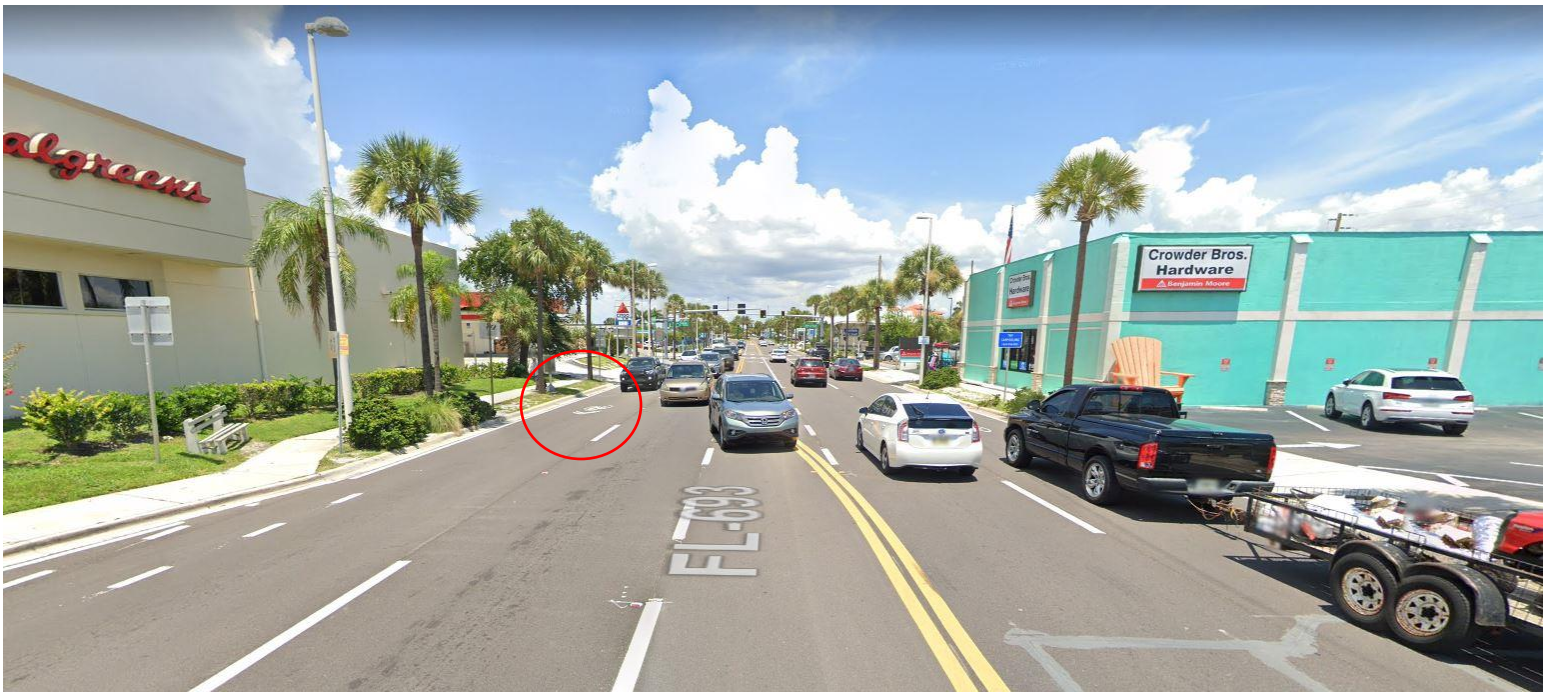


Lack of ADA ramp on most sides. Vehicles encroaching on sidewalk.

## F. Lack of High Visibility Cross Walk Markings at Well Trafficked Intersection



## G. "Sharrow" Markings and Highly Trafficked Intersections

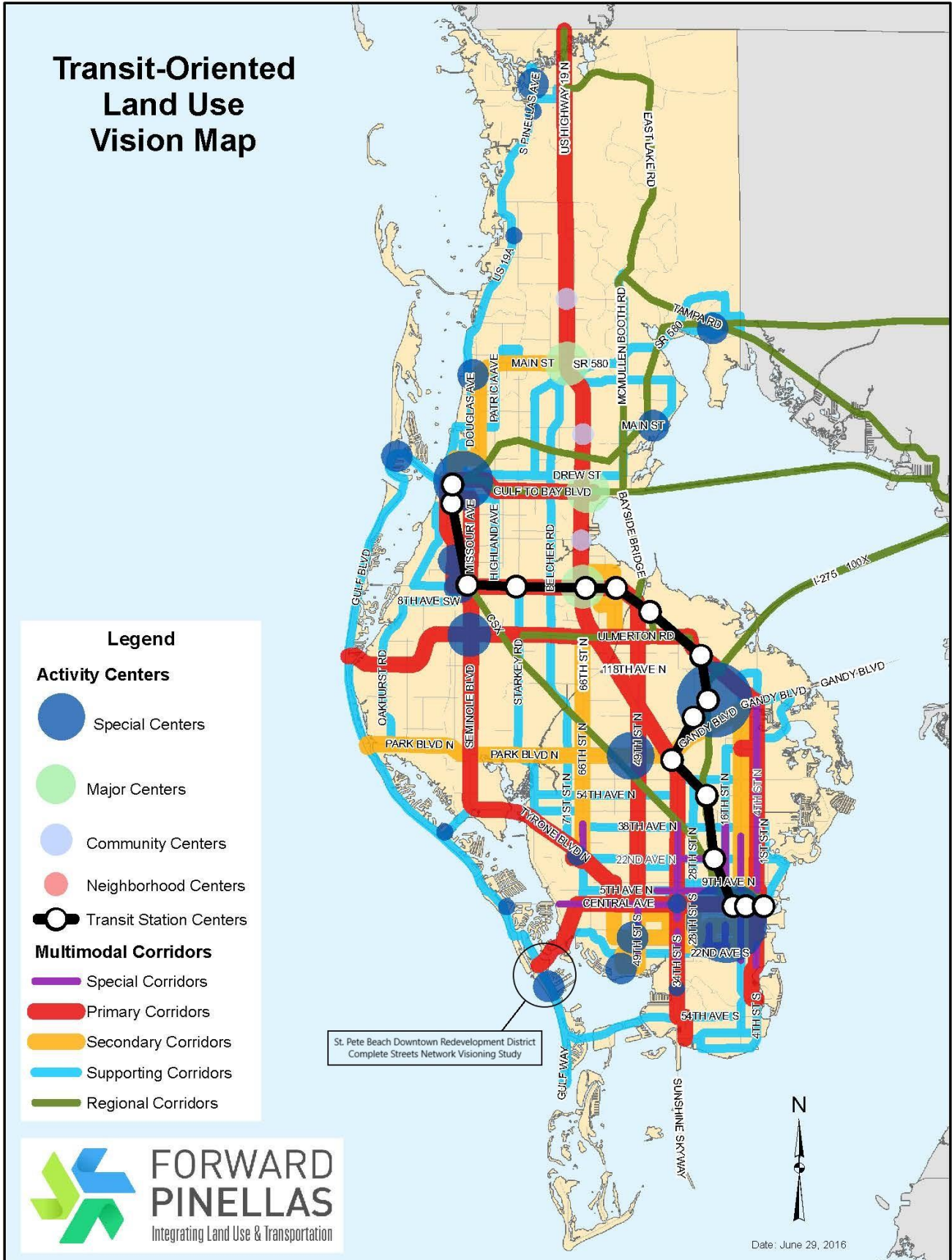




# I. PSTA Transit Route Map



# J. Transit-Oriented Land Use Vision Map

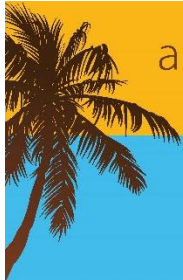




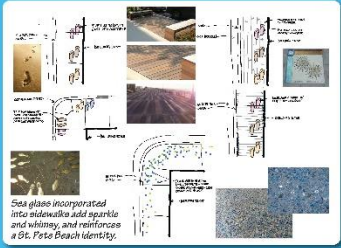
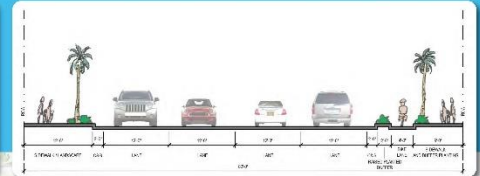
# K. Corey Avenue Revitalization Vision Poster

a vision for the

## Corey Avenue District



ARCHITECTURAL CHARACTER



Sea glass incorporated into sidewalk adds sparkle and whimsy, and reinforces a St. Pete Beach identity.

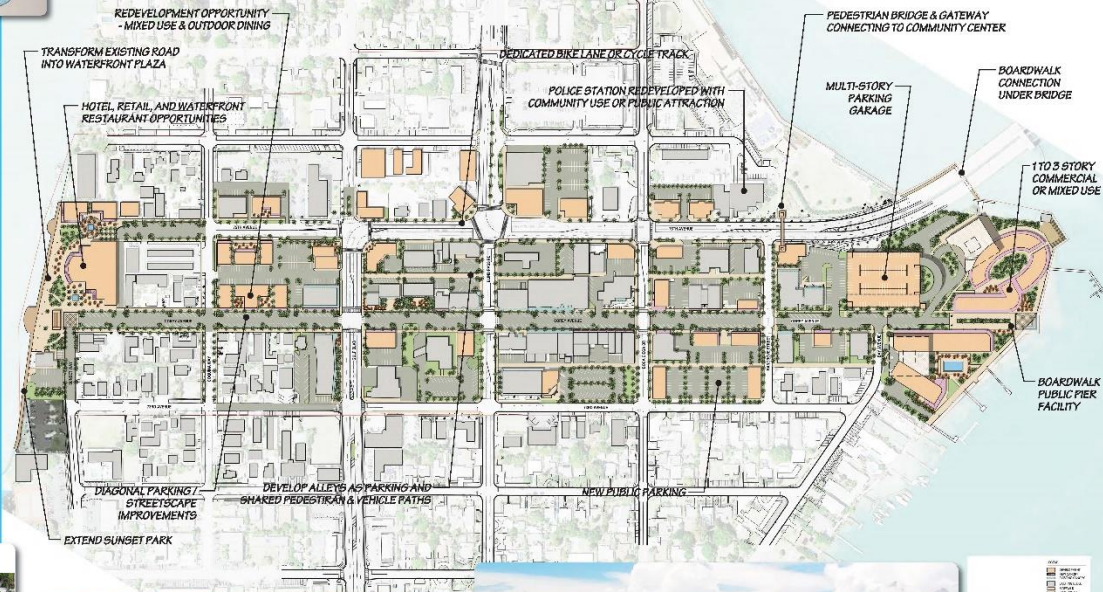


Art Deco inspired planters serve as gateways, public art, and wayfinding.



Downtown streetscape furniture concepts

St. Pete Beach Sunset ... Sunset Park extended north to include a public boardwalk, large community plaza, hotel, and vibrant retail and restaurant environment.

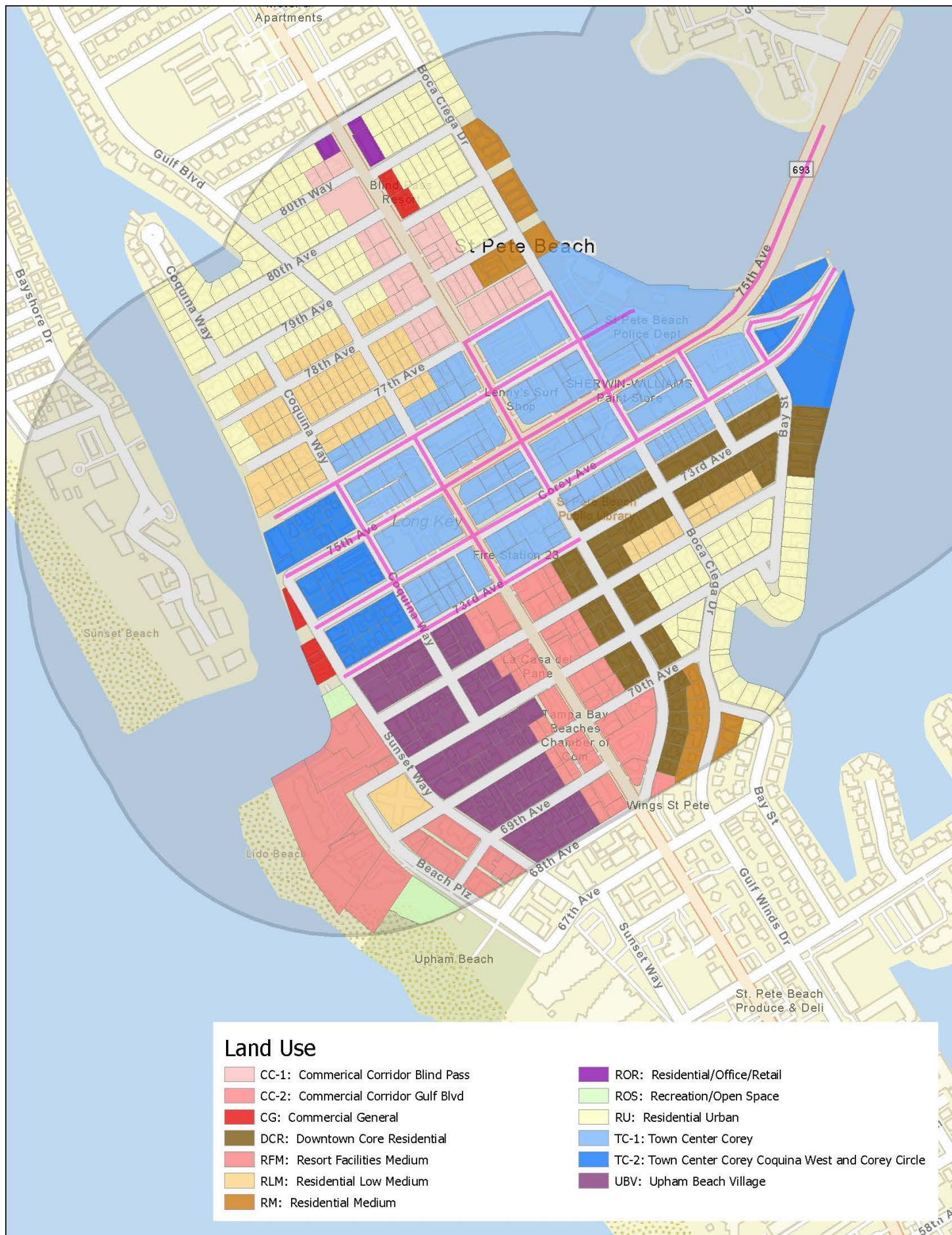


St. Pete Beach Sunrise ... Beautiful residences, retail, restaurants and public connection to the water.

L. Downtown Redevelopment District Map w/ Key properties and vacant buildings/lots



# M. Land Uses within ¼ Mile of the Project Area



Land Use	
<span style="display:inline-block; width:15px; height:15px; background-color:#f8d7da;"></span>	CC-1: Commerical Corridor Blind Pass
<span style="display:inline-block; width:15px; height:15px; background-color:#f8d7da;"></span>	CC-2: Commercial Corridor Gulf Blvd
<span style="display:inline-block; width:15px; height:15px; background-color:#dc3545;"></span>	CG: Commercial General
<span style="display:inline-block; width:15px; height:15px; background-color:#8b4513;"></span>	DCR: Downtown Core Residential
<span style="display:inline-block; width:15px; height:15px; background-color:#e85c69;"></span>	RFM: Resort Facilities Medium
<span style="display:inline-block; width:15px; height:15px; background-color:#ffc107;"></span>	RLM: Residential Low Medium
<span style="display:inline-block; width:15px; height:15px; background-color:#c5a069;"></span>	RM: Residential Medium
<span style="display:inline-block; width:15px; height:15px; background-color:#6f42c1;"></span>	ROR: Residential/Office/Retail
<span style="display:inline-block; width:15px; height:15px; background-color:#c8e6c9;"></span>	ROS: Recreation/Open Space
<span style="display:inline-block; width:15px; height:15px; background-color:#fff3cd;"></span>	RU: Residential Urban
<span style="display:inline-block; width:15px; height:15px; background-color:#42a5f5;"></span>	TC-1: Town Center Corey
<span style="display:inline-block; width:15px; height:15px; background-color:#2196f3;"></span>	TC-2: Town Center Corey Coquina West and Corey Circle
<span style="display:inline-block; width:15px; height:15px; background-color:#5e35b8;"></span>	UBV: Upham Beach Village

## RESOLUTION 2021-25

### **A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF ST. PETE BEACH, FLORIDA, AUTHORIZING THE APPLICATION TO FORWARD PINELLAS COMPLETE STREETS CONCEPT PLANNING PROGRAM FOR GRANT FUNDING.**

**WHEREAS**, the City of St. Pete Beach is experiencing significant commercial and residential revitalization in the TC-1, TC-2, and CG-2 zones.

**WHEREAS**, the safety of pedestrians and cyclists is a concern throughout the city.

**WHEREAS**, the City of St. Pete Beach aims to expand access to multimodal transportation and create a network of safe and convenient pedestrian and cyclist paths.

**WHEREAS**, Forward Pinellas provides funding for concept planning through the Complete Streets Program.


**WHEREAS**, the City of St. Pete Beach would like to undertake a planning study to assess the feasibility of creating a network of Complete Streets throughout the Downtown Core.

**NOW, THEREFORE, BE IT RESOLVED** by the City Commission of the City of St. Pete Beach, that:


City Staff may apply for grant funding through Forward Pinellas' Complete Streets program to fund concept planning projects that bring the City's vision for a pedestrian and cyclist friendly TC-1, TC-2, and CG-2 zoning districts to life.

27th (al)


Passed this 26<sup>th</sup> day of October 2021 by the City Commission of the City of St. Pete Beach, Florida.

  
\_\_\_\_\_  
Alan Johnson, Mayor

ATTEST:

  
\_\_\_\_\_  
Amber LaRowe, City Clerk

APPROVED AS TO FORM AND CORRECTNESS:

  
\_\_\_\_\_  
Andrew Dickman, City Attorney



October 25, 2021

Chelsea Favero, AICP, Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Dear Ms. Favero,

Subject: Forward Pinellas Complete Street Concept Planning Grant Application- St. Pete Beach  
Downtown Core Visioning Study Project


As the City Manager of St. Pete Beach, our city is pleased to submit the St. Pete Beach's Downtown Core Visioning Study Project application for Forward Pinellas Complete Street Concept Plan Grant Program. St. Pete Beach is known as the Sunset Capital of Florida and TripAdvisor's No. 1 Beach in the U.S., St. Pete Beach is a picturesque tourist attraction and family destination that encompasses a National Historic District, fishing piers, boat ramps, beach resorts and residences, parks, public library, restaurants, galleries, scenic outdoor experiences, entertainment, attractions, and is home to the finest sugary-sands beaches in Pinellas County, Florida.

The proposed study for the City's Downtown Core Visioning Project intends to develop a vision focusing on assessing the feasibility and creating complete streets design concepts for the roadway network within the city's Town Center Corey zoning districts. The City's goal is to create a complete street network within the town center zoning district to create a walkable, bikeable and more livable public realm that will foster redevelopment within the zoning district and improve connectivity within this activity center. In 2015, the City adopted the Corey Avenue District Plan, this Visioning Study intends to expand upon the original visioning study to encompass the adjacent commercial areas linking to Corey Avenue to create a downtown network that is easily accessible by multiple modes and people of all ages and ability to foster a vibrant downtown within the City of St. Pete Beach.

The City of St. Pete Beach is requesting \$70,000 in grant support and is committing a \$30,000 local match. If funded, the Project will help the City further its goals of providing safe pedestrian and bicycle infrastructure for the residents, business owners, and visitors of all ages and abilities in St. Pete Beach.

Thank you again for your consideration of the St. Pete Beach's Downtown Core Visioning Study.

Sincerely,

  
Alex Rey  
City Manager



October 25, 2021

Chelsea Favero, AICP, Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Ms. Favero,

**Subject: Forward Pinellas Complete Street Concept Planning Grant Application- St. Pete Beach Downtown Core Visioning Study Project**

The Tampa Bay Beaches Chamber of Commerce, located at 6990 Gulf Boulevard in St. Pete Beach, is pleased to submit our letter in support of the St. Pete Beach's Downtown Core Visioning Study Project application for Forward Pinellas Complete Street Concept Plan Grant Program. The Tampa Bay Beaches Chamber of Commerce is one of the largest chambers in the Tampa Bay area, serving beach communities from Clearwater Beach and Sand Key in the north to St. Pete Beach and Pass-A-Grille in the south.

Our Mission Statement is, "To support businesses, promote tourism, and provide a platform for collaboration to enhance the business environment and quality of life in our communities." Our Vision Statement is, "The Tampa Bay Beaches Chamber of Commerce is a proactive business advocate, recognized as the preeminent business organization in our region for sustaining economic viability."

With a history as rich as it's sunsets, St. Pete Beach offers something for everyone. The beautiful pristine beaches, amazing selection of locally owned restaurants and shops, and award-winning accommodations for guests, it's no wonder why this beach is a favorite for visitors and locals alike. This visioning study for the Downtown Core from 78<sup>th</sup> Avenue to 73<sup>rd</sup> Avenue would bring safe and vital pedestrian and bicycle infrastructure improvements to one of the most adored destinations in Pinellas County.

The Project would provide the much-needed capital investment in an area booming in economic growth and vitality. Thank you for your consideration and funding support of the St. Pete Beach Downtown Core Visioning Study Project.

Sincerely,

Robin Miller  
President/CEO



October 25, 2021

Chelsea Favero, AICP, Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Dear Ms. Favero,

Subject: Forward Pinellas Complete Street Concept Planning Grant Application- St. Pete Beach Downtown Core Visioning Study Project

Chill wishes to express our support of the City of St. Pete Beach St. Pete Beach's Downtown Core Visioning Study Project application for Forward Pinellas Complete Street Concept Plan Grant Program to assess mobility options for the residents, businesses, and visitors of St. Pete Beach.

Located at 357 Corey Ave in St. Pete Beach, Chill is a French inspired casual-style restaurant that fuses sweet and savory ingredients to create delicious hearty dishes using only fresh, quality ingredients, with an emphasis on authenticity. Blending new American cooking with a New Orleans French technique our food is simply delicious.

The improvement of mobility options within the area will help support economic revitalization in the area and help attract more patrons to the businesses on Corey Avenue. Chill restaurant supports the City of St. Pete Beach in its vision to enhance safety and mobility for pedestrians and bicyclists of all ages and abilities.

Thank you for your consideration and funding support of the St. Pete Beach Downtown Core Visioning Study Project.

Sincerely,

A handwritten signature in black ink, appearing to be "KH", written over a light blue horizontal line.

Ken Hautmann  
Owner

A handwritten signature in black ink, appearing to be "KB", written over a light blue horizontal line.

Kim Beidelschies  
Owner