



**CITY OF ST. PETERSBURG
PLANNING & DEVELOPMENT SERVICES DEPT.
DEVELOPMENT REVIEW SERVICES DIVISION**

**DEVELOPMENT REVIEW COMMISSION
STAFF REPORT**

**VACATION OF RIGHT-OF-WAY
PUBLIC HEARING**

According to Planning & Development Services Department records **Tim Clemmons and Kiona Singleton** have a direct or indirect ownership interest in real property located within 2,000 linear feet of real property contained within the application (measured by a straight line between the nearest points on the property lines). All other possible conflicts should be declared upon announcement of the item.

REPORT TO THE DEVELOPMENT REVIEW COMMISSION FROM DEVELOPMENT REVIEW SERVICES DIVISION, PLANNING & DEVELOPMENT SERVICES DEPARTMENT, for Public Hearing and Executive Action on **March 2, 2022 at 1:00 P.M.** in Council Chambers, City Hall, 175 Fifth Street North, St. Petersburg, Florida.

CASE NO.: 21-33000020 PLAT SHEET: F-3

REQUEST: Approval of a vacation of a 20-ft wide section of 6th Avenue South that is 159.25-ft in length located between 7th Street South and 6th Street South.

OWNER: OHI West, Inc.
1414 Kuhl Ave MP 71
Orlando, Florida 33806-2008

AGENT: Thomas Glaysler
HDR, Inc.
4830 W Kennedy Blvd, Suite 400
Tampa, FL 33609-2548

ADDRESS: 701 6th Street South

PARCEL ID NO.: 19-31-17-03478-001-0011

LEGAL DESCRIPTION: On File

ZONING: Employment Center (EC-2)

DISCUSSION AND RECOMMENDATION:

Request. The request is to vacate a 20-ft wide section of 6th Avenue South that is 159.25-ft in length located between 7th Street South and 6th Street South.

The area of the right-of-way proposed for vacation is depicted on the attached map, see Attachment A, and sketch and description, see Attachment B. The applicant's goal is to vacate a 20-ft wide portion of 6th Avenue South to acquire sufficient room for a redesign of the ambulatory entrance to provide sufficient space for ambulances serving the Bayfront Emergency Department.

Analysis. Staff's review of a vacation application is guided by:

- A. The City's Land Development Regulations (LDR's);
- B. The City's Comprehensive Plan; and
- C. Any adopted neighborhood or special area plans.

Applicants bear the burden of demonstrating compliance with the applicable criteria for vacation of public right-of-way. In this case, the material submitted by the applicant, see Attachment C, **does** provide background or analysis supporting a conclusion that vacating the subject right-of-way would be consistent with the criteria in the City Code, the Comprehensive Plan, or any applicable special area plan.

A. Land Development Regulations

Section 16.40.140.2.1E of the LDR's contains the criteria for reviewing proposed vacations. The criteria are provided below in italics, followed by itemized findings by Staff.

1. *Easements for public utilities including stormwater drainage and pedestrian easements may be retained or required to be dedicated as requested by the various departments or utility companies.*

The application was routed to City Departments and Private Utility Providers for review and comments. The Engineering and Capital Improvements Department (ECID) provided a Memorandum dated February 23, 2022, see Attachment D, stating that they have no objection to the request provided the applicant comply with Water Resources Department's condition, see Attachment E, that the 16-inch water main within the area of the proposed right-of-way vacation shall be relocated in the area of conflict to provide sufficient distance between the piling cap/foundation of the new ambulatory entrance and the water main. There is a short segment of potable water main in the parkway at the southeast corner of 6th Avenue South and vacated 7th Street South that is in conflict with the proposed request. The applicant provided a Site Section drawing showing the location of the existing water main 5-feet, 2-inches from the proposed retaining wall for the revised ambulatory entrance, see Attachment F. To address this issue a condition of approval is included requiring the applicant to comply with Water Resources' conditions in their memo dated February 23, 2022 prior to recording of the vacation ordinance.

TECO Peoples Gas provided a letter dated January 11, 2022, see Attachment G, advising that they have no objection to the request provided their facilities within the right-of-way are relocated. Duke Energy also indicated they have facilities located in the proposed area to be vacated and has no objection contingent upon the rerouting or removal of their facilities located in the proposed vacate area at the applicant's expense, see Attachment H.

Compliance with TECO and Duke Energy's conditions have been included as conditions of approval. All other comments received from private utilities indicated that they do not object to the request.

- 2. The vacation shall not cause a substantial detrimental effect upon or substantially impair or deny access to any lot of record as shown from the testimony and evidence at the public hearing.*

The vacation of a 20-foot wide segment of 6th Avenue South will not have an effect on access to any lot of record. The applicant is the owner of the property to the south abutting the area proposed for vacation.

- 3. The vacation shall not adversely impact the existing roadway network, such as to create dead-end rights-of-way, substantially alter utilized travel patterns, or undermine the integrity of historic plats of designated historic landmarks or neighborhoods.*

Vacating the existing right-of-way will not adversely alter utilized travel patterns and does not create dead-end rights-of-way. The request will vacate a 20-ft wide portion of the south side of 6th Avenue South where the current ambulatory entrance is located. Based on the applicant's proposed Site Plan, see Attachment I, the new ambulatory entrance and reconfigured 6th Avenue bikeway will not impact the existing roadway network. The Transportation Department has included a condition of approval in their memorandum dated February 23, 2022, see Attachment J, that these plans will be required to be redesigned to include a public sidewalk on the south side of 6th Avenue South.

- 4. The easement is not needed for the purpose for which the City has a legal interest and, for rights-of-way, there is no present or future need for the right-of-way for public vehicular or pedestrian access, or for public utility corridors.*

The City has a future need for a portion of the 6th Avenue South right-of-way for public access for the planned 6th Avenue South Separated Bikeway Project. The planned bikeway has been designed to be 10-feet in width and run east-west along the south side of 6th Avenue South directly in front of the existing and planned ambulatory entrance. The proposed vacation of a portion of 6th Avenue South, if approved, will require a redesign of the planned 6th Avenue South Separated Bikeway Project.

The City's Transportation and Parking Management Department reviewed the request and provided comments and conditions of approval in their memorandum dated February 23, 2022, see Attachment J. Included in their comments and conditions are that the revised design for the public right-of-way include curb relocation and a new continuous sidewalk along the Hospital frontage in addition to re-alignment of the separated bikeway. Compliance with the conditions provided within Transportation's Memorandum dated February 23, 2022 is included as a condition of approval at the end of this report.

5. *The POD, Development Review Commission, and City Council shall also consider any other factors affecting the public health, safety, or welfare.*

The purpose of the applicant's request to vacate a 20-ft wide portion of 6th Avenue South is to acquire additional right-of-way for a redesign of the ambulatory entrance to provide sufficient space for ambulances serving the Bayfront Emergency Department.

B. Comprehensive Plan

Transportation Element Policy T2.2 states, *"The City shall evaluate the need for developer reservation or dedication of rights-of-way for all new development or redevelopment projects in the City to ensure adequate roadway capacity and connectivity."*

The segment of 6th Avenue South proposed for partial vacation is 100-feet in width, is considered an Urban, Commercial Service Street, and is not designated as a Future Major Street. The minimum required right-of-way width for Urban, Commercial Service Streets is 60-feet per City Code Section 16-40.140.4.1.E. The applicant's request is to vacate a 20-ft wide portion of 6th Avenue South resulting in a right-of-way width of 80-feet for the remaining portion of 6th Avenue South. The applicant's request retains 30-feet of right-of-way from the centerline of 6th Avenue South to the proposed southern boundary of 6th Avenue South to meet the minimum right-of-way width requirements from City Code Section 16-40.140.4.1.E.

Transportation Element Policy T2.3 states, *"To promote efficient use of land resources and minimize adverse impacts on the City's urban fabric, right-of-way widths for new roadways shall be the minimum needed to accommodate the proposed roadway and sidewalks, bicycle lanes, trails or utilities."*

Transportation Element Policy T2.4 states, *"The City should preserve the historical grid street pattern, including alleys, and shall not vacate public right-of-way until it is determined that the right-of-way is not required for present or future public use."*

This requested partial right-of-way vacation was routed to the Transportation and Parking Management Department and they reviewed and provided comments and conditions to ensure that the City's planned 6th Avenue South Separated Bikeway Project, along with City sidewalks are provided on the south side of 6th Avenue South. The conditions provided within Transportation's Memorandum are included as conditions at the end of this report to ensure that sufficient right-of-way is retained for the existing public sidewalks and the planned 6th Avenue South Separated Bikeway Project.

C. Adopted Neighborhood or Special Area Plans

The subject right-of-way is within the boundaries of the Downtown Residents Civic Association and the Innovation Business Association. The Downtown Residents Civic Association does not have any special area plans which affect vacation of right-of-way in this area of the City. The Innovation Business Association does have a St. Pete Innovation District Streetscape and Connectivity Concept Plan that includes a proposed separated bike path for 6th Avenue South, see Attachment K. Phase I of their plan includes streetscape improvements to their 6th Avenue South corridor. To mitigate the impacts of the request on the Innovation District's streetscape plans a condition of approval is included requiring the applicant to comply with the Transportation

Department's condition to redesign the proposed configuration of the 6th Avenue South right-of-way to include the separated bike path and public sidewalks. At time of publication of this staff report the Innovation District was not able to provide comments.

Comments from Agencies and the Public

The application was routed to City Departments and Private Utility Providers for review and comments. The Engineering and Capital Improvements Department (ECID) stated that they have no objection to the request provided the applicant comply with Water Resources Department's condition that the 16-inch water main within the area of the proposed right-of-way vacation shall be relocated in the area of conflict to provide sufficient distance between the piling cap/foundation of the new ambulatory entrance and the water main. Conditions of approval are included requiring the applicant to comply with Engineering's and Water Resources' conditions within their memos dated February 23, 2022 prior to recording of the vacation ordinance.

The City's Transportation and Parking Management Department reviewed the request and provided conditions of approval requiring the revised design for the public right-of-way to include curb relocation and a new continuous sidewalk along the Hospital frontage in addition to re-alignment of the separated bikeway. Compliance with the conditions provided within Transportation's Memorandum dated February 23, 2022 is included as a condition of approval at the end of this report.

TECO Peoples Gas advised that they have no objection to the request provided their facilities within the right-of-way are relocated. Duke Energy also indicated they have facilities located in the proposed area to be vacated and has no objection contingent upon the rerouting or removal of their facilities located in the proposed vacate area at the applicant's expense. Compliance with TECO and Duke Energy's conditions are included as conditions of approval. All other comments received from private utilities indicated that they do not object to the request.

At the time of writing of the Staff Report there were no comments received from the public for or against the requested vacation of public right-of-way.

RECOMMENDATION. Staff recommends **APPROVAL** of the proposed right-of-way vacation. If the DRC is inclined to support the vacation, Staff recommends the following special conditions of approval:

1. Prior to recording the vacation ordinance, the applicant shall comply with the conditions in the Engineering Memorandum dated February 23, 2022.
2. Prior to recording the vacation ordinance, the applicant shall comply with the conditions in the Water Resources Department Memorandum dated February 23, 2022.
3. Prior to recording the vacation ordinance, the applicant shall comply with the conditions in the Transportation and Parking Management Department Memorandum dated February 23, 2022.
4. Prior to recording the vacation ordinance, the applicant shall either remove or relocate existing Duke Energy facilities located within the portion of the right-of-way requested to be vacated.

5. Prior to recording the vacation ordinance, the applicant shall relocate existing TECO Peoples Gas facilities located within the portion of the right-of-way requested to be vacated.
6. As required City Code Section 16.70.050.1.1.F, approval of right-of-way vacations requiring replat shall lapse unless a final plat based thereon is recorded in the public records within 24 months from the date of such approval or unless an extension of time is granted by the Development Review Commission or, if appealed, City Council prior to the expiration thereof. Each extension shall be for a period of time not to exceed one (1) year.

REPORT PREPARED BY:

/s/ Scot Bolyard

2/23/2022

Scot Bolyard, AICP, Deputy Zoning Official
Development Review Services Division
Planning & Development Services Department

DATE

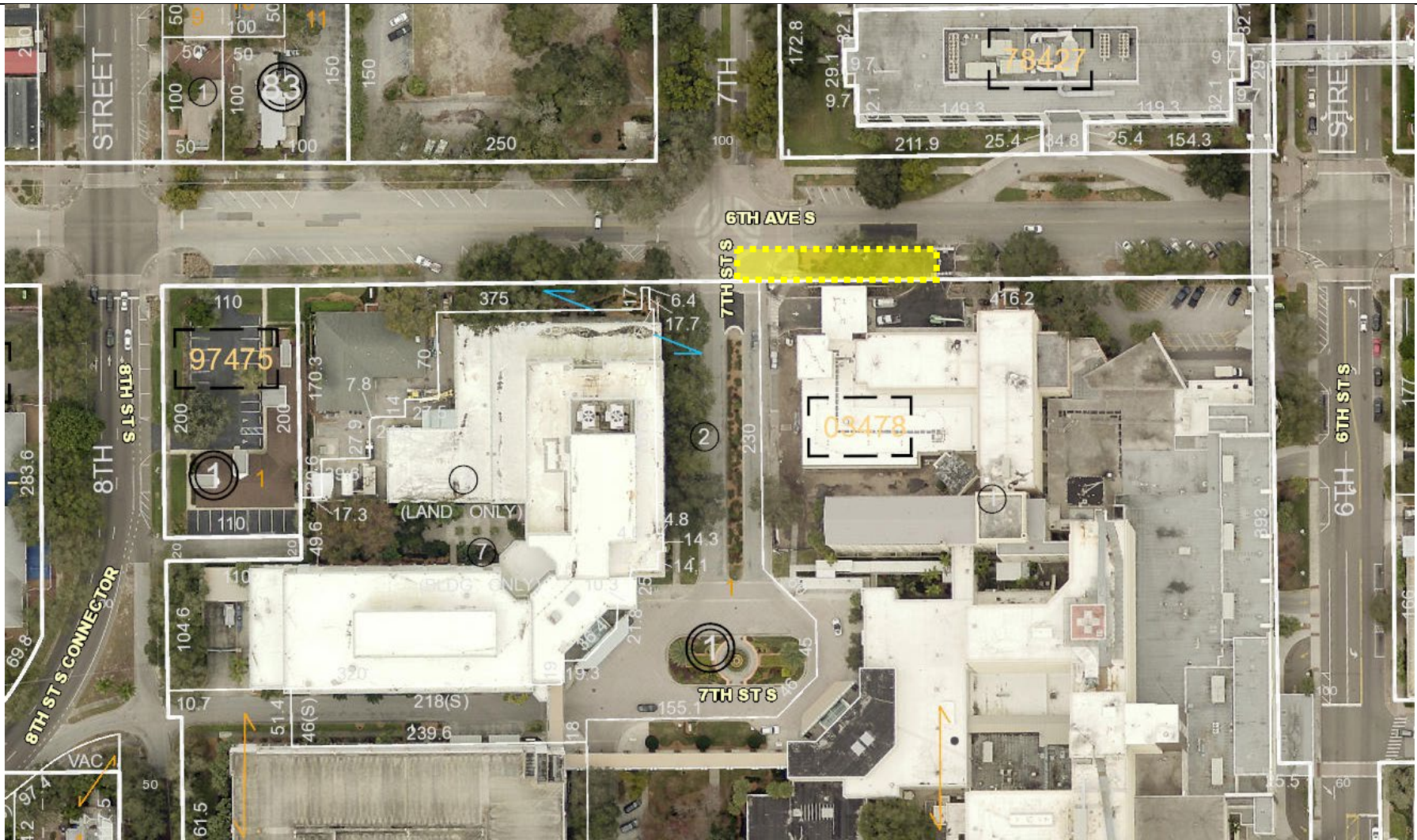
REPORT APPROVED BY:

/s/Dave Goodwin

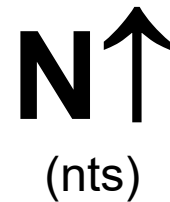
Dave Goodwin, Interim Zoning Official (POD)
Development Review Services Division
Planning & Development Services Department

DATE

Attachments: A – Location Map, B – Sketch and Legal Description, C – Applicant's Narrative, D – Engineering Memorandum dated February 23, 2022, E – Water Resources Memorandum dated February 23, 2022, F – Site Section, G – TECO letter dated January 11, 2022, H – Duke Energy letter dated December 29, 2021, I – Site Plan, J - Transportation and Parking Management Department Memorandum dated February 23, 2022, K - St. Pete Innovation District Streetscape and Connectivity Concept Plan



Project Location Map
 City of St. Petersburg, Florida
 Planning and Development Services
 Department
 Case No.: 21-33000020
 Address: 701 6th Street South



LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE RIGHT OF WAY OF 6TH AVENUE SOUTH AND BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 31 SOUTH, RANGE 17 EAST, CITY OF ST. PETERSBURG, PINELLAS COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, BAYFRONT MEDICAL CENTER SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 105, PAGE 3, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE N 89°54'57" E ALONG THE NORTH LINE OF SAID LOT 1, SAME LINE BEING THE SOUTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH, A DISTANCE OF 387.85 FEET TO THE POINT OF BEGINNING AND THE BEGINNING OF A NON-TANGENT CURVE TO THE LEFT, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 55.00 FEET, AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF N 50°00'00" E, 16.13 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 16.18 FEET TO A POINT OF REVERSE CURVATURE WITH A CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 20.00 FEET, AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF N 57°19'19" E, 10.86 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 11.00 FEET TO A POINT OF TANGENCY; THENCE N 73°04'24" E, A DISTANCE OF 13.13 FEET TO A POINT ON A LINE 20.00 FEET NORTH OF, AND PARALLEL TO, THE SOUTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH; THENCE N 89°54'57" E ALONG SAID LINE, A DISTANCE OF 121.35 FEET; THENCE S 00°05'03" E, A DISTANCE OF 20.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE S 89°54'57" W ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 155.43 FEET TO THE POINT OF BEGINNING.


CONTAINING 2838.8 SQUARE FEET OR 0.065 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

1. This is a sketch to accompany a description as defined in Chapter 5J-17.052(6) of the Florida Administrative Code and is not a field survey.
2. Bearings shown hereon are based on Grid North as established by the National Ocean Service (NOS) through its program office National Geodetic Survey (NGS) and the North line of Lot 1, Block 1, Bayfront Medical Center Subdivision (Plat Book 105, Page 3, Public Records of Pinellas County, FL) being N 89°54'57" E.
3. The plat geometry shown hereon is based on monumentation found during the course of a field survey.
4. The coordinate system utilized hereon is based on the Florida State Plane Coordinate System, West Zone, North American Datum of 1983, 2011 adjustment, as established using the public Florida Department of Transportation's (FDOT) Florida Permanent Reference Network (FPRN) of fixed base stations. All distances shown hereon are in US Survey Feet, grid distances.
5. Not valid without the original signature and seal of a Florida licensed Surveyor and Mapper.

LEGEND

LB Licensed Business	POB Point of Beginning
LS Licensed Surveyor	R/W Right of way
POC Point of Commencement	PSM Professional Surveyor and Mapper
MOL More or Less	(P) Plat dimension
PB Plat Book	CHB Chord Bearing
FCM Found Concrete Monument	ID Identification

PREPARED FOR: BAYFRONT HEALTH CARE		BAYFRONT ER IMPROVEMENTS PUBLIC RIGHT OF WAY VACATION SECTION 19, TOWNSHIP 31S., RANGE 17E.		REVISED	BY MWS	DATE 10/27/21	DESCRIPTION MODIFY LIMITS OF PARCEL & DESCRIPTION
					MWS	02/14/22	MODIFY LIMITS OF PARCEL & DESCRIPTION
CREW CHIEF	INITIALS	DATE	 <p style="margin: 0;">George F. Young, Inc. 299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701 PHONE (727) 822-4317 FAX (727) 822-2919 BUSINESS ENTITY LB21 WWW.GEORGEFYOUNG.COM CIVIL & TRANSPORTATION ENGINEERING ECOLOGY GIS LANDSCAPE ARCHITECTURE PLANNING SURVEYING SUBSURFACE UTILITY ENGINEERING GAINESVILLE • LAKEWOOD RANCH • ORLANDO • ST. PETERSBURG • TAMPA</p>		JOB NO. 21007500SC		
DRAWN	MWS	10/21/21			SHEET NO.		
CHECKED	MWS	10/21/21			1 OF 2		
FIELD BOOK							
FIELD DATE							

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SKETCH OF DESCRIPTION

LOT 1, BLOCK 1
BAYFRONT MEDICAL CENTER
SUBDIVISION FIRST ADDITION
REPLAT AND ADDITION
(PB 111, PAGE 101)

7TH STREET SOUTH
(100' R/W)

LOT 1, BLOCK 1
BAYFRONT MEDICAL CENTER
SUBDIVISION SECOND ADDITION
(PB 132, PAGE 73)

RADIUS: 20.00'
ARC: 11.00'
CHORD: 10.86'
CHB: N57°19'19"E
DELTA: 31°30'10"

NORTH RIGHT OF W-Y LINE

RADIUS: 55.00'
ARC: 16.18'
CHORD: 16.13'
CHB: N50°00'00"E
DELTA: 16°51'33"

6TH AVENUE SOUTH

(100' R/W)

N73°04'24"E
13.13'

S00°05'03"E
20.00'

N89°54'57"E 121.35'

POC
NW CORNER LOT 1, BLOCK 1
(FCM 3"x3", NO ID)

N89°54'57"E 387.85'
SOUTH RIGHT OF W-Y LINE

POB
N=1247484.46'
E=448200.67'

S89°54'57"W 155.43'

247.96'
N89°54'57"E

PROPOSED R/W TO BE V-C-TED

20.00'

DESCRIBED L-NDS
(2838.8 SQU-RE FEET
OR 0.065 -CRES, MOL)

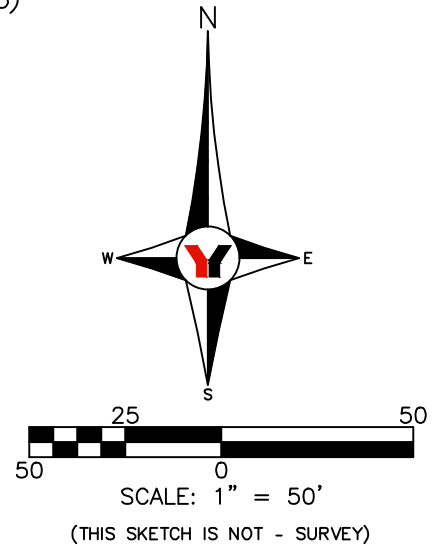
NE CORNER
LOT 1, BLOCK 1

7TH STREET SOUTH
(VACATED)

LOT 1, BLOCK 1
BAYFRONT MEDICAL CENTER SUBDIVISION
(PB 105, PAGE 3)

100' UTILITY EASEMENT
(PER PB 105, PAGE 3)

20' UTILITY EASEMENT
(PER PB 105, PAGE 3)



PREP-RED FOR:
BAYFRONT HEALTH CARE

BAYFRONT ER IMPROVEMENTS
PUBLIC RIGHT OF W-Y V-C-TION

SECTION 19, TOWNSHIP 31S., R-NGE 17E.

BY	D-TE	DESCRIPTION
MWS	10/27/21	MODIFY LIMITS OF P-RCEL & DESCRIPTION
MWS	02/14/22	MODIFY LIMITS OF P-RCEL & DESCRIPTION

	INITI-LS	D-TE
CREW CHIEF		
DR- N	MWS	10/21/21
CHECKED	MWS	10/21/21
FIELD BOOK		
FIELD D-TE		

SEE SHEET 1 FOR
SIGN-TURE, SE-L, LEGEND,
DESCRIPTION, -ND NOTES



George F. Young, Inc.

299 DR. M-RTIN LUTHER KING JR. STREET. N. ST. PETERSBURG, FLORIDA- 33701
PHONE (727) 822-4317 F-X (727) 822-2919
BUSINESS ENTITY LB21 WWW.GEORGEFYOUNG.COM
CIVIL & TR-NSPORT-TION ENGINEERING IECOLOGYIGISIL-NDSC-PE -RCHITECTURE
PL-NNINGISURVEYINGISUBSURF-CE UTILITY ENGINEERING
G-INESVILLE*L-KEWOOD R-NCH*ORL-NDO*ST. PETERSBURG*T-MP-

JOB NO.
21007500SC

SHEET NO.
2 OF 2

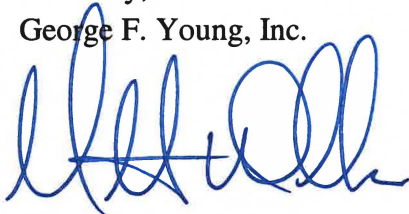
October 20th, 2021

City of St. Petersburg
1 4th Street N
St. Petersburg, FL 33701

Right of Way Vacation Application:

This is a formal request for a partial Right of Way Vacation to be granted for Bayfront Health, St. Petersburg, located at 701 6th St S. The specific location is along 6th Avenue S., east of 7th Street S. The purpose of this request is to allow sufficient room for the Sunstar ambulances serving the Bayfront Emergency Department to operate safely. In its current state, the ambulatory entrance does not provide enough space for the ambulances to safely transport patients into the emergency department. Sunstar, the ambulance provider, does not approve of the current entrance and is requiring a new design to continue their services with the Bayfront Emergency Department. Sunstar is the only ambulance provider that currently serves the Bayfront ED; therefore, losing Sunstar's vehicles will leave the City of St. Petersburg's only emergency trauma center with no ambulatory vehicles. The Right of Way Vacation is necessary to enhance public safety in the St. Petersburg area and to quickly and efficiently treat patients. The Right of Way Vacation will allow a smooth flow of traffic and necessary operating room for the ambulance drivers. All proposed improvements will lie within twenty feet of the right of way south of the existing vehicle travel lanes and will not adversely affect surrounding areas.

Sincerely,
George F. Young, Inc.



Matt Walker, P.E.
Sr. Vice President, Engineering

MEMORANDUM
CITY OF ST. PETERSBURG
ENGINEERING & CAPITAL IMPROVEMENTS DEPARTMENT (ECID)

TO: Dave Goodwin, Interim Zoning Official, Planning & Development Services Department
Scot Bolyard, Deputy Zoning Official, Planning & Development Services

FROM: Nancy Davis, Engineering Plan Review Supervisor

DATE: February 23, 2022

SUBJECT: Right of Way Vacation

FILE: 21-33000020 R2 (Revised Vacation Limits)

LOCATION AND PIN: 701 6th St S.; 19/31/17/03478/001/0011

ATLAS: F-3 **Zoning:** EC-2; Employment Center

REQUEST: Approval of a vacation of a 20-ft wide section of 6th Avenue South that is 159.25-ft in length located between 7th Street South and 6th Street South.

The Engineering and Capital Improvements Department (ECID) has no objection to the revised vacation limits and the proposed partial right of way vacation request with the clarification that site plan redesign to shift the bike lane and southern road curb to the north and to provide a continuous pedestrian sidewalk in the southern right of way of 6th Avenue South is required for coordination with the 6th Avenue South Separated Bike Lane project and with the following specific conditions of approval:

Conditions of Approval:

1. The applicant shall comply with all conditions listed in City Transportation's Memorandum dated February 23, 2022 with the following clarification:

- a. The City Water Resources Department (WRD) has provided revised comments requiring the City owned 16" water main to be relocated in the area of the vacation to assure a minimum clearance of 12.5' from the proposed southern right of way boundary of 6th Avenue South and from the proposed emergency room foundations, while also maintaining required clearances from all other existing utilities and meeting all COSP design standards, details, and specifications. The applicant's Engineer is required to provide signed and sealed water main relocation design plans for City ECID and City WRD review and approval prior to construction. The applicant is required to obtain all necessary permits including but not limited to a City ECID right of way permit and FDEP permit for the water main relocation. The water main shall be relocated by and at the sole expense of the applicant. The cost for relocation of the water main is in addition to and not included

in the estimate of the costs for redesign efforts by Landis Evans, project management through the Engineering Department, and the costs of new improvements not previously provided for under the Bikeway project as identified in the Transportation memorandum dated 2/23/2022.

b. The water main relocation project shall be completed by the applicant *prior to* construction of the City's 6th Avenue South Separated Bikeway project as necessary to assure no delay to the City project and no adverse construction or cost impact to the City project. The cost of any substantiated contractor delay claim received by the City, due to the water main relocation being performed by the applicant, shall be funded by Orlando Health. The cost of substantiated contractor delay claims are in addition to and not included in the estimate of the costs for redesign efforts by Landis Evans, project management through the Engineering Department, and the costs of new improvements not previously provided for under the Bikeway project identified in the the Transportation memorandum dated 2/23/2022. Close coordination with the City project manager Nicholas Head, P.E. will be required by the applicant throughout the design, permitting, scheduling, and construction phases of the water main relocation project.

2. A work permit issued by the City Engineering & Capital Improvements Department must be obtained prior to the commencement of construction within City controlled right-of-way or public easement. All work within right of way or public utility easement shall be in compliance with current City Engineering Standards and Specifications and shall be installed at the applicant's expense in accordance with the standards, specifications, and policies adopted by the City.

*City infrastructure maps are available via email request to ECID@stpete.org. All City infrastructure adjacent to and within the site must be shown on the development project's construction plans.

NED/MJR/mk

cc: Sean McWhite – City WRD
Kayla Eger – Development Review Services

MEMORANDUM
CITY OF ST. PETERSBURG
Water Resources Department

TO: Dave Goodwin, Zoning Official

FROM: Sean McWhite, Designer II, Water Resources

DATE: February 23, 2022

SUBJECT: Approval of a vacation of a 20-ft wide section of 6th Avenue South that is 159.25-ft in length located between 7th Street South and 6th Street South.

PLAT: F-3

CASE: 21-33000020

LOCATION: 701 6th St S; 19-31-17-03478-001-0011

REMARKS: Water Resources has no objection to the above referenced subject under the following conditions:

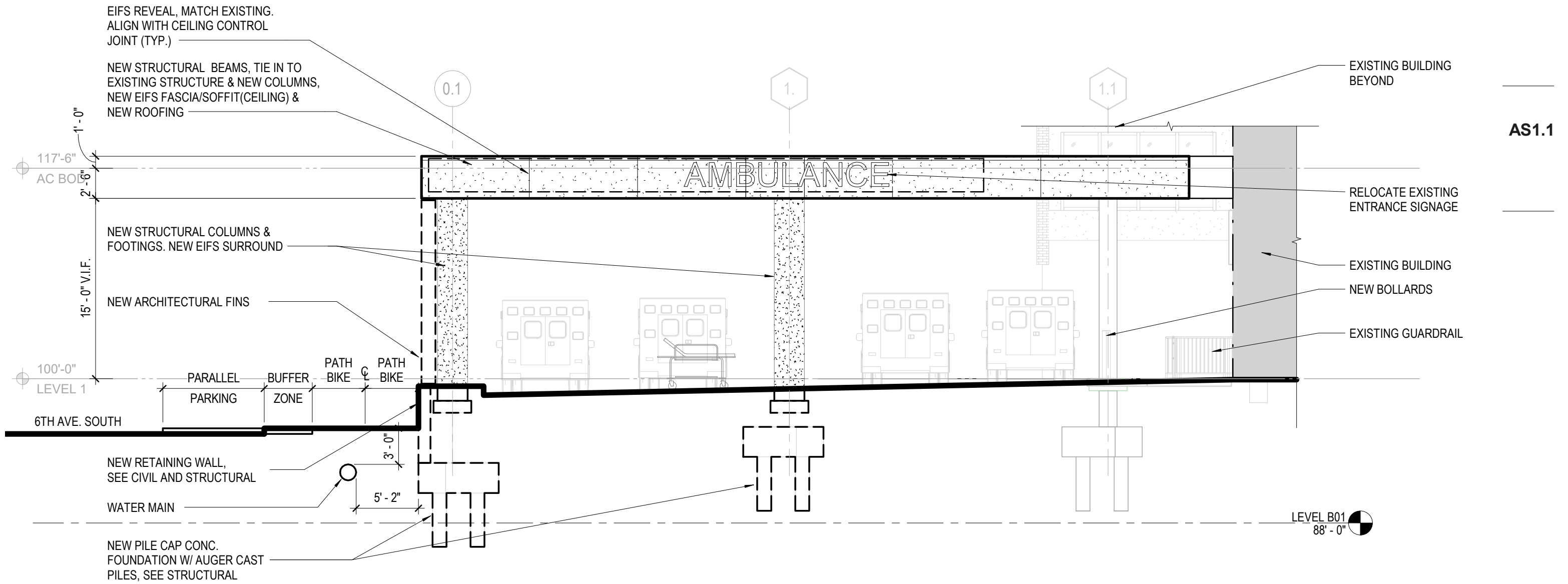
WRD requires that the 16" water main within the area of proposed ROW vacation shall be relocated in the area of conflict to provide sufficient distance between the piling cap/foundation and the main, as required by WRD's water policy (25ft on center of water main). The work would be performed by the developer's contractor at developer's expense, designed by their EOR, while maintaining required clearances from all other existing utilities and conforming with the City of St. Petersburg's standard details. The

Project file

MEMORANDUM
CITY OF ST. PETERSBURG
Water Resources Department

EOR-designed plans for this work are to be reviewed and approved by WRD.

Project file



AS1.1

1/8" = 1'-0"
SITE SECTION





8416 Palm River Rd
Tampa, FL 33619
(813) 275-3712

January 11, 2022

Scot Bolyard, AICP
Deputy Zoning Official, Planning & Development Services
City of St. Petersburg
One Fourth Street North, St. Petersburg, FL 33701
Phone: 727-892-5395 / Fax: 727-892-5557
Scot.Bolyard@StPete.org

RE: 701 6th St S Partial ROW Vacation (DRC 21-33000020)

Dear Scot,

Please be advised that TECO Peoples Gas does not have an objection to this project as long as the facilities are relocated in the right of way and proper notice is given to perform the work.

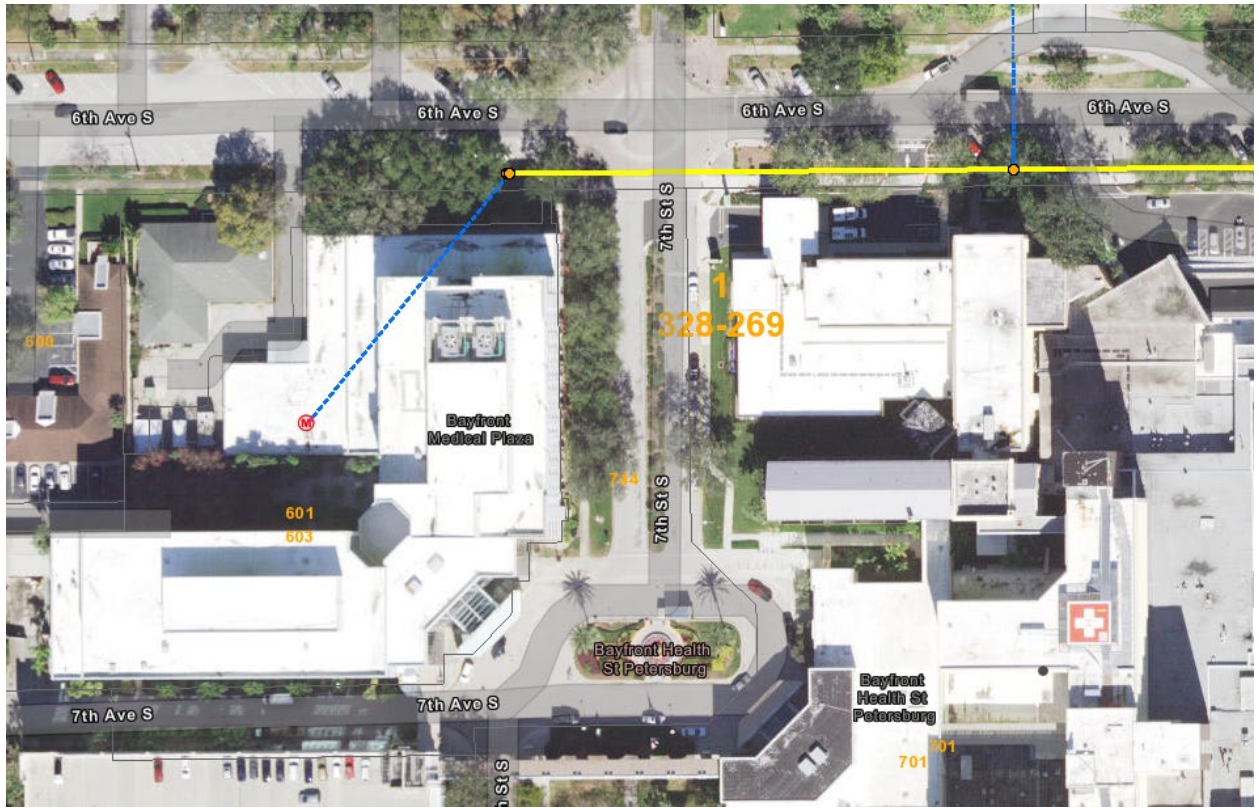
We recommend you contact us if there's any questions or concerns.

Thank you for cooperatively working with our office. I've attached an aerial view of our facilities in the area. If you need any further assistance, I can be reached at (813) 275-3712 or Bafeliznunez@tecoenergy.com.

Sincerely,

Bolivar A. Feliz Nunez

Bolivar A. Feliz Nunez





December 29, 2021

Mr. Scot Bolyard
One Fourth Street North
St. Petersburg, FL 33701
Via email: Scot.Bolyard@stpete.org

RE: Duke Energy No Objection Response with Contingency

Dear Mr. Bolyard:

Please be advised that Duke Energy **DOES NOT OBJECT** to the right-of-way vacate request generally located at 701 6th Street South, St. Petersburg, FL, more particularly described in Exhibit "A".

This approval is contingent upon the rerouting or removal of Duke Energy facilities that are located in the proposed vacate area at Applicant's expense. To proceed, please contact our Customer Service line at 727-443-2641.

If I can be of further assistance, please do not hesitate to contact me.

--

Natalie Haney
Real Estate Research Specialist
Land Services - 3300 Exchange Place
Lake Mary, FL 32746 | Mail Code: NP4A

Exhibit "A"

LEGAL DESCRIPTION

A PARCEL OF LAND LYING WITHIN THE RIGHT OF WAY OF 6TH AVENUE SOUTH AND BEING A PORTION OF THE SOUTHWEST QUARTER OF SECTION 19, TOWNSHIP 31 SOUTH, RANGE 17 EAST, CITY OF ST. PETERSBURG, PINELLAS COUNTY, FLORIDA, SAID PARCEL BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCE AT THE NORTHWEST CORNER OF LOT 1, BLOCK 1, BAYFRONT MEDICAL CENTER SUBDIVISION, ACCORDING TO THE MAP OR PLAT THEREOF AS RECORDED IN PLAT BOOK 105, PAGE 3, PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE N 89°54'57" E ALONG THE NORTH LINE OF SAID LOT 1, SAME LINE BEING THE SOUTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH, A DISTANCE OF 379.38 FEET TO THE POINT OF BEGINNING; THENCE DEPARTING SAID LINE, N 00°05'03" W, A DISTANCE OF 9.73 FEET TO THE BEGINNING OF A NON-TANGENT CURVE TO THE RIGHT, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 24.97 FEET, AND BEING SUBTENDED BY A CHORD BEARING AND DISTANCE OF N 24°16'13" E, 11.28 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE, A DISTANCE OF 11.37 FEET TO A POINT ON A LINE 20.00 FEET NORTH OF, AND PARALLEL TO, THE SOUTH RIGHT OF WAY LINE OF 6TH AVENUE SOUTH; THENCE N 89°54'57" E ALONG SAID LINE, A DISTANCE OF 159.25 FEET; THENCE S 00°05'03" E, A DISTANCE OF 20.00 FEET TO A POINT ON SAID RIGHT OF WAY LINE; THENCE S 89°54'57" W ALONG SAID RIGHT OF WAY LINE, A DISTANCE OF 163.90 FEET TO THE POINT OF BEGINNING.

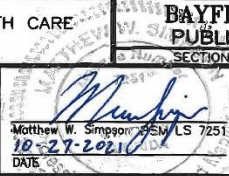

CONTAINING 3258.9 SQUARE FEET OR 0.075 ACRES, MORE OR LESS.

SURVEYOR'S NOTES

1. This is a sketch to accompany a description as defined in Chapter 5J-17.052(6) of the Florida Administrative Code and is not a field survey.
2. Bearings shown hereon are based on Grid North as established by the National Ocean Service (NOS) through its program office National Geodetic Survey (NGS) and the North line of Lot 1, Block 1, Bayfront Medical Center Subdivision (Plat Book 105, Page 3, Public Records of Pinellas County, FL) being N 89°54'57" E.
3. The plat geometry shown hereon is based on monumentation found during the course of a field survey.
4. The coordinate system utilized hereon is based on the Florida State Plane Coordinate System, West Zone, North American Datum of 1983, 2011 adjustment, as established using the public Florida Department of Transportation's (FDOT) Florida Permanent Reference Network (FPRN) of fixed base stations. All distances shown hereon are in US Survey Feet, grid distances.
5. Not valid without the original signature and seal of a Florida licensed Surveyor and Mapper.

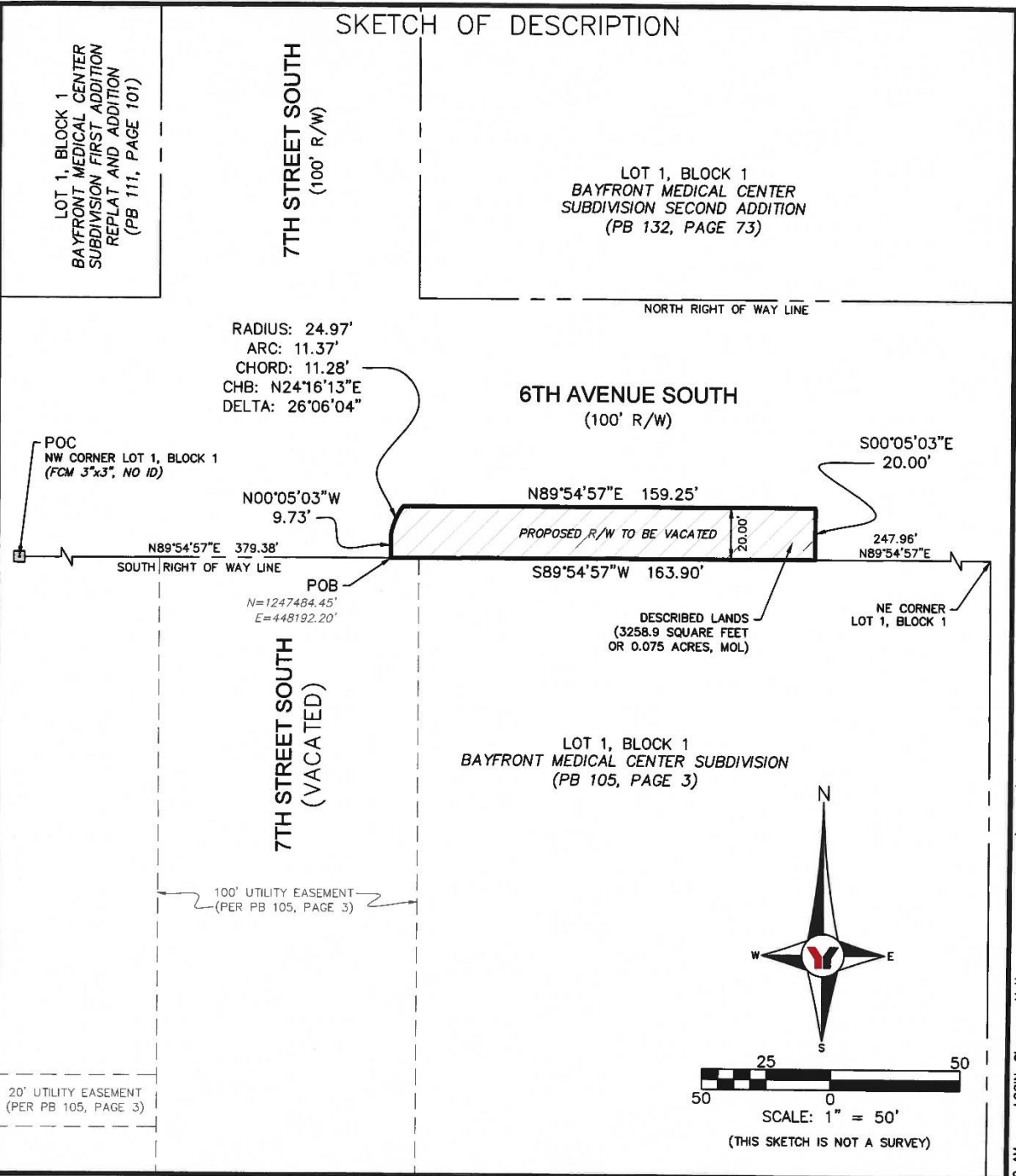
LEGEND

LB	Licensed Business	POB	Point of Beginning
LS	Licensed Surveyor	R/W	Right of way
POC	Point of Commencement	PSM	Professional Surveyor and Mapper
MOL	More or Less	(P)	Plat dimension
PB	Plat Book	CHB	Chord Bearing
FCM	Found Concrete Monument	ID	Identification

PREPARED FOR: BAYFRONT HEALTH CARE				BAYFRONT ER IMPROVEMENTS PUBLIC RIGHT OF WAY VACATION SECTION 19, TOWNSHIP 31 S., RANGE 17 E.		BY MWS	DATE 10/27/21	DESCRIPTION MODIFY LIMITS OF PARCEL & DESCRIPTION
CREW CHIEF	INITIALS	DATE	 Since 1919	George F. Young, Inc. 299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701 PHONE (727) 822-4317 FAX (727) 822-2919 BUSINESS ENTITY LB21 WWW.GEORGEFYOUNG.COM CIVIL & TRANSPORTATION ENGINEERING ECOLOGY GIS LANDSCAPE ARCHITECTURE PLANNING SURVEYING SUBSURFACE UTILITY ENGINEERING GAINESVILLE • LAKEWOOD RANCH • ORLANDO • ST. PETERSBURG • TAMPA			JOB NO. 21007500SC	
DRAWN	MWS	10/21/21					SHEET NO.	
CHECKED	MWS	10/21/21					1 OF 2	
FIELD BOOK								
FIELD DATE								

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 LOGIN: Simpson, Matt
 PLOTTED: 10/27/2021 8:50 AM

SKETCH OF DESCRIPTION



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LOGIN: Simpson, Matt

PLOTTED: 10/27/2021 8:50 AM

PREPARED FOR:
BAYFRONT HEALTH CARE

**BAYFRONT ER IMPROVEMENTS
PUBLIC RIGHT OF WAY VACATION**

SECTION 19, TOWNSHIP 31 S., RANGE 17 E.

BY	DATE	DESCRIPTION
MWS	10/27/21	MODIFY LIMITS OF PARCEL & DESCRIPTION

	INITIALS	DATE
CREW CHIEF		
DRAWN	MWS	10/21/21
CHECKED	MWS	10/21/21
FIELD BOOK		
FIELD DATE		

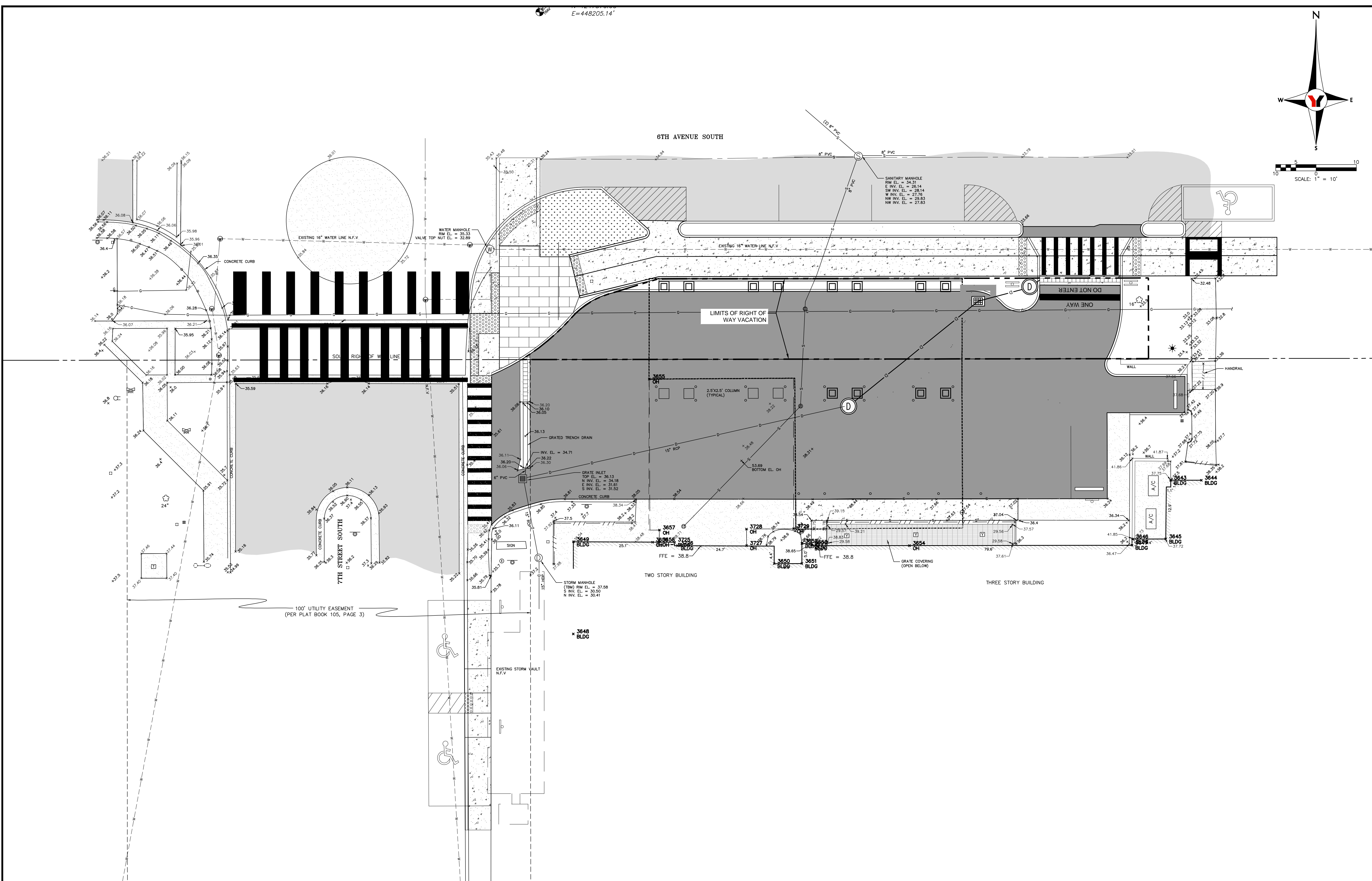
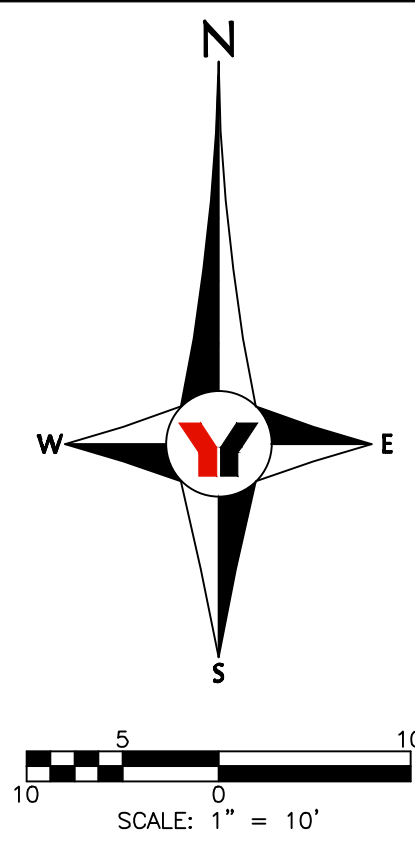
SEE SHEET 1 FOR
SIGNATURE, SEAL, LEGEND,
DESCRIPTION, AND NOTES



George F. Young, Inc.

299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701
PHONE (727) 822-4317 FAX (727) 822-2919
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PLANNING | SURVEYING | SUBSURFACE UTILITY ENGINEERING
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JOB NO.
21007500SC
SHEET NO.
2 OF 2

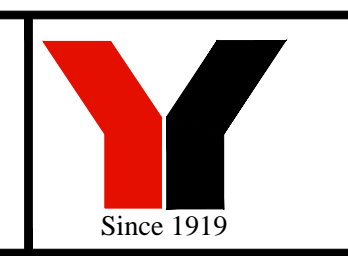


NO.	BY	DATE	DESCRIPTION

NO.	BY	DATE	DESCRIPTION

INITIALS	DATE
AGM	09/28/21
VLF	09/29/21
AGM	09/29/21
TJR	09/29/21

PREPARED FOR:
BAYFRONT HEALTH
 701 6TH ST S
 ST. PETERSBURG, FL 33701
 727-823-1234



George F. Young, Inc.
 299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701
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 ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21
 CIVIL & TRANSPORTATION ENGINEERING/ECOLOGICAL/LANDSCAPE ARCHITECTURE
 PLANNING/SURVEYING/SUBSURFACE UTILITY ENGINEERING
 GAINESVILLE • LAKELAND • ORLANDO • ST. PETERSBURG • TAMPA

ROBERT M. WALKER, PE No. 70246
 DATE

BAYFRONT HEALTH AMBULANCE ENTRY RENOVATION
RIGHT OF WAY VACATION EXHIBIT
 SECTION 19, TOWNSHIP 31S., RANGE 17E.

JOB NO. 21007500SC
 SHEET NO. EX-3



CITY OF ST. PETERSBURG

Transportation and Parking Management Department

MEMORANDUM

TO: Scot Bolyard, Deputy Zoning Official, Planning and Development Services Department

FROM: Tom Whalen, Planner III, Transportation and Parking Management Department

DATE: February 23, 2022

SUBJECT: Approval of a vacation of a 20-ft wide section of 6th Avenue South located between 7th Street South and 6th Street South.

CASE: 21-33000020

The Transportation and Parking Management (“Transportation”) Department has reviewed the updated request for a partial right of way vacation to be granted for Bayfront Health, St. Petersburg, located at 701 6th Street South. The western border of the proposed vacation has been modified to address concerns raised by the Transportation Department and the Engineering and Capital Improvements (“Engineering”) Department about the previous vacation request that was distributed for review in November 2021. The Transportation Department does not object to the updated vacation request provided that the applicant concurs with the special conditions contained within this memorandum.

The Engineering Department has determined that a series of public right-of-way improvements will be required in coordination with the applicant’s vacation request and proposed expansion of the ambulance entrance at the trauma emergency department. Per discussion with the applicant, Orlando Health (“Hospital”), their A/E and Contractor will be responsible for designing and constructing the new driveway connection to 6th Avenue South and the improvements shown within the vacation limits, as well as any restoration to the public right-of-way resulting from construction of the improvements. The City of St. Petersburg’s Architect/Engineer for the 6th Avenue South Separated Bikeway project, Landis Evans, will be responsible for developing the revised design for the public right-of-way which will include curb relocation and a new continuous sidewalk along the Hospital frontage in addition to re-alignment of the separated bikeway. The bikeway, sidewalk and roadway improvements shall be constructed under one contract administered by the City and in conjunction with the rest of the 6th Avenue South Separated Bikeway project. In consideration of the re-design effort needed and the expanded construction scope along the hospital frontage, the City requires that Bayfront/Orlando Health contribute funding to the 6th Avenue South Separated Bikeway project fund to offset the costs incurred. These funds will cover additional design efforts by Landis Evans, project

management through the Engineering Department, and the cost of new improvements not previously provided for under the Bikeway project. Anticipated costs for those efforts are approximately \$35,400. If you have any questions about the Transportation Department's review, please call me at (727) 893-7883 or write to me at Tom.Whalen@stpete.org.



ST. PETE INNOVATION DISTRICT

STREETSCAPE AND CONNECTIVITY CONCEPT PLAN:
FINAL REPORT

March 2017



KEY PARTICIPANTS

City of St. Petersburg

Deputy Mayor

Kanika Tomalin

City Development Administrator

Alan DeLisle

Development Coordination

Chris Ballestra

Planning and Economic Development

Brian Caper

Dave Goodwin

Gary Jones

Sophia Sorolis

Transportation and Parking Management

Lucas Cruse

Evan Mory

Cheryl Stacks

Engineering and Capital Improvements

Brejesh Prayman

Marketing

Nina Mahmoudi

Other Charrette Participants

Shaun Amarnani

Cate Lee

Richard Lesniak

District Participants

Kim Amendola, NOAA

Zach Anthony, JHACH

Walter Balsler, USF St. Petersburg

Anita Berry, JHACH

John Dickson, USF St. Petersburg

Jackie Dixon, USF St. Petersburg

Tonya Elmore, Tampa Innovation Center

Tim Franklin, Poynter Institute

Gary Grooms, Mesh Architecture

Cheryl Hapke, USGS

Jeff Hearn, Raymond James/St. Pete Downtown Partnership

Patti Helton, USF St. Petersburg

Joni James, St. Pete Downtown Partnership

Helen Levine, USF St. Petersburg

Amy Maguire, JHACH

Mike Meidel, Pinellas County Economic Development

Randall Russell, Foundation for a Healthy St. Petersburg

Howard Rutherford, USF St. Petersburg

Joe Trubacz, USF St. Petersburg

Chris Steinocher, St. Petersburg Area Chamber of Commerce

Sophia Wisniewska, USF St. Petersburg

Planning Team

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Jared Schneider

Keith Greminger

Jennifer Daoulas

James Pankonin

Emmett Gregory

Caroline Fraser

Kelly Fearon

Cydnie Jones

William Roll

Walker Brands:

Nancy Walker

Thomas Plummer

Matt McEachern

Tara Robinson



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INTRODUCTION: WHAT IS THE DISTRICT AND WHERE IS IT?

Purpose

The Streetscape and Connectivity Concept Plan builds on previous efforts and sets the stage for implementation of projects to help better connect the St. Pete Innovation District.

The St. Pete Innovation District is the cradle of creativity in St. Petersburg for health sciences, marine sciences, education, and research. It is a District that already includes world renowned institutions that provide an extraordinary foundation for future growth. Today, these institutions are conducting significant research, but there is not a high level of interaction.

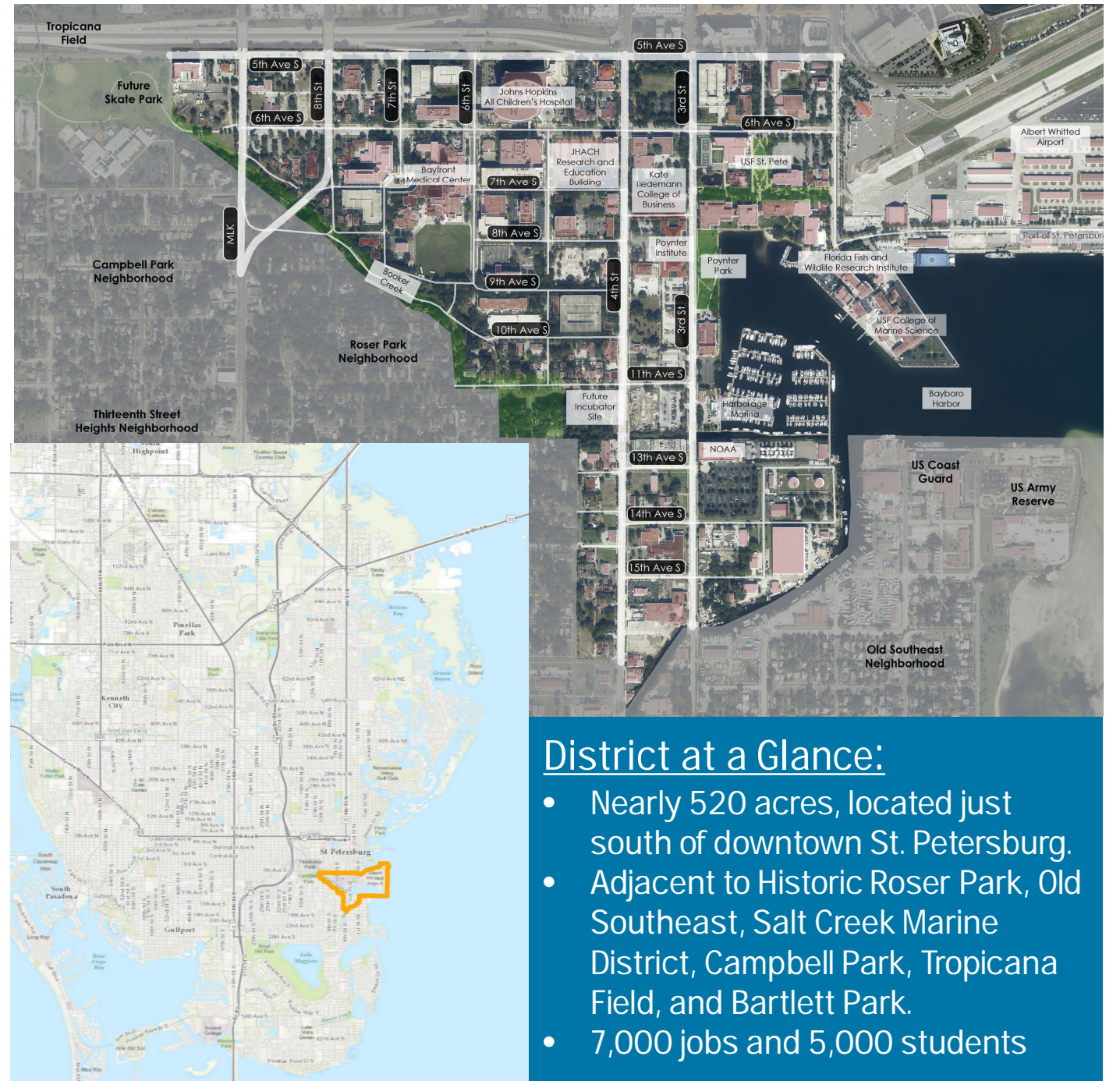
This plan enhances the brand and identifies multimodal and streetscape projects to help better connect these institutions into a more cohesive District that encourages more frequent interaction. In addition to internal connectivity, improvements to the District's external connectivity to downtown and surrounding neighborhoods is a focus. The plan also creates a brand and identifies opportunities to tie the St. Pete Innovation District together, that help give it a sense of place. Most importantly the plan creates an implementation strategy for projects that advance economic development opportunities.

What's Inside:

- Development of the Plan
 - Building on Past Efforts
 - Stakeholder Outreach
- The Plan: Concept Priorities and Phasing

"Innovation Districts are incredibly important, but they are not just about the main assets we typically think about – like the institutes, the hospitals, the higher education. They are about the collision of people and ideas. So it's not just about having these great institutions, which we clearly do have. It's building an infrastructure with an intention of actually getting people to sort of interact with each other to share those ideas to come together to create something that is new and different and exciting."

-Peter Kageyama



PLAN FRAMEWORK: INCEPTION OF A DISTRICT

Background

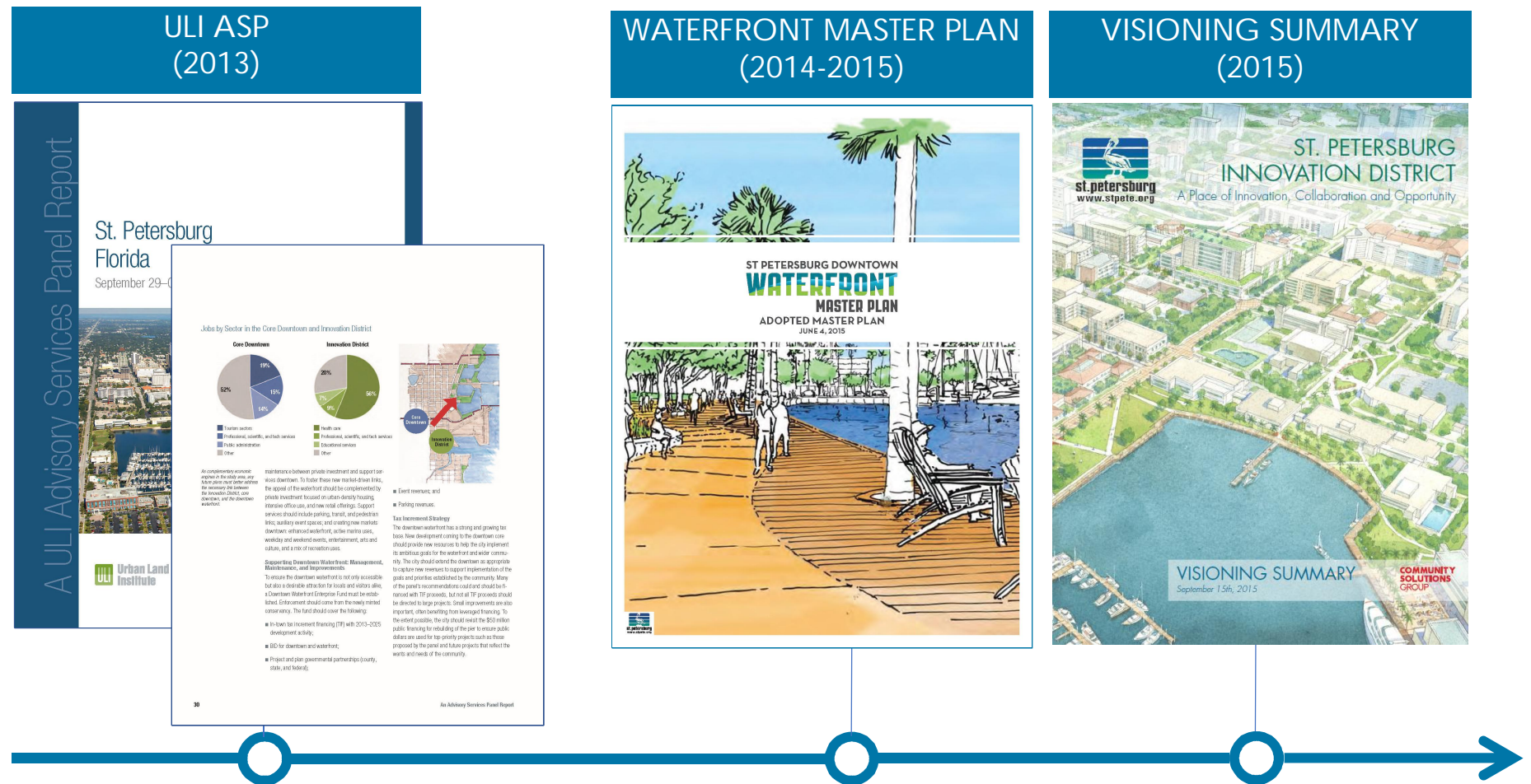
Innovation districts are becoming more ubiquitous. They are “geographical areas where anchor institutions and companies cluster and connect with start-ups, business incubators and accelerators.” What makes the St. Pete Innovation District unique is its connection to the water and the presence of marine and health sciences. Major institutions and groups with land holdings in the District include:

- Johns Hopkins All Children’s Hospital
- University of South Florida St. Petersburg
- Bayfront Hospital
- City of St. Petersburg
- Duke Energy
- Dali Museum
- Foundation for a Healthy St. Petersburg
- University of South Florida – College of Marine Science
- The Poynter Institute for Media Studies
- National Oceanic and Atmospheric Administration
- US Geological Survey
- US Coast Guard
- Florida Fish and Wildlife Conservation Commission
- Florida Institute of Oceanography
- Albert Whitted Airport
- SRI International

Inception

The ULI Advisory Services Panel (ASP), the precursor to the Waterfront Master Plan, highlighted the Innovation District in 2013. In 2015, the Waterfront Master Plan identified recommendations for the District. The Visioning Summary shortly thereafter (later in 2015) refined the District’s focus and priorities. One of the recommendations identified is the creation of a streetscape, connectivity, and branding plan.

Prior planning efforts informed the Streetscape and Connectivity Concept Plan.



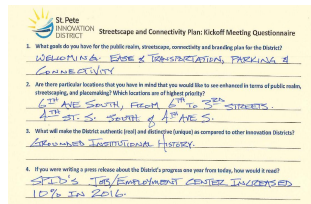
DEVELOPMENT OF THE PLAN: INITIAL DISCOVERY AND IDENTIFICATION

The Streetscape and Connectivity Concept Plan development included significant stakeholder outreach. In addition to the review of prior plans and building onto previous recommendations, field visits, and other research were conducted to further develop the plan. Extensive outreach with city staff and stakeholders was conducted in order to identify and to prioritize streetscape, connectivity, and branding projects and recommendations.

Kickoff The Kickoff meeting was held on May 18, 2016 at the USF St. Petersburg Campus. The Innovation District Board and stakeholders were in attendance. From the meeting a brief Questionnaire was provided and, "Areas of Concern" and priorities within the District were established. Opportunity areas for enhancement included the following:

- 6th Avenue (Connect/Redevelop)
- 1st Street South (Marine Science)
- 4th Street (Safety)
- 1st Street (Wayfinding)
- Dr. Martin Luther King, Jr (Redevelop)
- 5th Street & 6th Street (Placemaking)

Priorities for the District included: economic development, increase walkability and student safety, enhance sidewalks and wayfinding, provide more public art and green space, and improve connections to the waterfront and downtown.



Review of Previous Plans Previous plans were reviewed to gain an understanding of overlapping recommendations in the area. As mentioned previously the review included the ULI ASP, Waterfront Master Plan, the Visioning Summary as foundation documents. The review also included the University of South Florida St. Petersburg Master Plan, Historic Roser Park Neighborhood Plan, and Old Southeast Neighborhood Plan. Although the plans include several overlapping areas, recommendations such as neighborhood gateways were not duplicated within this plan. Current plans for the I-175 and 1st Street improvements were also reviewed. Staff also coordinated through Innovation District Board meetings on future development sites to gain clarity on potential opportunities with recommendations.

Field Visits / Existing Conditions Field visits took place on June 14th and June 22nd 2016 to collect measurements of streetscape elements, observe operations, and interview pedestrians and bicyclists. Additional follow-up field visits were conducted throughout the development of the plan. Existing conditions data was also collected including parking, bicycle and pedestrian facilities, speed limits, and traffic volumes.

Market Research / Survey An online survey was conducted in June 2016 with stakeholder audiences to help prioritize opportunities in the District.

A total of 420 responses were received from:

- Albert Whitted Airport
- Bayfront Health
- Florida Institute of Oceanography
- National Oceanic and Atmospheric Administration
- Poynter Institute for Media Studies
- SRI International
- University of South Florida College of Marine Science
- University of South Florida St. Petersburg (USFSP)
- U.S. Geological Survey
- Roser Park
- St. Pete Chamber of Commerce
- Downtown Partnership
- Tampa Bay Innovation Center/ TEC Garage
- Foundation for a Healthy St. Petersburg
- City of St. Petersburg

Safety and security, job creation, improved lighting and walkability were rated the most important action ideas. Importance ratings varied by segment, with job creation for USFSP students most important among the USFSP respondents and District walkability most important among the remaining respondents.

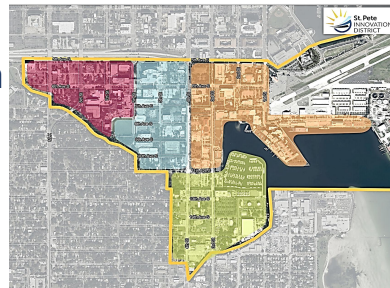
Quick Wins and Other Ideas

- Have a vision and develop a plan
- Focus on encouraging, enabling, and celebrating true innovation
- Improve safety and security
- Address parking, transportation, lighting
- Other Ideas: make the District walkable, create jobs and internships for USFSP students, create addition jobs, create strong connections with businesses, better access to waterfront, attract and nurture entrepreneurs/start-ups

DEVELOPMENT OF THE PLAN: IDENTIFICATION OF IMPROVEMENTS AND PRIORITIES

Charrette The Charrette Meeting was held on July 15, 2016 at Johns Hopkins All Children's Hospital. Over 20 stakeholders were in attendance. The District was organized into four "zones" (West, Central, East, South) to gather as much information as possible for each area of the District. Several exercises were conducted in order to get additional feedback on desired areas for streetscape, connectivity, and branding improvements.

For each zone, groups summarized information based on opportunities for the future, and desired streetscape elements. Significant feedback was received, below is a summary:



West:

- MLK (Two-way, lighting, and landscaping)
- 8th Street (Re-route or remove bridge)
- 5th Avenue S (Wayfinding)
- 6th Avenue S (Cycle track, hardscapes)
- Connect trail to neighborhoods
- Public Art opportunities

Central:

- 4th Street Traffic (Slow traffic, Improved Crosswalks, Bulbouts)
- 5th Street (Beautification/Added Shade)
- 11th Avenue S (Tie into Roser Park)
- 6th Avenue S (Complete Street, landscaping)
- 7th Avenue S (Pedestrian Corridor)
- 7th, 8th & 9th Avenue S (Two-way Streets)

East:

- 8th Avenue S (activate / pedestrian friendly)
- 1st Street (Pedestrian gateway to connect to Dali. Retail opportunities).
- 4th Street (Parking Garage)
- 6th Avenue S (Tie streetscape into new residence hall/conference center/dining facility)
- I-175 (Vehicular gateway)
- 6th Avenue S (Lighting, signage, hardscape)
- Poynter Park (Connect to water/Gathering place/Entertainment. Wrap large bike lane along waterfront and connects to 1st Street)
- Connections to waterfront at 1st Street and along waterfront near University of South Florida - College of Marine Science

South:

- 3rd Street (Gateway, lighting and landscaping)
- 4th Street (Lighting, signage)
- 11th Avenue S (More lighting, Path to water)
- Connect waterfront including pedestrian bridges near 13th Ave S.
- Pursue and tie improvements into retail and residential opportunities and incubator sites.
- Bike route through NOAA and Duke sites
- Convert part of NOAA parking lot to greenspace.



DEVELOPMENT OF THE PLAN: PRIORITIZED PLAN AND CONCURRENCE

City Staff Meetings The Consultant team coordinated with City Staff throughout the project. Early on, staff mentioned the need to provide better connections within the District as well as externally for economic development and public safety purposes. The priorities for moving forward included low hanging fruit (lighting, banners, signage, etc.). As part of a full master plan, priority or framework corridors were discussed to focus improvements. These corridors stemmed from the charrette and were confirmed at subsequent Innovation District (ID) Board meetings. Top priority corridors included 4th Street, 6th Avenue S, 5th Street, and 5th Avenue S. Second Priority Corridors included 6th Street, 3rd Street, and 11th Avenue S and Longer Term Streetscape improvements were mentioned along 1st Street, 8th Street, and MLK.

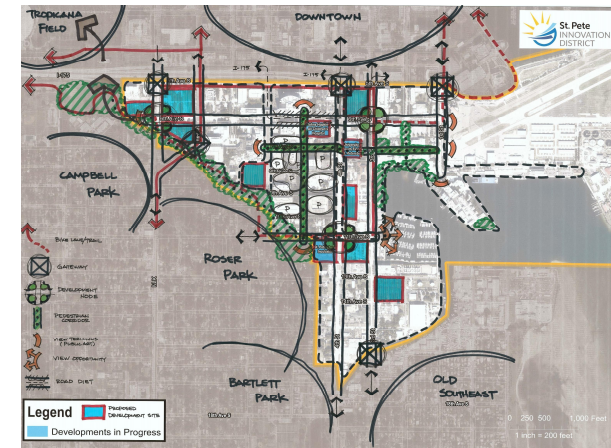
Brand Brief The Brand Brief was developed to help further define the essence of the District, why it exists, and what distinguishes it from other innovation districts. Examples of distinctions include its renowned institutions with world class research facilities and a unique mix of marine, life sciences, and media communications on a beautiful, vibrant waterfront adjacent to burgeoning downtown. Understanding these distinctions helped further define the brand and to improve awareness through physical infrastructure improvements that go hand in hand with streetscape and connectivity projects.

Placemaking and Branding Committee

The Consultant team presented initial branding and streetscape concepts to the placemaking and branding committee. Concepts were refined and presented to the Innovation District (ID) Board.

ID Board Meetings Innovation District Board Meetings were held to gain feedback about improvements and priorities on September 14, 2016, January 11, 2017, and March 8, 2017. The Board was able to reach consensus on priorities and phasing.

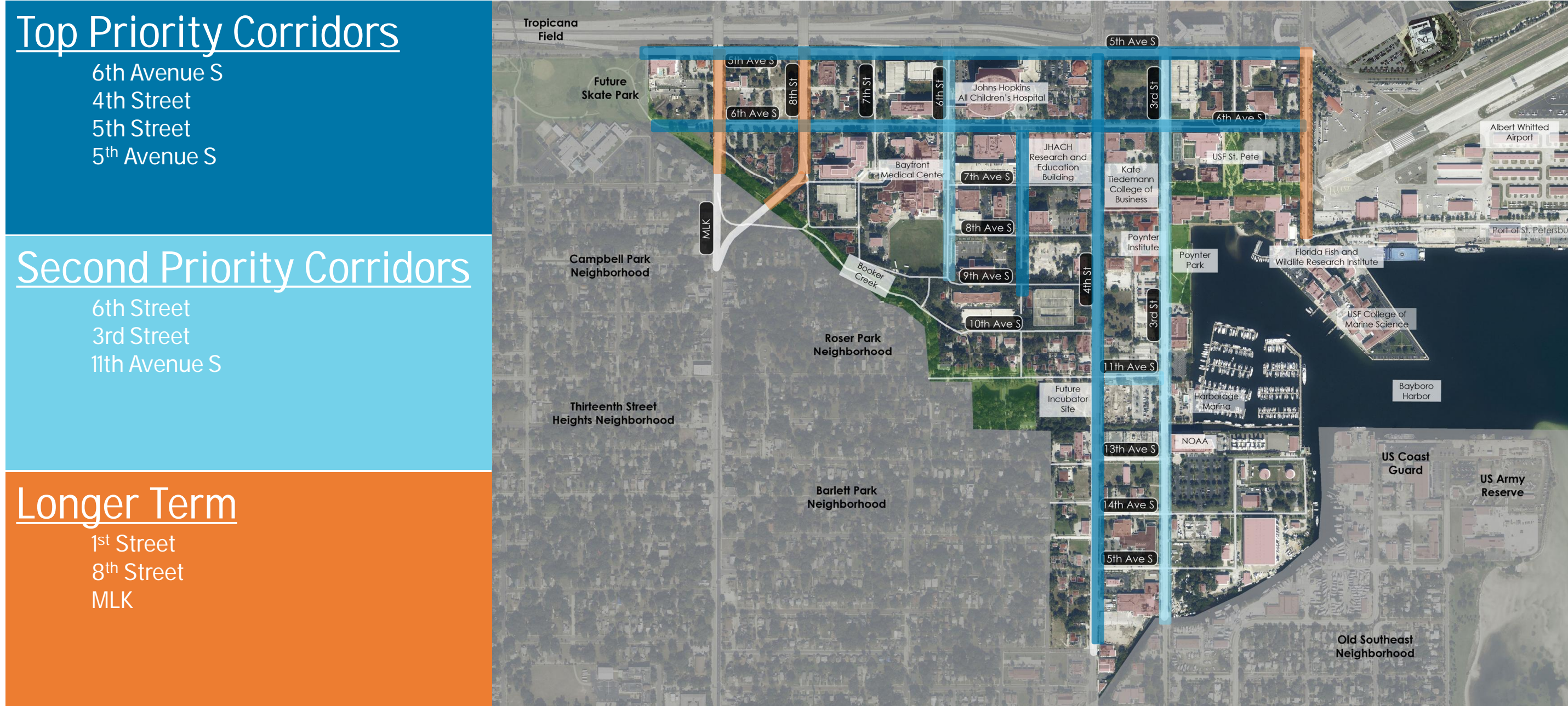
- September 14, 2016: The purpose was to confirm what was heard at the charrette and to provide initial recommendations on the priorities for the plan including quick wins and specific improvements on the streetscape focus corridors. Gained feedback to work with the placemaking and branding committee to further refine and prioritize.
- January 11, 2017: Presented the draft plan with prioritized quick wins (district definition – gateways, lighting) and streetscape improvements. A phasing plan was also presented. Gained approval and discussed coming back to the Board to present branding elements and a final plan.
- March 8, 2017: Presented final plan with minor revisions from the January 11th meeting and included branding elements. The full Streetscape and Connectivity Plan gained approval and the next phase (design) was noted as desired to maintain momentum and to implement prioritized plan.



FRAMEWORK STREETS: FOCUS OF PLAN

The Streetscape and Connectivity Concept Plan identifies several key corridors or "framework streets." Concepts and implementation priorities are focused on these corridors.

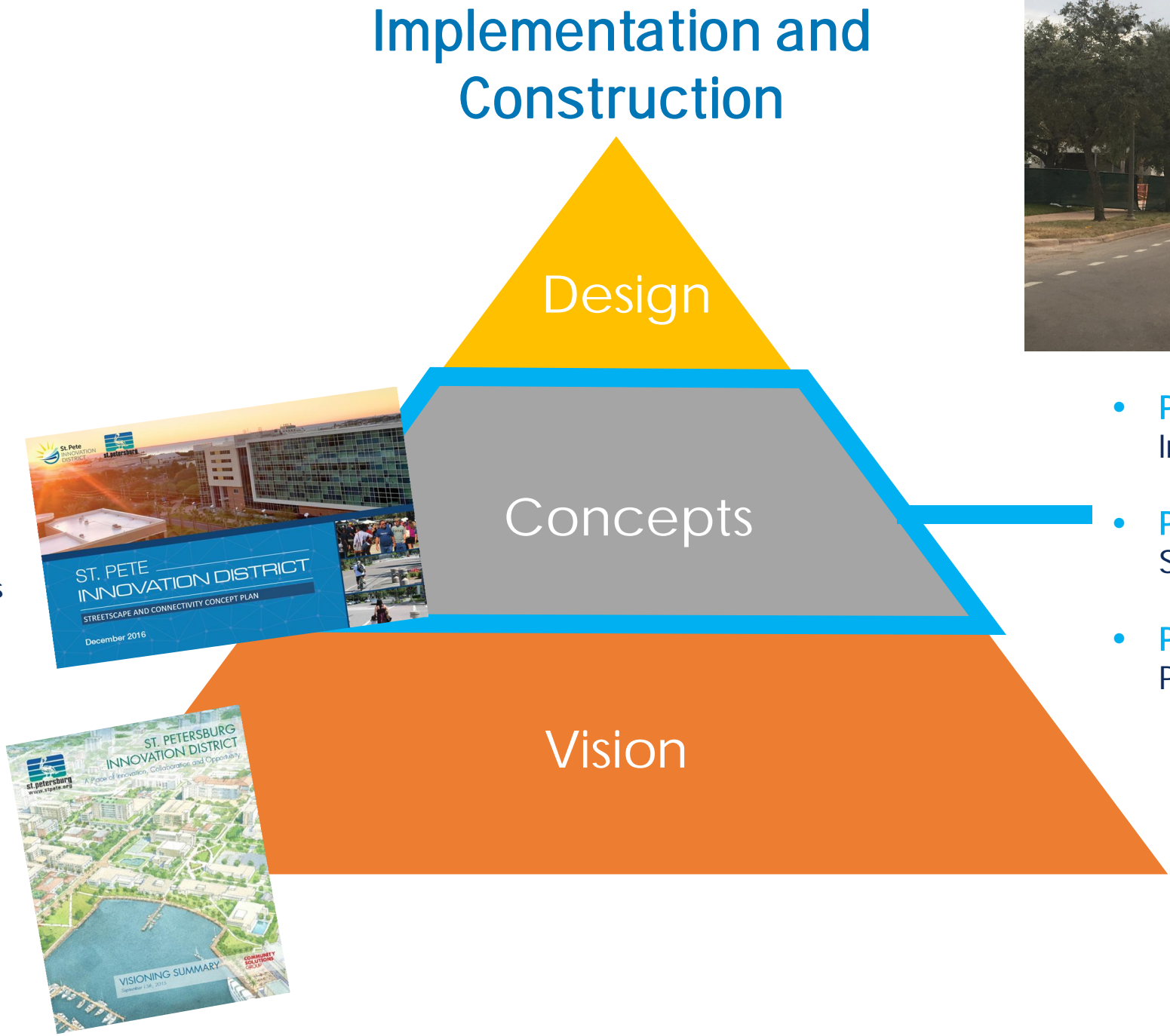
Top Priority corridors are 6th Avenue S, 4th Street, 5th Street, and 5th Avenue S. Second Priority Corridors are 6th Street, 3rd Street S and 11th Avenue S. Longer term priorities include 1st Street, 8th Street and MLK. These are important corridors, but it was agreed improvements will occur with future developments (i.e. Changes to the Port, Tropicana Field redevelopment).



FROM VISION TO IMPLEMENTATION

As discussed previously, the Visioning Summary provided the overall vision for the Innovation District. This Streetscape and Connectivity Concept Plan identifies concepts and priorities which include implementable projects. The next few pages present the plan including priorities and a phasing plan. The end goal is to develop concepts that become implementable projects for design and construction.

The intent is to continue momentum and construct several projects over the next few years and to identify a full set of projects that can be implemented and constructed as funds become available.



- **Phase I:** Initial District Definition and Initial Streetscapes (Short-Term)
- **Phase II:** Finalize Branding / Additional Streetscapes (Mid-Term)
- **Phase III:** Full Public Realm Improvement Plan (Long-Term)

CURRENT IMPROVEMENTS: SIGNIFICANT INFRASTRUCTURE INVESTMENTS

Prior to discussing the short, mid, and long term streetscape and connectivity priorities for the District, it should be noted that significant infrastructure improvements have been recently completed or will be completed in the near future. Highlights include the following:

- Coast Bike Share station just north of USFSP (several others are nearby in downtown and one more is planned in the District)
- Dali Blvd buffered bike lane
- Improved pedestrian crossing on 3rd Street, at the new USFSP Business School
- New I-175 ramp accessible from 4th Street northbound which will decrease traffic on 6th Avenue S
- Potential PSTA Bus Rapid Transit (BRT) station, generally located in the 400 block of 6th Avenue S, associated with the St. Pete Beach connection along the 1st Avenues. Additionally, the Downtown Loper will have greater access into the District.
- 4th Street crossing improvements
- 6th Avenue S Resurfacing
- Replacement of MLK Bridge by FDOT to include the opportunity to two-way. Design activities are scheduled over the next few years with construction anticipated after completion of design.



THE PLAN: PHASE I – PROPOSED FUNDED IMPROVEMENTS

Introduction to the Plan As mentioned previously the Streetscape and Connectivity Concept Plan was developed based on previous planning work conducted in the area as well as significant stakeholder outreach to help prioritize concepts. The following pages will summarize the phasing plan and the concepts.

- Phase I (Short-Term) includes improvements which are currently funded and are anticipated to be completed within the next three to four years,
- Full Plan which in addition to Phase I includes Phase II (Mid-term improvements) which are anticipated to be implemented in the next four to six years and Phase III (Long-term) which are anticipated to be completed beyond that point.
- Phasing Plan table that summarizes the phasing, outlines preliminary planning level costs and responsible parties. This is the meat of the plan that can be used to review progress. The intent is to use this table as a live document and to update with new projects and funding partners over time.
- Spotlight on District Definition and Branding Concepts and Streetscape improvements.



Phase I Overview The intent of Phase I is to begin the placemaking and awareness building process by installing gateway, public art, and lighting enhancements. Another purpose is to move streetscapes on 6th Avenue S, 4th Street, and 5th Street forward into design. Lastly, pedestrian crossings particularly on 3rd Street and 4th Street are included to help move people more safely across the District. Currently 4th Street can be a barrier. Providing narrower crossings and paved crossings not only acts as a safety measure, but it helps provide pride and awareness to the District. Phase I represents concepts that are anticipated to be implemented using current funding for the Innovation District of around \$3.7 million in the work program.

District Definition

Gateways - To provide entrances that create a sense of place and arrival, three primary gateways are planned for construction at MLK Street, 1st Street, and 4th Street (northbound). Once within the District, there is one secondary, smaller gateway that is planned for construction near 4th Street southbound and 6th Avenue S. Additional gateways are envisioned in future phases.

Pole Banners and LED lights on Painted Poles - To continue branding throughout the District. The pole banners will display logos for several institutions in the District. The LED lights are envisioned to be placed on existing poles and will provide a unique presence during evening hours. These programs will be continued in future phases as well.

Pedestrian Crossings and Safety Improvements
An important improvement to pedestrian safety and connectivity inside the District, there are four pedestrian crossing improvements planned. Located along 4th Street at 7th Avenue, 11th Avenue, and Newtown Avenue S, and 3rd Street and 11th Avenue. Crossings will help better connect the District together and reduce the barrier effect of 4th Street. Another benefit is to improve walkability and connection to the surrounding neighborhoods and to downtown.

Public Art

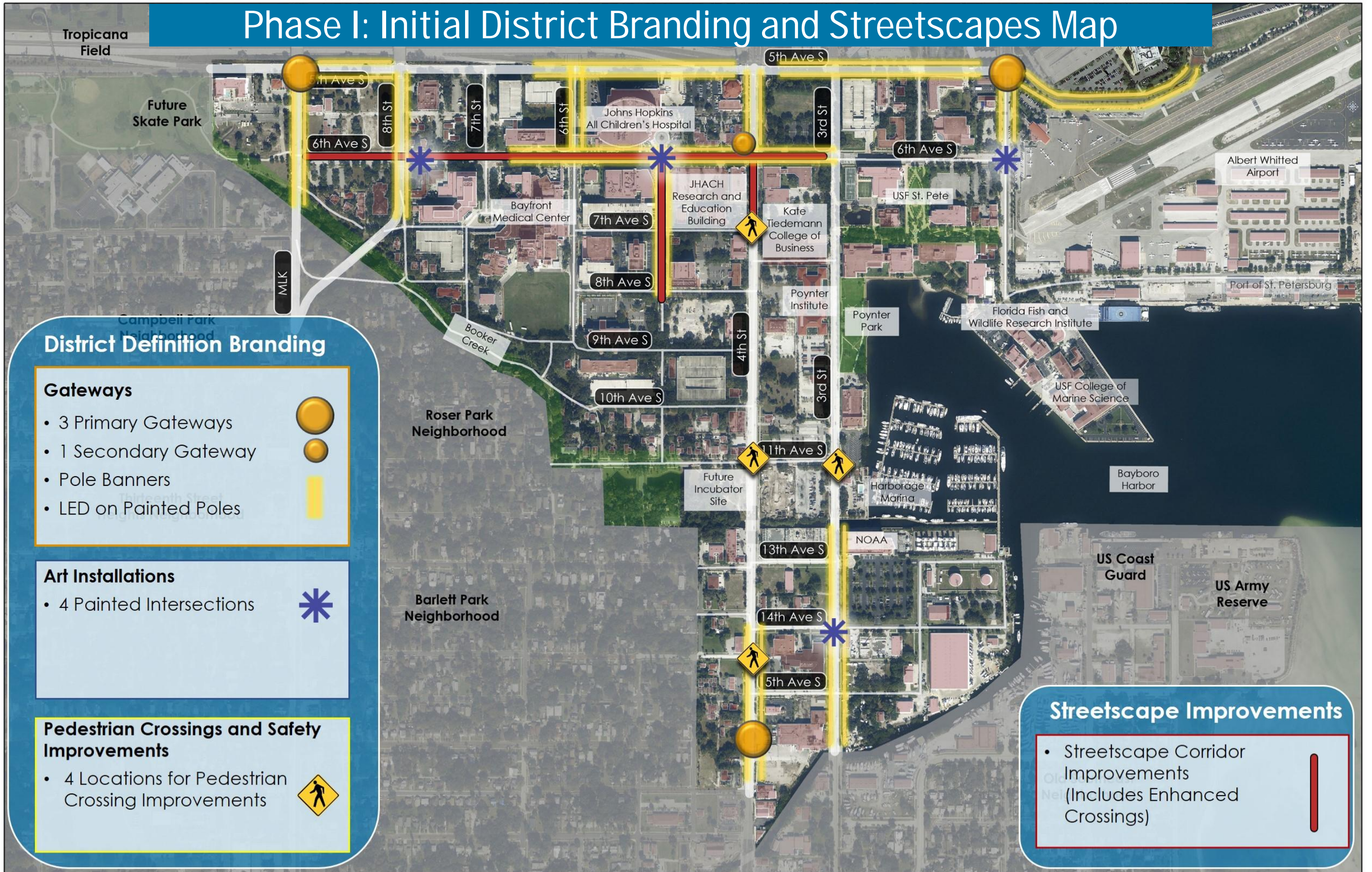
To promote art in the District and further enhance a sense of place, there are four intersection locations that are proposed for painted pavement. These art installations will be located around 6th Avenue at 1st Street, 5th Street, and 8th Street, and 14th Avenue and 3rd Street.

Streetscape Improvements

The priority locations for streetscape improvements in the District are 6th Avenue S (to create a main street for the District), 5th Street from 6th Avenue to 8th Avenue (increased walkability), and 4th Street from 6th Avenue to 7th Avenue (to calm traffic, narrow the pedestrian crossing and create an experience entering the District). Improvements include landscape, hardscape, and enhanced pedestrian crossings.

Please see the next page for the map illustrating Phase I.

Phase I: Initial District Branding and Streetscapes Map



FULL PLAN: Includes Phase I, II, and III

Full Plan The full plan includes additional improvements as funds become available and as momentum builds from Phase I. The map on the following page illustrates the improvements. In addition, there are several improvements not identified in the map, but that are included with the phasing table in the next few pages, which include:

- Additional 1st Street improvements (South of 6th Avenue S to 8th Avenue S) including landscaping, bicycle and pedestrian improvements including a connection to the waterfront
- 11th Avenue S landscaping and bicycle and pedestrian connections.
- 8th Avenue S landscaping and bicycle and pedestrian connections.
- 8th Street and 9th Street improvements including the re-configuration of potentially one-way to two-way as well as pedestrian and bicycle connections to the neighborhoods and Tropicana Field.
- 7th Avenue S, 8th Avenue S, 9th Avenue S study of one-way to two-way street re-configuration.
- Poynter Park enhancements including pedestrian and bicycle path near the waterfront as well as connections to the park.

District Definition

Gateways – Additional primary gateways are planned to be installed near 5th Avenue S at 6th Street and 4th Street, as well as 6th Avenue and 8th Street and 15th Avenue S and 3rd Street. Once within the District, two additional secondary gateways are planned at connections to Roser Park Drive at 6th Street and 8th Street. This is based on stakeholder feedback to coordinate with the neighborhood.

Pole Banners and LED lights on Painted Poles - To continue branding and wayfinding throughout the District, pole banners and LED light fixtures will be provided in additional locations throughout the District as funding become available.

Art Installations - In addition to the four intersection locations that will have painted pavement, 5th Avenue and 6th Street S is included with a public art installation/lighting under I-175 at 6th Street S. Another idea is to work with Duke Energy to provide up lighting at the 13th Avenue S substation to provide a visible gateway into the District on 3rd Street and 4th Street driving northbound.

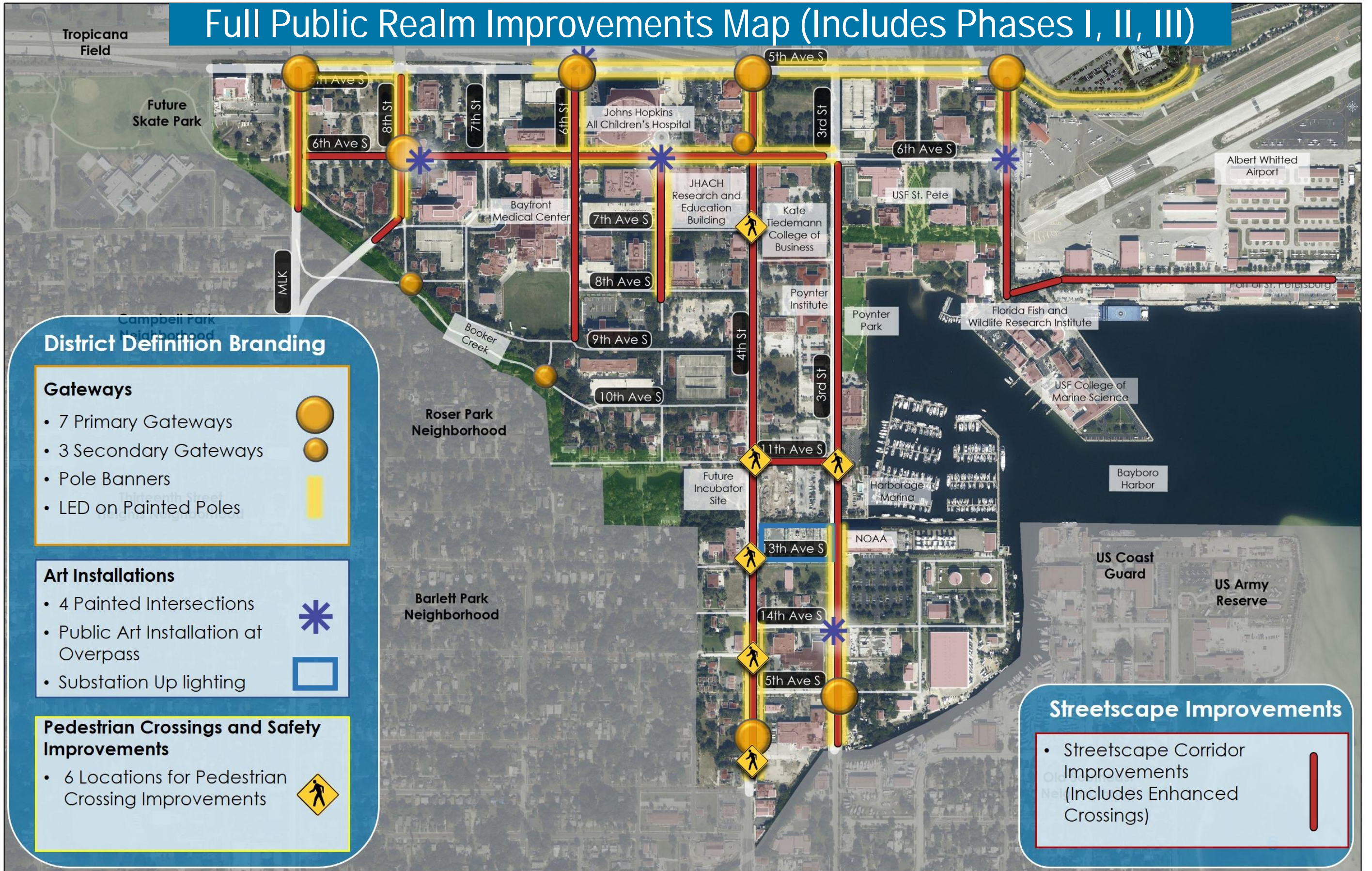
Pedestrian Crossings and Safety Improvements - In addition to the four Phase I pedestrian crossings, improvements are also planned for 4th Street at 13th Avenue and Paris Avenue S.

Streetscape Improvements

Additional streetscape improvement locations include: 9th Street, 8th Street, 6th Street, 5th Street, 4th Street, 3rd Street from 6th Avenue to 16th Avenue, 1st Street, and 8th Avenue along the Port are proposed with the full plan. These improvements will include landscape, hardscape, and enhanced crossings. Ideally the 4th Street improvements would be done at the same time, but given available funding, the 4th Street improvements are phased.



Full Public Realm Improvements Map (Includes Phases I, II, III)



FULL PLAN: PHASING AND PRIORITIES

This table summarizes the phasing, outlines preliminary planning level costs and responsible parties. This is the meat of the plan that can be used to review progress. The intent is to use this table as a live document and to update with new projects and funding partners over time. This table corresponds to the maps illustrated in the previous pages (i.e. the Phase I column corresponds to the Phase I map and the Full Plan includes the Phase I, Phase II, and Phase III columns in this table).

Categories	Description	Total Estimated Cost	Potentially Funded			Unfunded	Potential Funding Source
			Phase 1 (Short-term)	Phase 2 (Mid-term)	Phase 3 (Long-term)		
District Definition and Branding							
Gateways	7 Primary and 3 Secondary Gateways	\$600,000	\$250,000	\$350,000			(City) Innovation District Dedicated
Wayfinding Signs	City Wayfinding	\$50,000		\$50,000			TBD: (City) Transportation (Wayfinding Program)
Pedestrian Crossings (Connectivity)	4th Street and 3rd Street	\$330,000	\$210,000	\$120,000			(City) Transportation (Complete Streets) (Ph 1), TBD (Ph 2)
Painted Intersections/Public Art	4 Painted Intersections, Overpass Public Art	\$60,000	\$30,000	\$30,000			(City) Innovation District Dedicated
Sub Station Up Lighting	Lighting on periphery of sub station	\$30,000		\$30,000			Private Funding
Pole Banners	Banners at approximately 200 poles	\$60,000	\$60,000				(City) Innovation District Dedicated
LED on Painted Poles	Approximately 200 poles	\$300,000	\$100,000	\$200,000			(City) Innovation District Dedicated
Public Art Program						TBD	TBD
Sub-Total		\$1,430,000	\$650,000	\$780,000	\$0		
Streetscape Improvements							
6th Avenue S (3rd Street to MLK)		\$4,200,000	\$2,000,000	\$2,200,000			
Streetscape Improvements	Reduce lanes, Landscaping, Roadway, Bike Improvements	\$2,500,000	\$2,000,000	\$500,000			(City) Transportation (City Trails), Resurfacing Program
Alternate Improvements	Enhanced Sidewalks, Lighting, Landscaping	\$1,700,000		\$1,700,000			TBD
4th Street S (6th Avenue to 18th Avenue)		\$2,260,000	\$230,000	\$1,010,000	\$1,010,000		
6th Avenue to 7th Avenue Streetscape	Landscaped Medians and Lighting	\$230,000	\$230,000				(City) Innovation District Dedicated
7th Avenue to 18th Streetscape	Landscaped Medians and Lighting	\$2,020,000		\$1,010,000	\$1,010,000		TBD
5th Street S (6th Avenue to 8th Avenue)		\$660,000	\$330,000		\$330,000		
Initial	Removal of parking, Landscaping, Pedestrian Promenade (one-side)	\$330,000	\$330,000				(City) Innovation District Dedicated
Ultimate	Removal of parking, Landscaping, Pedestrian Promenade (other side)	\$330,000			\$330,000		TBD
3 rd Street South (6th Avenue to Newton Avenue)		\$590,000		\$240,000	\$350,000		
Streetscape Improvements	Landscaping, Pavers at Intersections	\$240,000		\$240,000			
Alternate Improvements	New Lighting	\$350,000			\$350,000		
6th Street (5th Avenue to 9th Avenue)		\$730,000		\$620,000	\$110,000		
Streetscape Improvements	Reduce lanes, Landscaping, Roadway	\$620,000		\$620,000			
Alternate Improvements	New Lighting	\$110,000			\$110,000		
1st Street (6th Avenue to Dali Blvd)		\$200,000		\$120,000	\$80,000		
Streetscape Improvements	Separated Bicycle facility, Resurfacing	\$120,000		\$120,000			
Alternate Improvements	New Lighting	\$80,000			\$80,000		
Other Opportunities							
1st Street (South of 6th Avenue to 8th Avenue)	Landscaping and Lighting, Bicycle and Pedestrian Connections						
11th Avenue	Landscaping and Lighting, Bicycle and Pedestrian Connections						
5th Avenue S	Landscaping, Lighting, Wayfinding (Some Lighting and Banners in Phase 1)						
8th Avenue	Landscaping and Lighting, Bicycle and Pedestrian Connections						
8th Street and 9th Street Improvements	Re-configure and connections to Tropicana Field, neighborhoods						
Poynter Park Improvements	Connections to park, bicycle/ped path along waterfront						
7th, 8th, 9th Avenue	One-Way to Two-Way Street Re-configuration						
Sub-Total		\$8,640,000	\$2,560,000	\$4,190,000	\$1,880,000		
Total (District Definition and Branding / Streetscape Improvements)		\$10,070,000	\$3,210,000	\$4,970,000	\$1,880,000		

DISTRICT DEFINITION: GATEWAY CONCEPTS

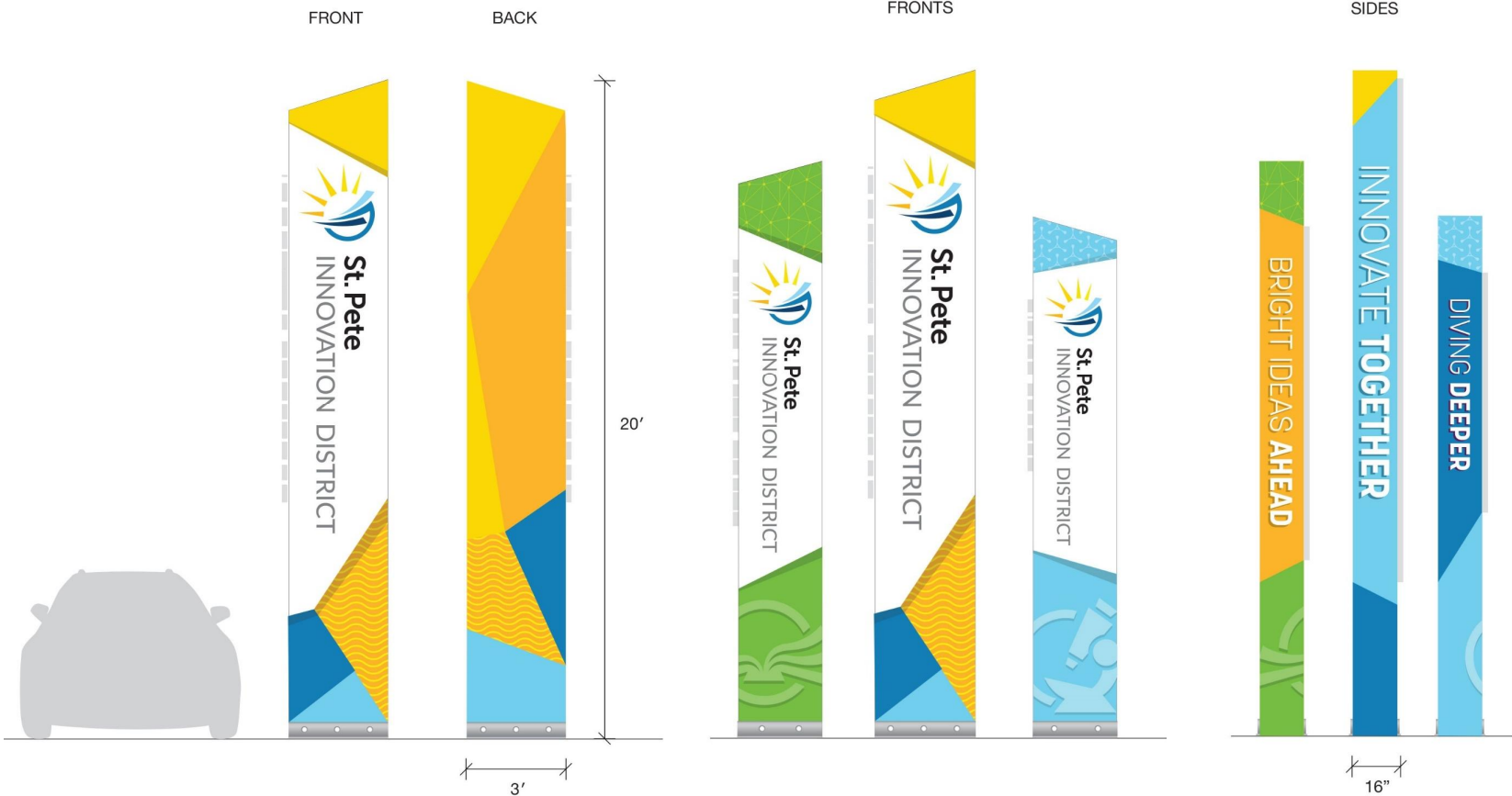
The next few pages show illustrative concepts for gateways, pole banners as well as signage. These are meant as concepts and will be refined as part of a design phase.

Gateways/Monument Sign Concepts

Two concepts were developed. During the final Innovation District Board meeting on March 8, 2017 it was agreed that Concept B was preferred.

Gateway Concept: Option A

This gateway option includes colors that represent the brand with slogans on the sides.



Day time representation including painted intersection with painted poles.

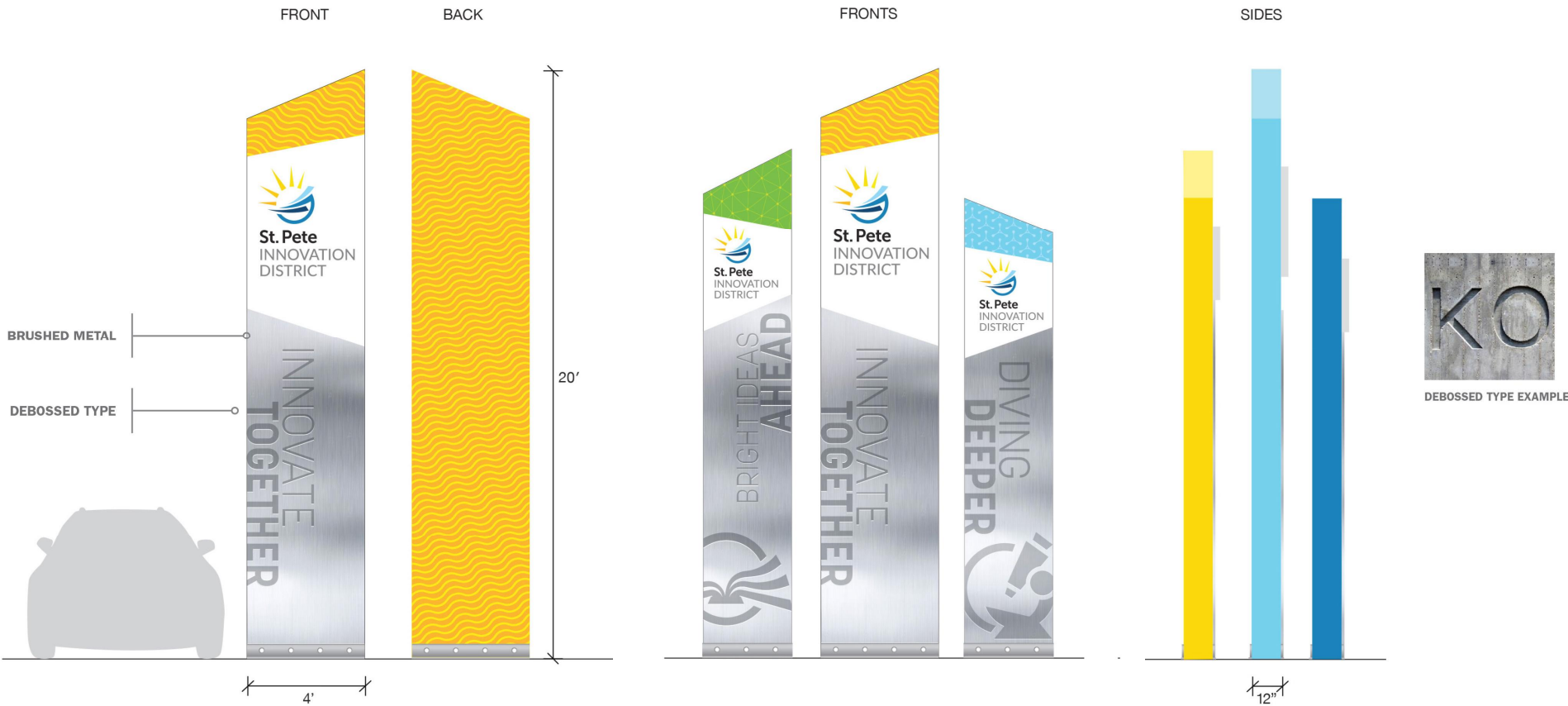


Night time representation including painted intersection with painted poles and LED lighting strips.

DISTRICT DEFINITION: GATEWAY CONCEPTS

Gateway Concept: Option B

This gateway option includes debossed type brushed metal near the bottom with the top being translucent (backlit at night). The sides would illuminate at night as well. Again this was the preferred option.



Day time representation including painted intersection with painted poles.



Night time representation including painted intersection with painted poles and LED lighting strips.

DISTRICT DEFINITION: BANNER CONCEPTS

Below are the banner concepts that have been developed. There are several areas within the District that include hardware currently or have banners. The intent would be to include the brand along with institutions where feasible. These are concepts that would be developed further in a design phase and coordinated with the Innovation District Board members.

Single Banners



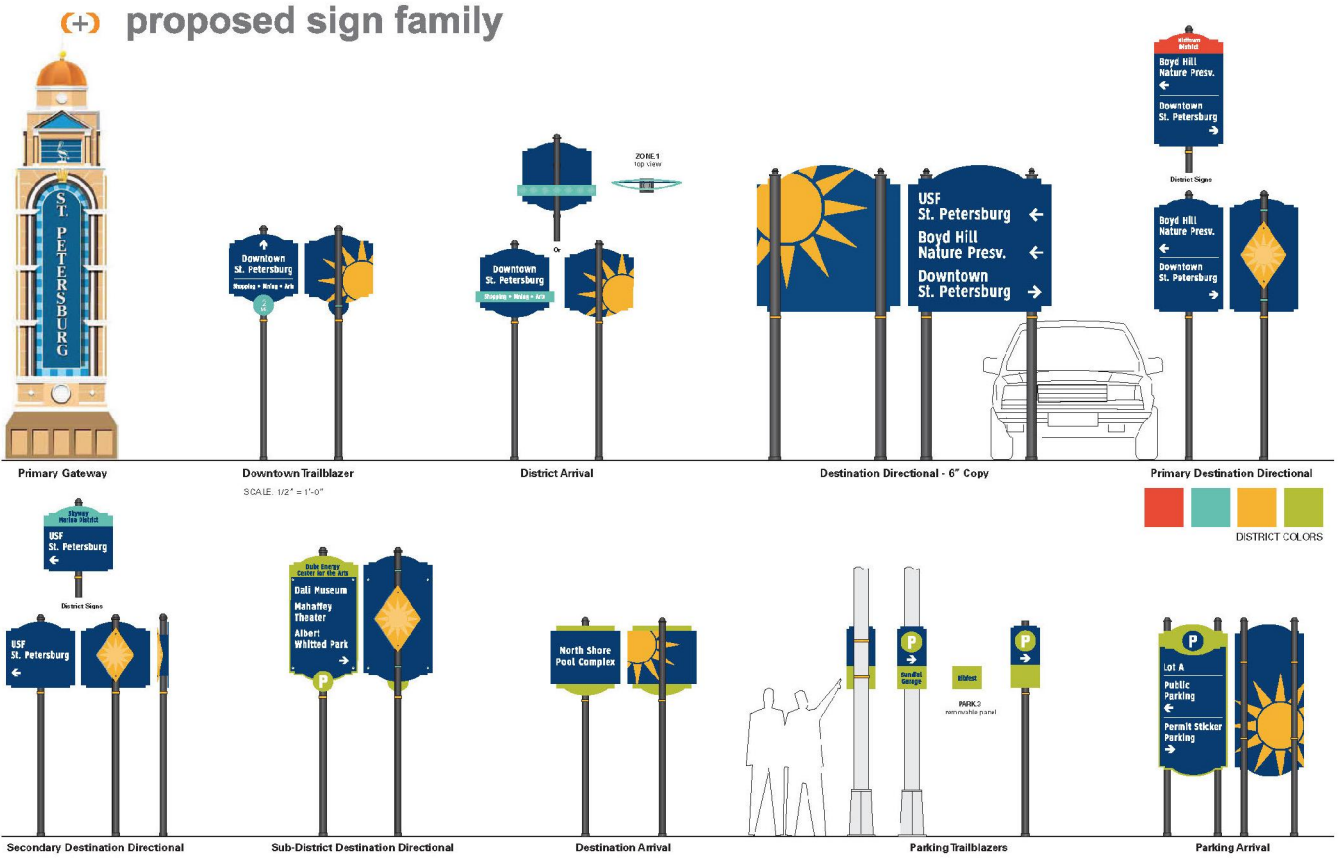
Multiple Banners



DISTRICT DEFINITION: SIGNAGE AND WAYFINDING CONCEPTS

Below is the proposed wayfinding sign family that the city is pursuing. During the development of the plan it was discussed that the city will be using this sign family throughout the city. A recommendation is to use the Innovation District logo and color scheme to utilize the city-wide sign family while also differentiating from other areas of the city. Another recommendation is to look into pedestrian scale wayfinding.

City-wide Proposed Wayfinding Sign Family



Use of Innovation District Logo & Color Scheme with City-wide Wayfinding



STREETSCAPE IMPROVEMENTS: CONCEPTS AND STREET FUNCTION

The following pages will provide more detail on the streetscape improvements identified in the phasing plan primarily for Phase I. The streetscape improvements include:

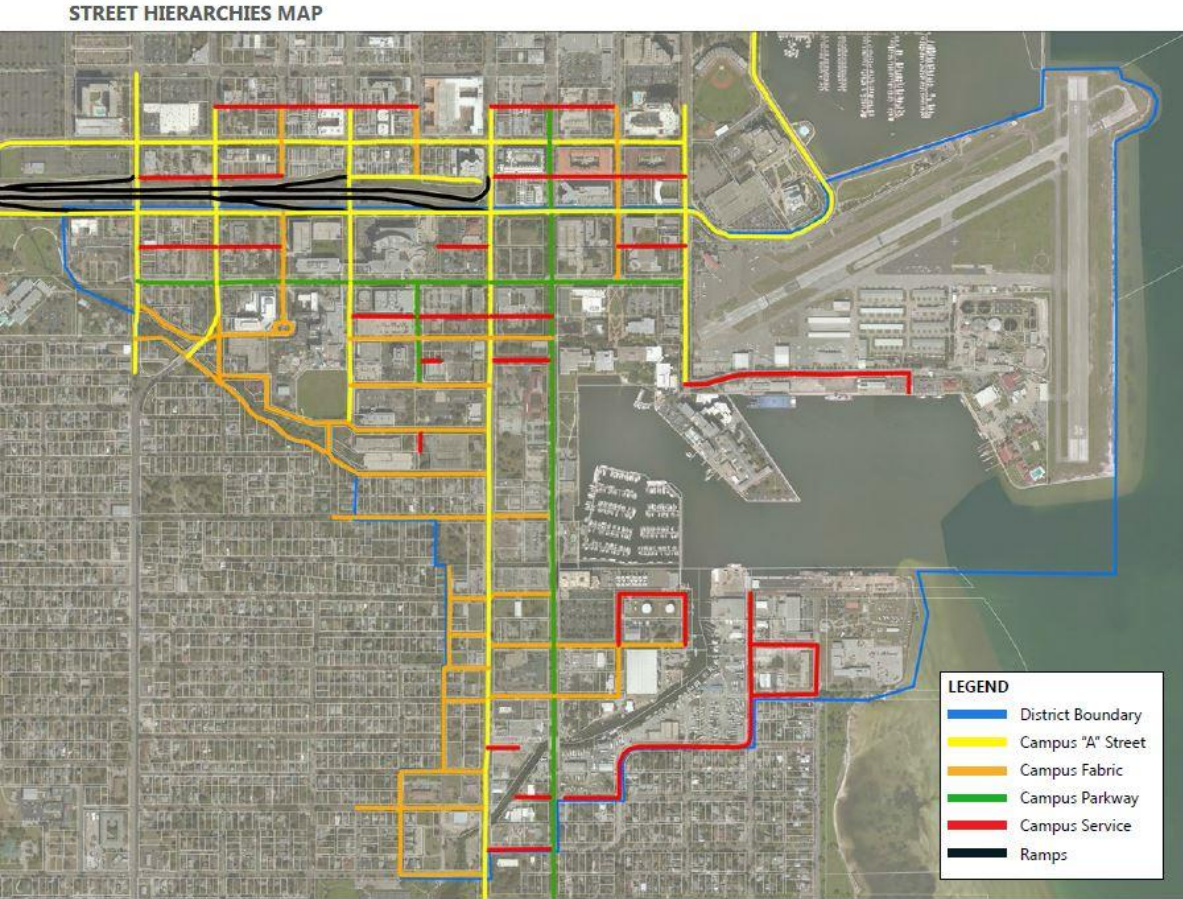
- 6th Avenue S
- 5th Street S
- 4th Street S

The concepts were developed through coordination with city staff as well as with stakeholders through the engagement described previously.

The concepts were also prioritized by several criteria such as they:

- Provide connectivity,
- Mentioned specifically at the charrette,
- Provide added walkability or bicycle facilities (including landscaping, shade, walkability, safety),
- Increased lighting and security
- Provide hardscape improvements

While the focus was on the framework streets mentioned previously, it is the intent that these concepts can be replicated based on their context. The concepts included complete street recommendations that fit the context and function of each roadway. For example, 4th Street is more vehicular in nature while 5th Street, 6th Avenue S, and 3rd Street are more geared towards pedestrians and bicyclists. The map to the right is a modified version of the Street Hierarchies map found in the Visioning Summary.



Campus "A" Street █
 Campus A Streets are the roads with more vehicular traffic which balance multimodal aspirations.

Campus Parkway █
 Special streets for pedestrians with park-like atmospheres.

Campus Fabric/Service █ █
 Primarily minor roads that are used to connect the service areas.

Street Hierarchies map. Concepts or improvements shown for the specific corridors identified in the following pages can be applied to other corridors that have similar context.

Source: St. Petersburg Visioning Summary

STREETSCAPE IMPROVEMENTS: 6th Avenue S

The creation of a “main street” for the District, that is pedestrian and bicycle friendly including shade with wide sidewalks and safe crossings that encourage activity was the focus for the concept on 6th Avenue S. Also paramount was allowing emergency access.

A lane reduction from 4 lanes to 3 lanes with a raised median mid-block was recommended. With the improvements to I-175 (a new ramp from 4th Street northbound) it is envisioned that traffic volumes on 6th Avenue will be reduced. As they stand now, one lane in each direction along with the left turn lanes at the intersections is sufficient to meet existing and future demand.

The improvement of 6th Avenue S presents an opportunity to leverage city funds as a portion is up for resurfacing and the city applied funds originally intended for the Booker Creek trail in order to provide an east-west bicycle connection. The concept includes a 10 foot “cycle track” or separated bicycle path on the south-side of the roadway that is well positioned to connect a gap in St. Petersburg’s trail network. It would connect to the trail just west of MLK that goes west to the Pinellas Trail. On the east side it would connect to the trail at USFSP that connects to the waterfront and the North Bay Trail.



6th Avenue S between 3rd Street and 4th Street facing east

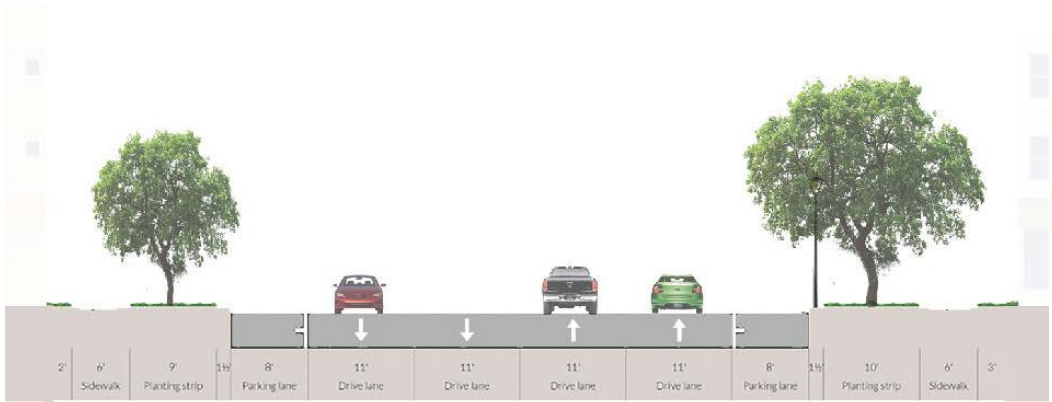


Proposed Section looking west on 6th Avenue S

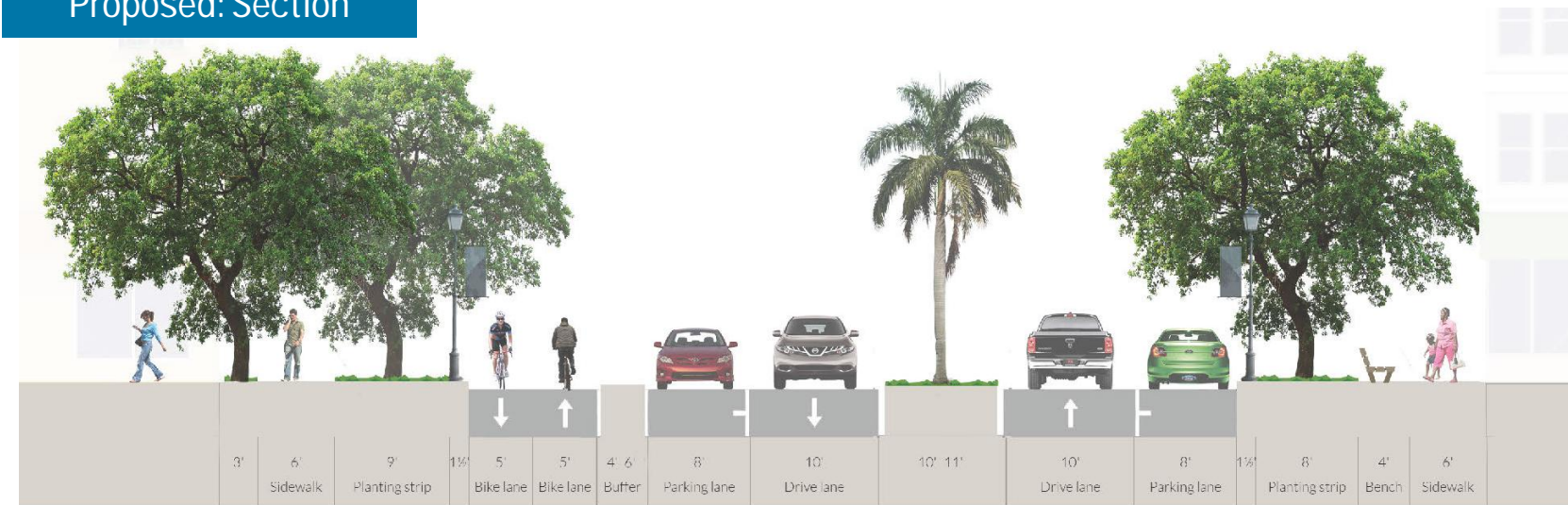
STREETSCAPE IMPROVEMENTS: 6th Avenue S

Below are sections and a plan view for the improvements. A PSTA Bus Rapid Transit (BRT) stop is also being proposed on the southside of 6th Avenue between 3rd and 4th Street and would need to be coordinated further with this project in the design phase. The section between 3rd and 4th Street will likely vary from the proposed section below (i.e. 18' would be needed for the Transit Station which can be accomplished by removing a parking lane and utilizing the buffer near the Cycle Track. Lane widths, including the median, would also be reviewed to accommodate the transit vehicles).

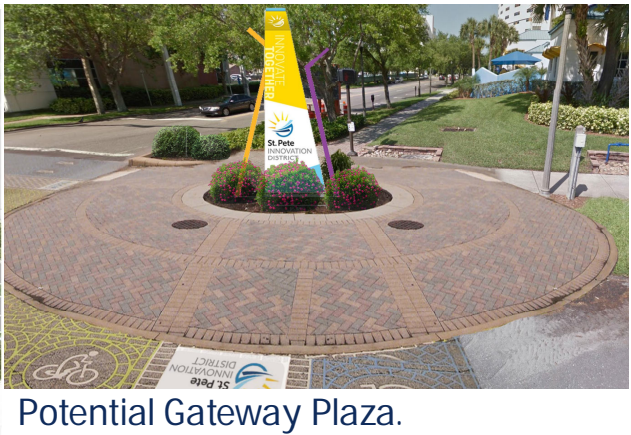
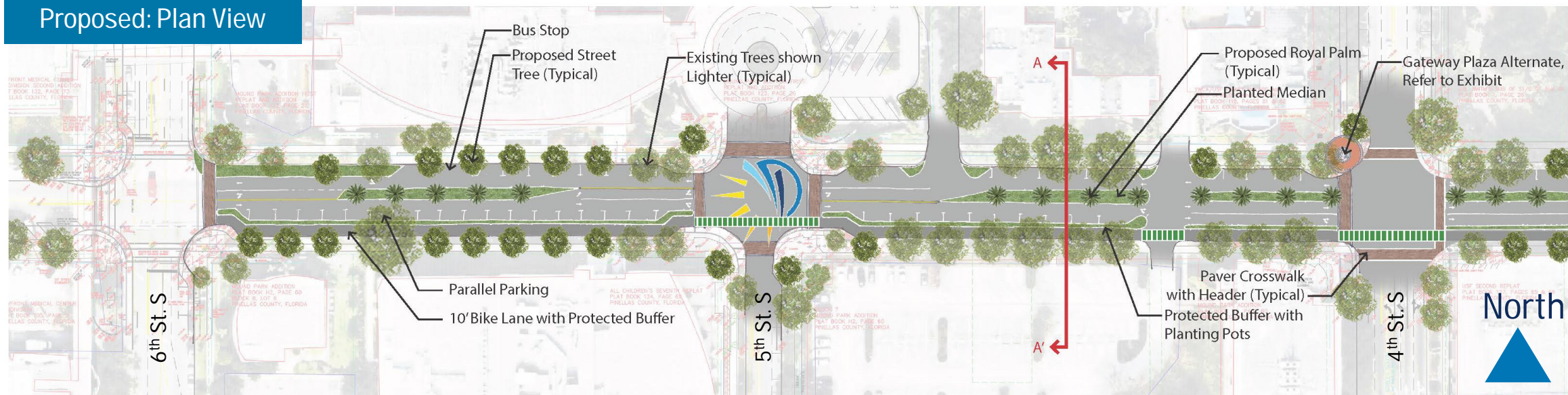
Existing Typical Section



Proposed: Section



Proposed: Plan View



Potential Gateway Plaza.

STREETSCAPE IMPROVEMENTS: 5th Street

The 5th Street concept includes the creation of a “pedestrian promenade.” 5th Street connects parking areas south of 8th Avenue South to Johns Hopkins/All Children’s entrance at 6th Avenue South. It also includes the new Research and Education Center on the east side. Currently the parking areas are accessed by a shuttle. It’s an underutilized pedestrian street based on the short walking distance.

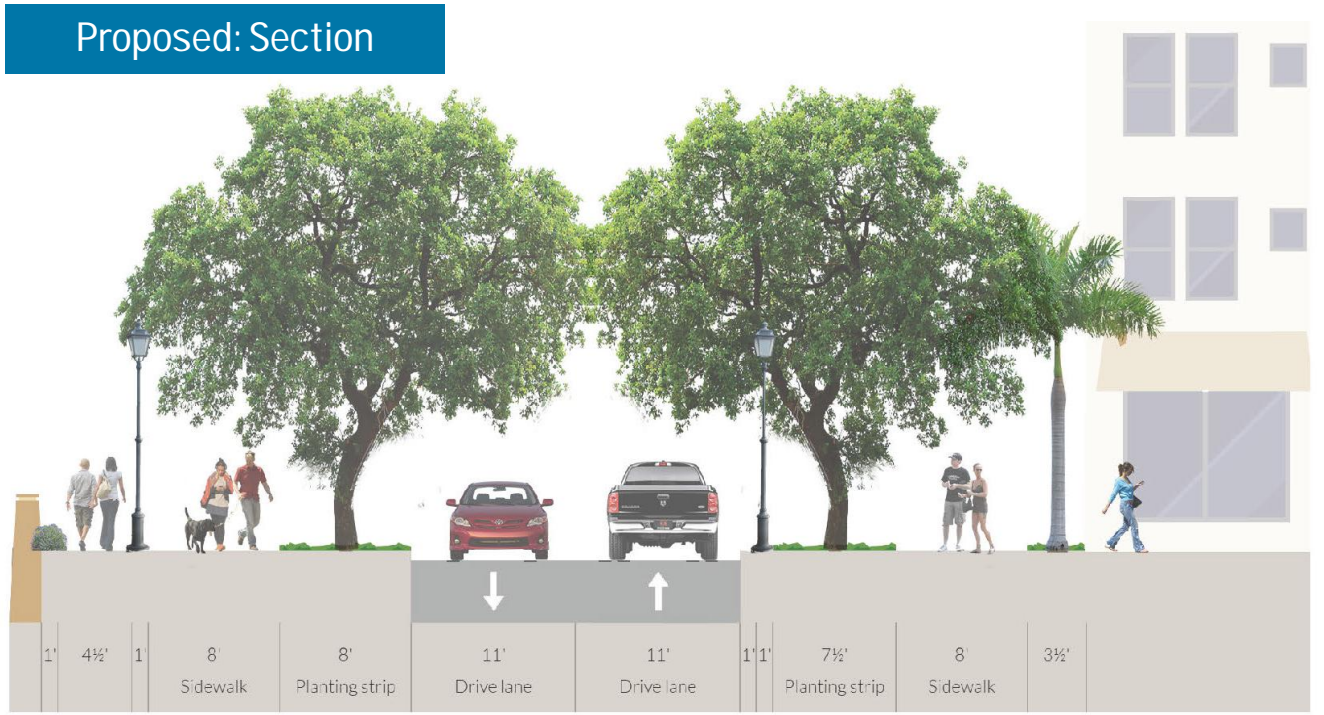
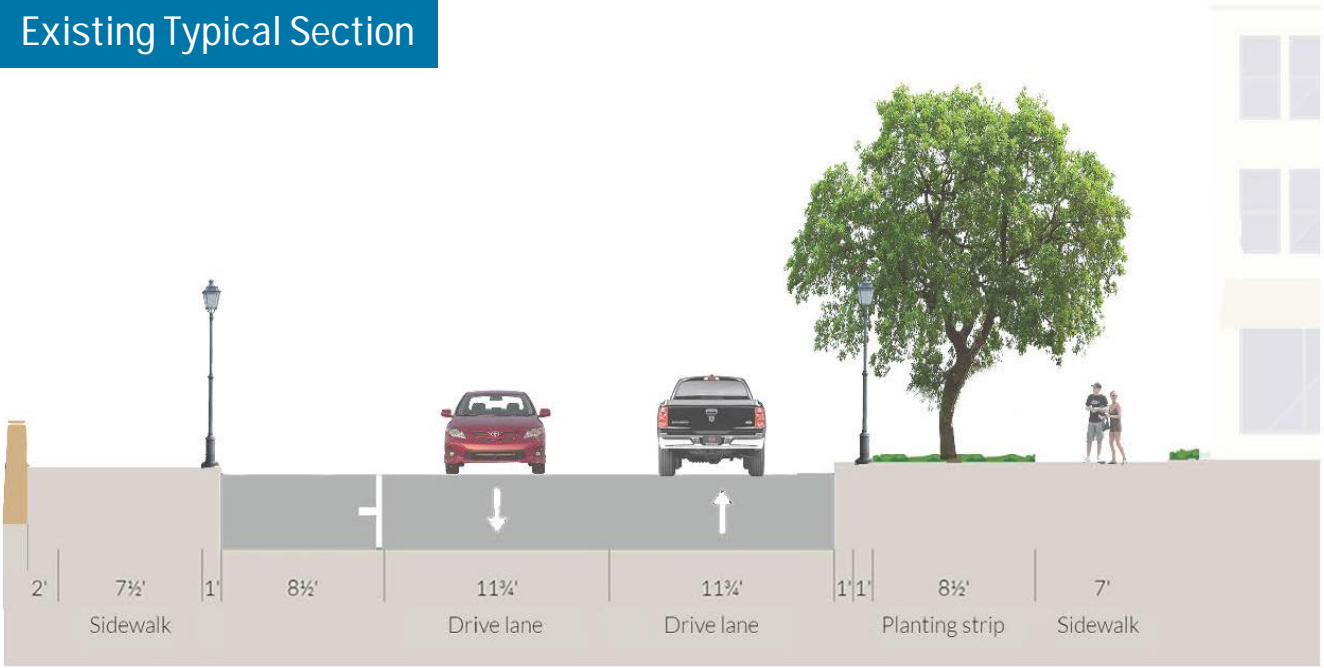
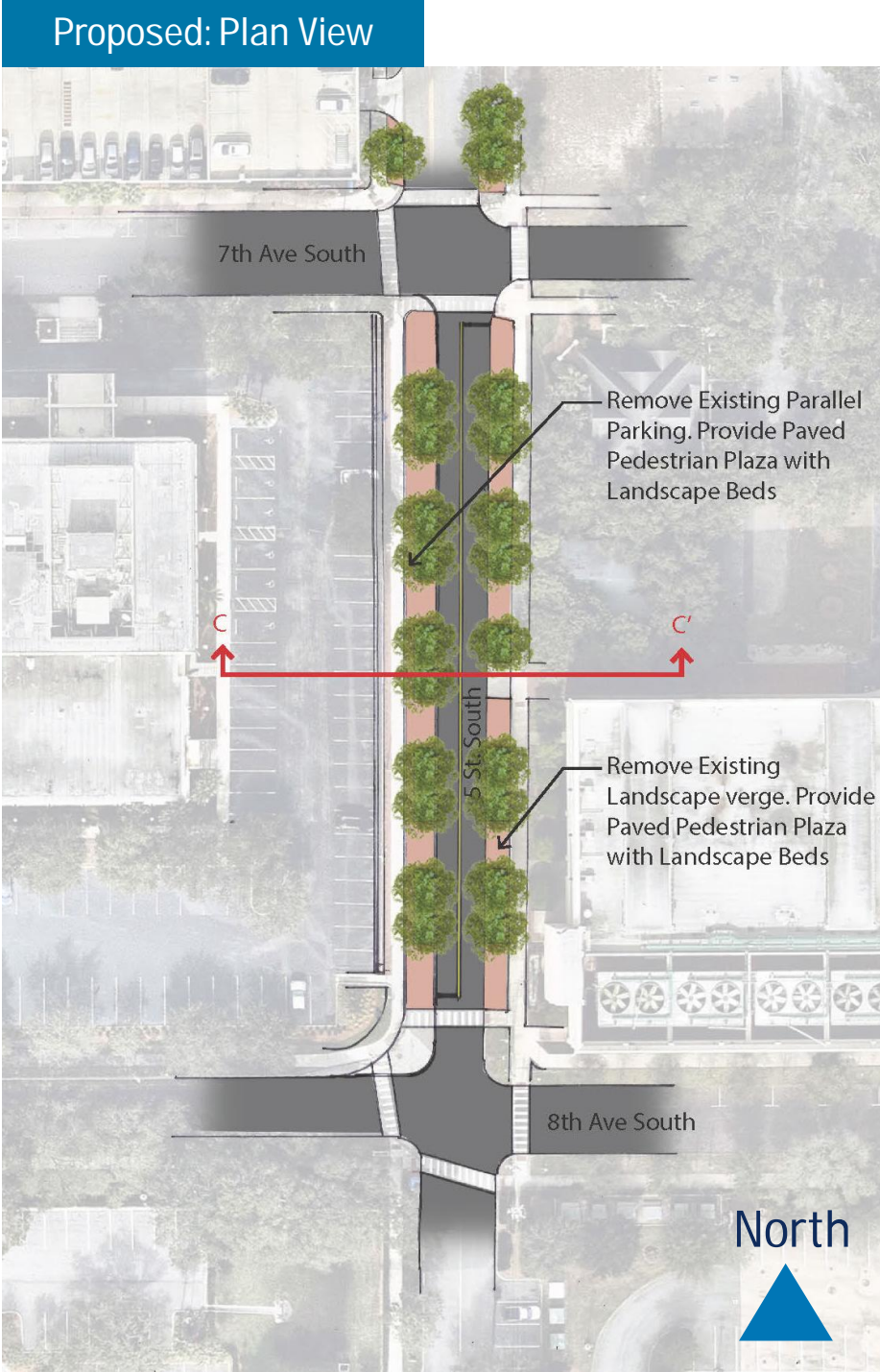
The concept includes eliminating the parking lane and replacing with pedestrian paved areas and additional landscaping/shade. It is envisioned that this project would be phased with additional landscaping and shade being put in place north of 7th Avenue as a second phase. The lanes are also narrowed and the sidewalk on the west side is increased significantly to 12 feet. The sidewalk/pedestrian plaza includes additional public space that could be used for seating areas for rest/reflection for hospital visitors and employees. It also includes space potentially for vendors. This project would also be coordinated with a potential Downtown Looper route.

The following page provides more detail.



5th Street near 8th Avenue S facing north

STREETSCAPE IMPROVEMENTS: 5th Street



STREETSCAPE IMPROVEMENTS: 4th Street

The 4th Street concept, like other concepts, keeps the curbs intact to reduce costs. This concept includes reducing the lanes widths from 12 feet to 11 feet with the benefit of slowing vehicles down. Additional crossings are provided with curb extensions at certain key intersections. The space provided by reducing lane widths is reallocated to creating a landscaped median (which doubles as a left turn lane at key intersections). The purpose of the landscaped median is to beautify the corridor, but to also reinforce slower speeds and to make a statement that one is entering a different area.

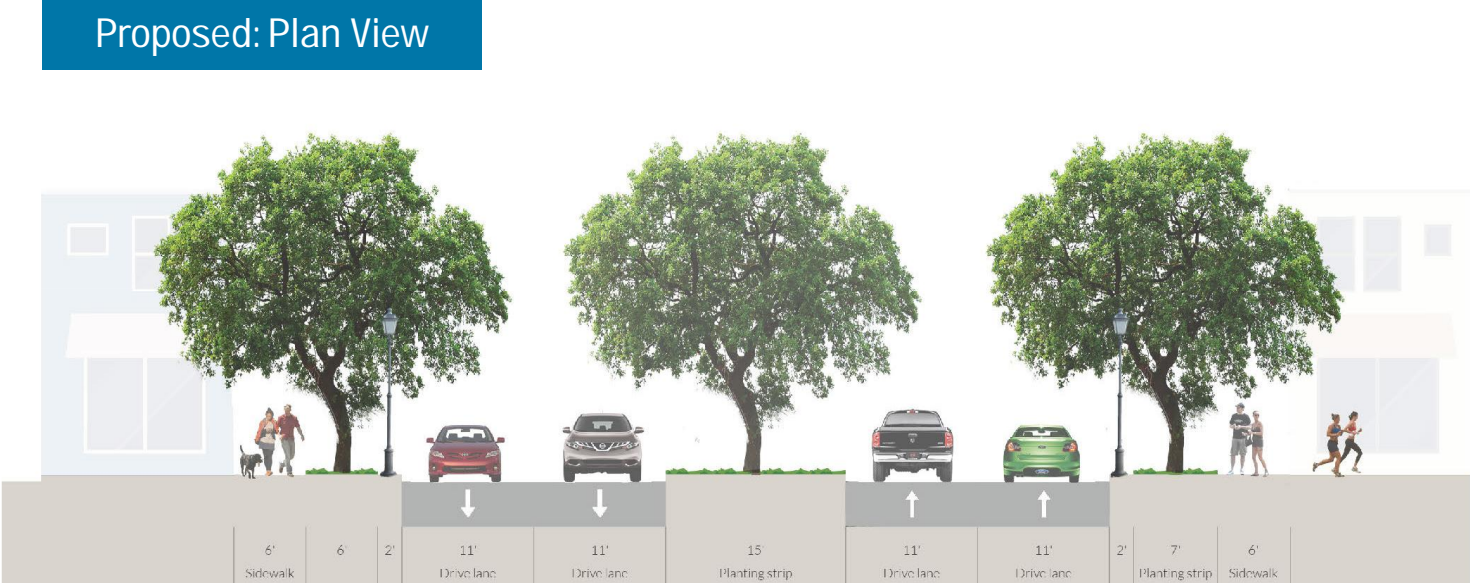
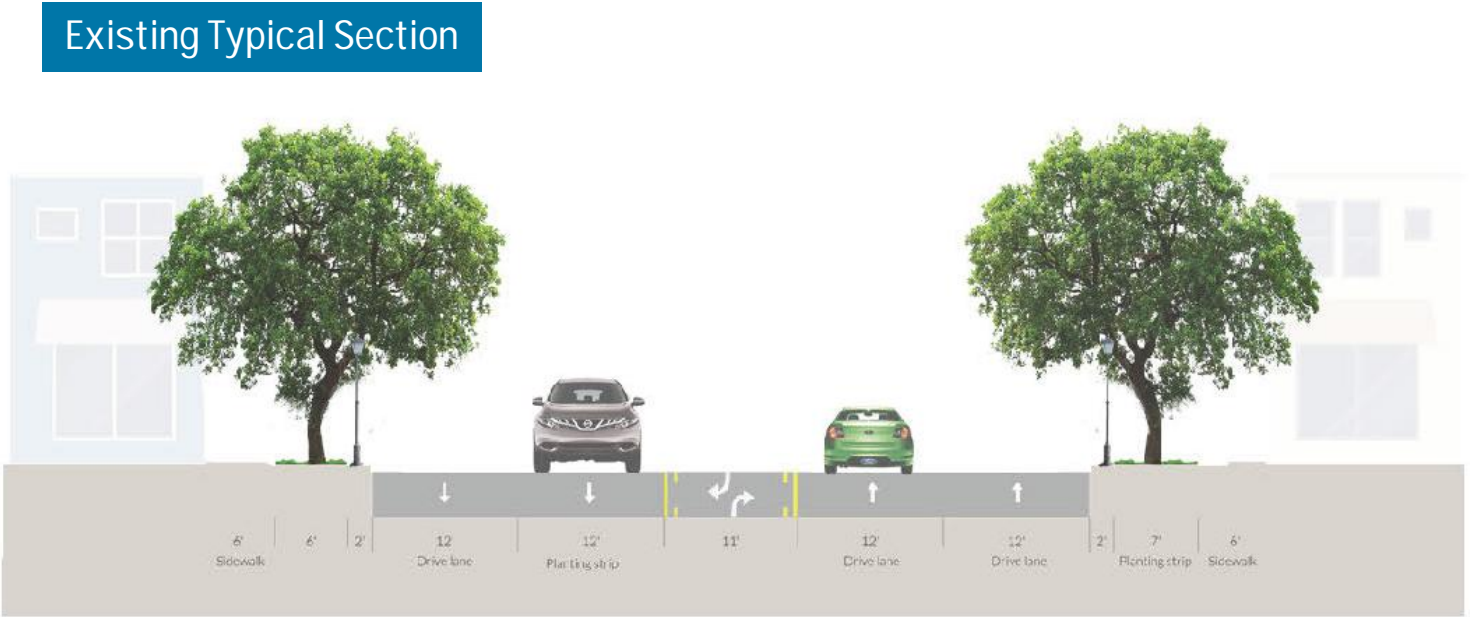
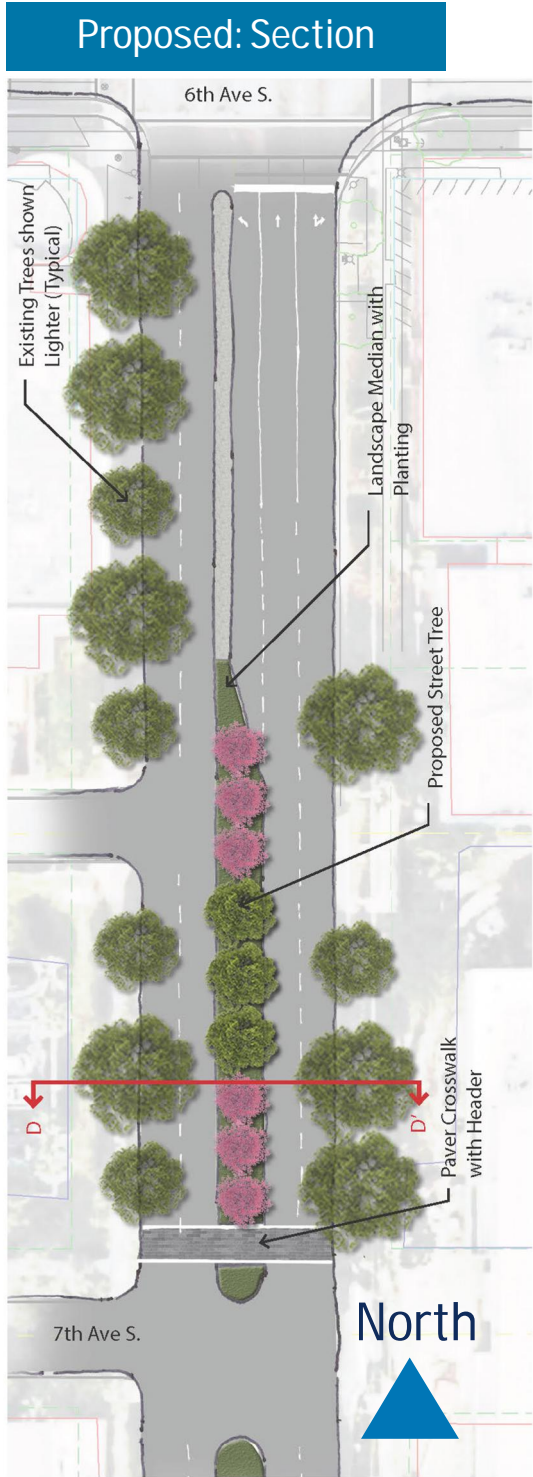
The landscaped median also provides a pedestrian refuge for the crosswalk detailed on the next page that is intended to provide a connection from the Kate Tiedemann Business School to the west side of 4th Street near 8th Avenue South. The major benefit of this concept is to knit the two sides of the Innovation District which are currently separated by 4th Street.

The following page provides more detail.



4th Street near 7th Avenue S facing north

STREETSCAPE IMPROVEMENTS: 4th Street



NEXT STEPS

The Streetscape and Connectivity Concept Plan included significant stakeholder and city outreach to develop improvements and concepts that were prioritized with a consensus. The concepts included lower cost improvements with the point of advancing implementation priorities in order to provide more immediate placemaking benefits for the District. Below are recommended next steps.

Short-Term

- Implement Phase 1 priorities
- Complete design and construction
- Program Poynter Park
- Research public art opportunities (develop public art plan)
- Implement transit improvements

Mid-Term

- Implement Phase 2 priorities
- Create street team for District
- Look for funding partnerships and make assignments
- Further improvements to Poynter Park and waterfront
- Implement additional public art opportunities
- Analyze the need for joint parking garage

Long-Term

- Implement Phase 3 priorities
- Continue to tie in with Complete Streets Implementation Plan
- Continue to look for funding partnerships
- Continue improvements and connections to downtown, neighborhoods, waterfront, Tropicana Field as well as 1st Street and 8th Avenue streetscapes and activation.



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