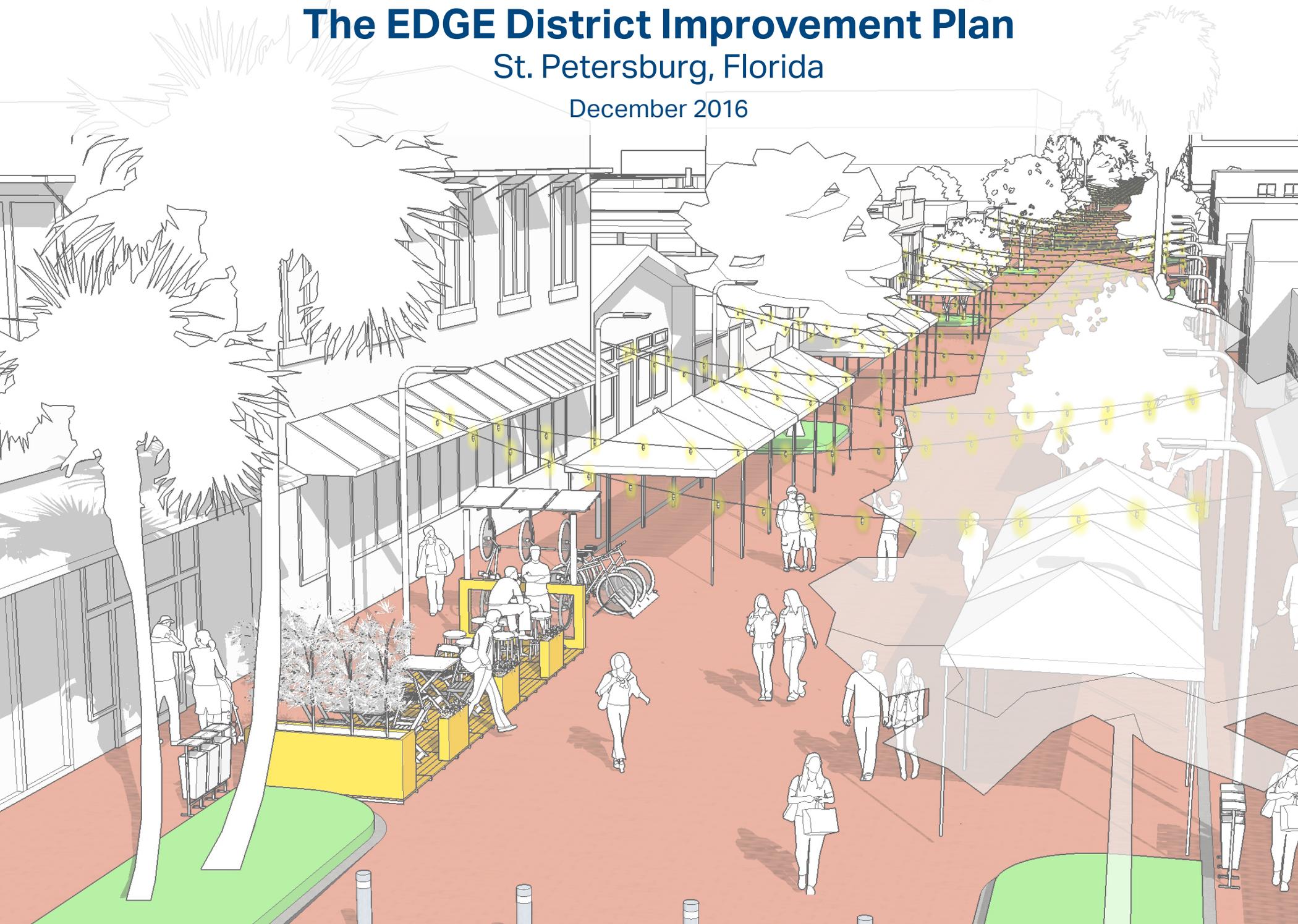


The EDGE District Improvement Plan

St. Petersburg, Florida

December 2016





The EDGE District

This aerial photograph highlights the District's boundaries and illustrates the position of the area within the city fabric.

Consultant Team

AECOM

Project Management
Urban Design/Aesthetics
Pedestrian-Bicycle
Streetscape



Economic and Market Analysis



RENAISSANCE
PLANNING

Land Development/Zoning
Transportation



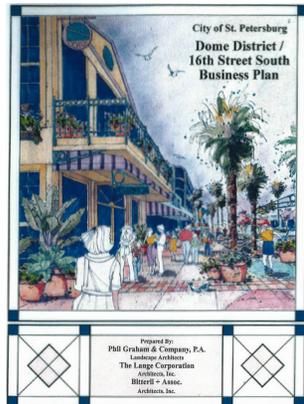
Funding/Grant Specialist

Project Milestones

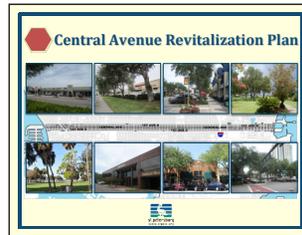


Chronology & Description of Previous Plans

In order to better understand the current state of the EDGE District, it was important to carefully review and summarize previous planning documents that have served to guide the EDGE development into what it is today. The following planning documents were reviewed:



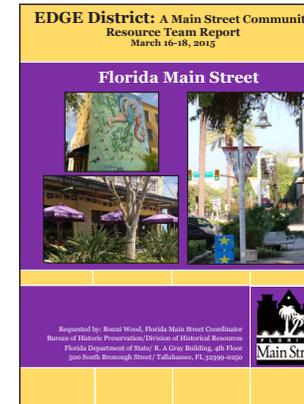
**Dome District/
16th Street
South Business
Plan (DD)**
1997



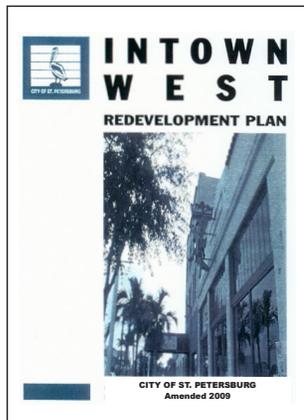
**Central Avenue
Revitalization
Plan (CAR)**
2012



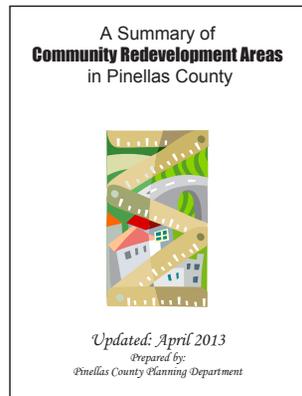
**Collaborative
Labs presents
The Edge
District Strategic
Planning
Collaborative
Engagement (CL)**
2014



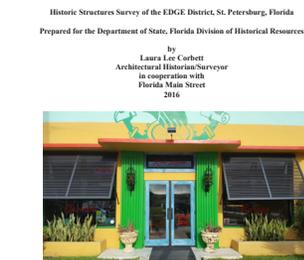
**EDGE District:
A Main Street
Community –
Resource Team
Report (MSD)**
March 2015



**Intown West
Redevelopment
Plan (IWR)**
1990 (amended 2009)



**A Summary of
Community
Redevelopment
Areas in Pinellas
County (CRA)**
2013



**Historic
Structures
Survey of the
EDGE District,
St. Petersburg,
Florida**
2016

City of St. Petersburg, Florida 2016 Demographics

Population

Total City Population	256,681
Total Households	108,815
Total MSA Population	2,934,941
Median Age	42.1

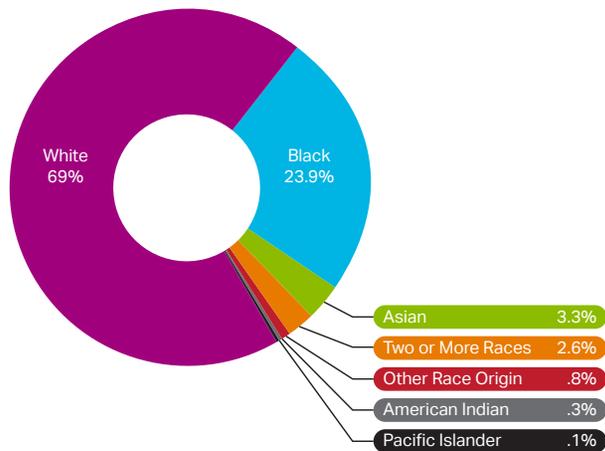
Source: 2014 ACS 5-Year Estimates, 2015 BEBR

Gender

Female	51.8%	Male	48.2%
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Source: 2014 ACS 5-Year Estimates

Population Diversity



Source: 2014 ACS 5-Year Estimates

Employment Industries

Healthcare & Social Assistance	22,197
Retail Trade	16,541
Finance & Insurance	10,099
Hospitality (Food & Lodging)	9,758
Manufacturing	7,788
Information	4,078
Arts, Culture, Events, Tourism	3,199

Source: Florida Agency for Workforce Innovation, 2015

Income

Average Household Income	\$64,335
Median Household Income	\$45,483
Per Capita Income (PCI)	\$28,670

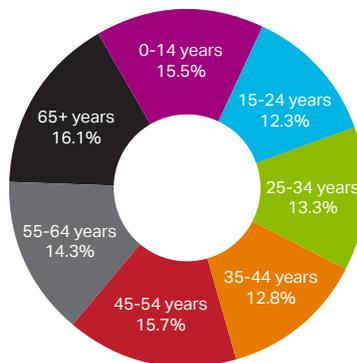
Source: 2014 ACS 5-Year Estimates

Housing (Median Sales Price)

Single Family Home	\$180,000
Condominium & Townhouses	\$124,590

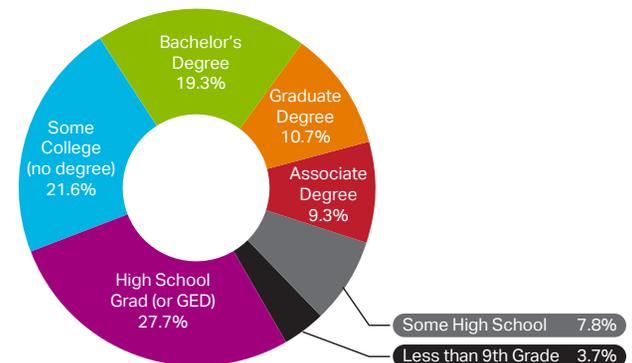
Source: Pinellas Realtor Organization, October 2015 Report

Population Age



Source: 2014 ACS 5-Year Estimates

Education



Source: 2014 ACS 5-Year Estimates

Economic and Market Analysis

The EDGE District Economic/Market Study

- Economic/Market study completed in effort to guide planning process
 - Primary research, presentation of findings, and draft report occurred between August and November 2015
- Three key objectives of study
 1. Estimates of demand for Residential, Retail, Office and Hotel
 2. Utilize findings to support potential redevelopment opportunities (ie. Police Headquarters site)
 3. Identify market, regulatory and/or physical opportunities/challenges
- The findings for demand focused on near term period (5-7 years)
 - Relatively strong demand for housing (which has since proven itself with new rental and for-sale development)
 - Stable demand for Retail, but less about supporting large scale new development than repositioning existing underutilized properties
 - Several new businesses have entered market in past 12 months
 - Office demand remains modest; however, solid support for mixed use development (ie. co-working space)
 - As EDGE and Downtown continues to grow with retail and entertainment, demand for hotel in EDGE increases
 - Key challenges to larger-scale redevelopment include parking and land constraints
 - Redevelopment of Tropicana Field can have significant positive implications for the EDGE
 - However, maintaining its local feel should be a priority

Economic Benefits/Funding

- The EDGE's presence within CRA is extremely beneficial and there are two primary sources of funding for capital improvements:
 - Incremental tax growth from existing – which should escalate at more rapid pace than past given recent investment in area
 - Incremental tax growth from new development – 930 Central already occurring, Police Headquarters site another major opportunity
- A modest forecast of 2 larger scale developments and relatively modest tax growth from existing properties forecasts more than \$4 million annually in incremental tax in 15 years
- Need to extend CRA becomes critical

Current Physical Environment

1st Avenue North

This wide, 3-lane, one-way roadway is a thoroughfare for cars and an uncomfortable environment for pedestrians

Landscape

- Overgrown and unkempt in many areas
- East side (near MLK) is in better shape and has some existing sabal palms but still needs more maintenance
- Oaks at Police Department provide nice shade but are not viable long term

Hardscape

- Too much pavement. Needs to be softened to enhance pedestrian comfort

Facade

- Disjointed with open areas, parking lots, fencing, and varying setbacks
- Very long block on east side with few public cut-throughs from Baum Ave/Central Ave to 1st Ave North
- Many blank storefronts, sterile, no windows

Parking

- Some parallel, 2-hour spaces (north side)
- Some surface lots (private, special event)
- Many of the businesses along 1st Ave North have parking in front or side.

Miscellaneous

- Overhead utilities with standard cobra head lights are present
- Sidewalks are discontinuous on the north side and mostly continuous with a few small breaks on the south side
- Crossings are located at:
 - Police Department - Rectangular Rapid Flash Beacon (RRFB)
 - Signalized crossing at 13th St North (stamped asphalt with pedestrian signals)
 - Sir Speedy/Café Ten-O-One (RRFB)
 - Signalized crossing at 16th St North and MLK (stamped asphalt with pedestrian signals)
- Not readily identifiable as being a part of the EDGE District
- There is a bike lane on the north side but few bike racks are available
- Booker Creek daylights on the south side of 1st Ave North (piped to the north)



Facade improvements

The Casa building has architectural detail, awnings, and numerous windows. These items make a positive impact on street frontage.



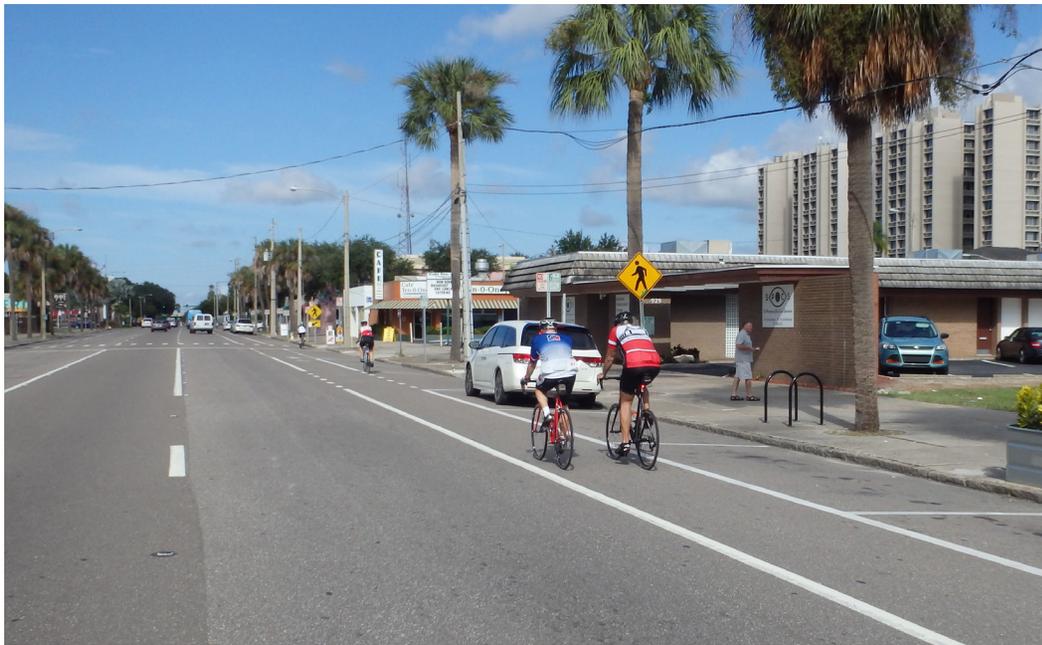
Disconnected

These gaps in the sidewalk network create safety concerns and preclude the use by disabled individuals.



Possibilities

The conversion of older building's help create a unique District aesthetic while maintaining the history of the place.



Pedestrian and bicycle safety

This busy street lacks infrastructure needed to create a comfortable place to cycle along the corridor and cross the street as a pedestrian.



Bike lanes, parking, sidewalks and landscape

The bike lane is a great asset to this street. However, landscape treatments along the sidewalk and parking bulb-outs will make this a more enjoyable ride.

Baum Avenue

Back-of-house or alley feel

Landscape

- The existing landscaping is very limited and is typically unmaintained

Hardscape

- Too much pavement (dedicated to vehicles), much of which is in poor condition
- Some drainage/ponding issues
- Sidewalks exist but have obstructions
- Granite curbs are unique

Facade

- Consists primarily of the backs of buildings with no street-level windows. Feels uncomfortable and uninviting
- Very long block on east side with few public cut-throughs to 1st Ave North or Central Ave.

Parking

- On-street parallel (no time limits)
- Some surface lots (private, special event)

Miscellaneous

- Not readily identifiable as being a part of the EDGE District
- Overhead utilities
- Many dumpsters are unsightly with unpleasant odor



Narrow sidewalks

Pedestrian movement is limited in areas due to the width of the walk, aging concrete, and utility poles.



Granite curbs

These curbs are original to the construction of Baum Ave. Consider re-purpose of curbs as accent pieces along Baum Ave.



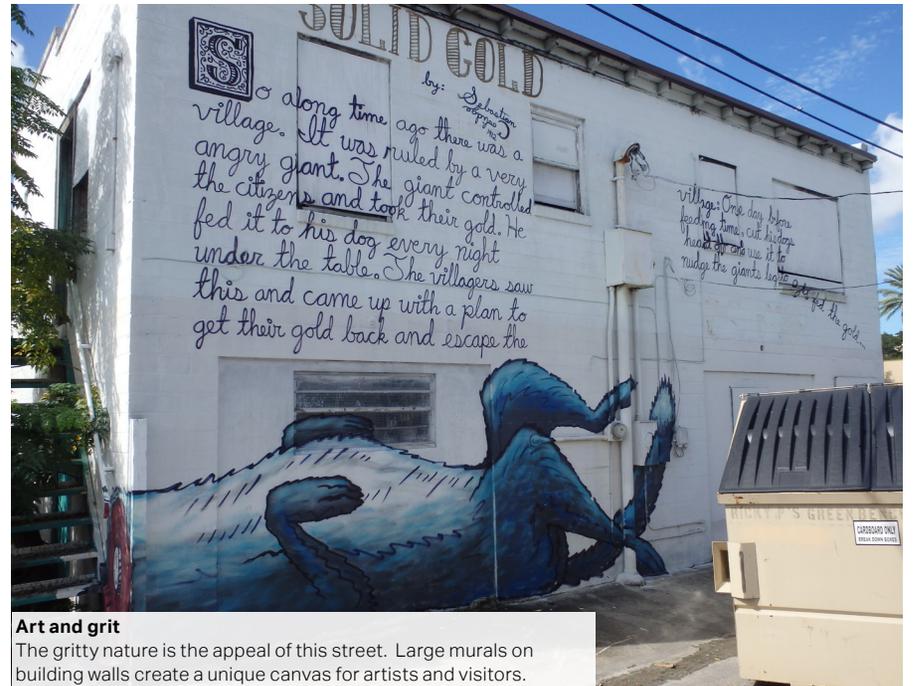
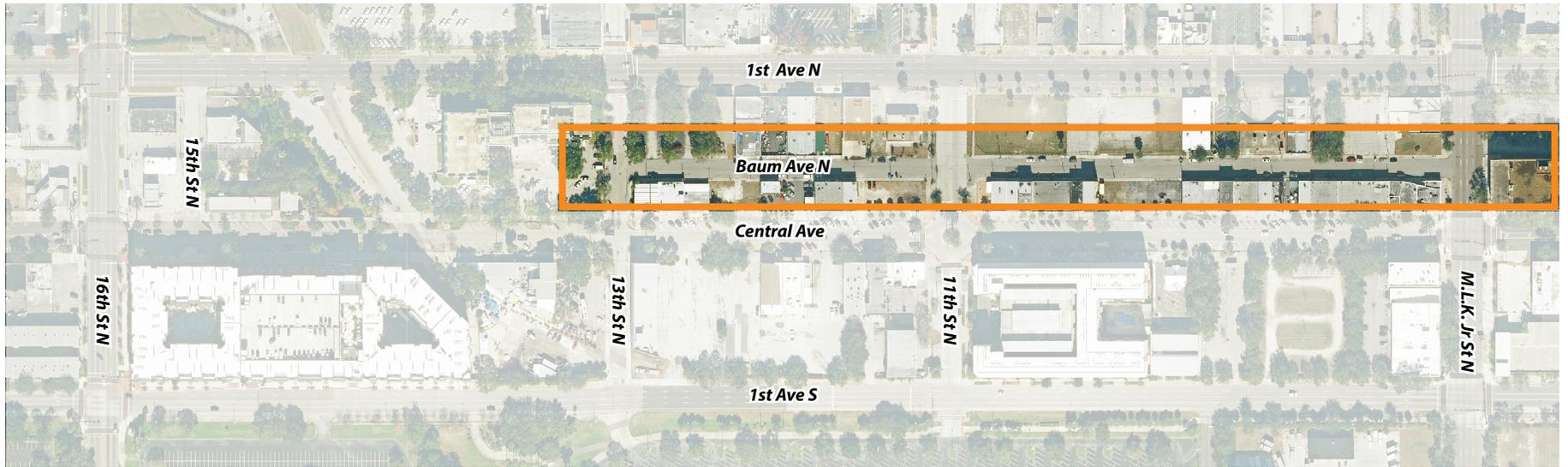
Dumpsters

Many dumpsters line this street and clutter travel lanes, parking and sidewalks.



Terminating views

Baum Ave is situated with the police station to the west and the historic building to the east.



Art and grit

The gritty nature is the appeal of this street. Large murals on building walls create a unique canvas for artists and visitors.

Central Avenue

This retail street is mostly pedestrian scale with a busy ground floor

Landscape

- Overall, landscape is very intensive and somewhat random
- Planters of all shapes and sizes randomly placed
- Tree wells vary in size, shape, and color and many are missing grates
- Characterized by large Date Palms
- Shrubs and groundcover in relatively poor condition
- Areas appear to need more maintenance
- Oaks at Police Department provide nice shade but long term viability is questionable.
- Date Palms help to provide District identity

Hardscape

- Wide sidewalks can support heavy pedestrian traffic
- Colored concrete is faded and in random colors and patterns
- Some elements (spheres) block sidewalk and appear to be randomly placed
- Roundabout at 11th St N
- Stamped asphalt crossings at intersections

Facade

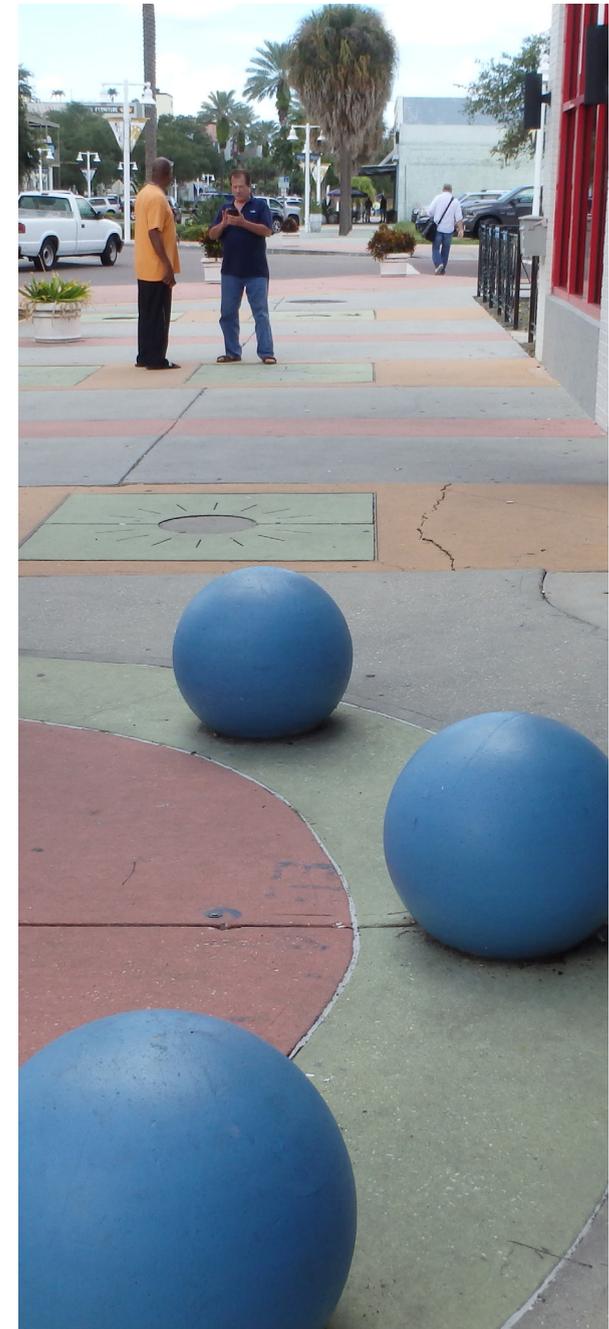
- More consistent than other streets with generally smaller setbacks from the street
- Various overhangs and canopies provide some shade and enhance pedestrian comfort
- Needs more transparency (more windows)

Parking

- Parking is angled, 2-hour spaces

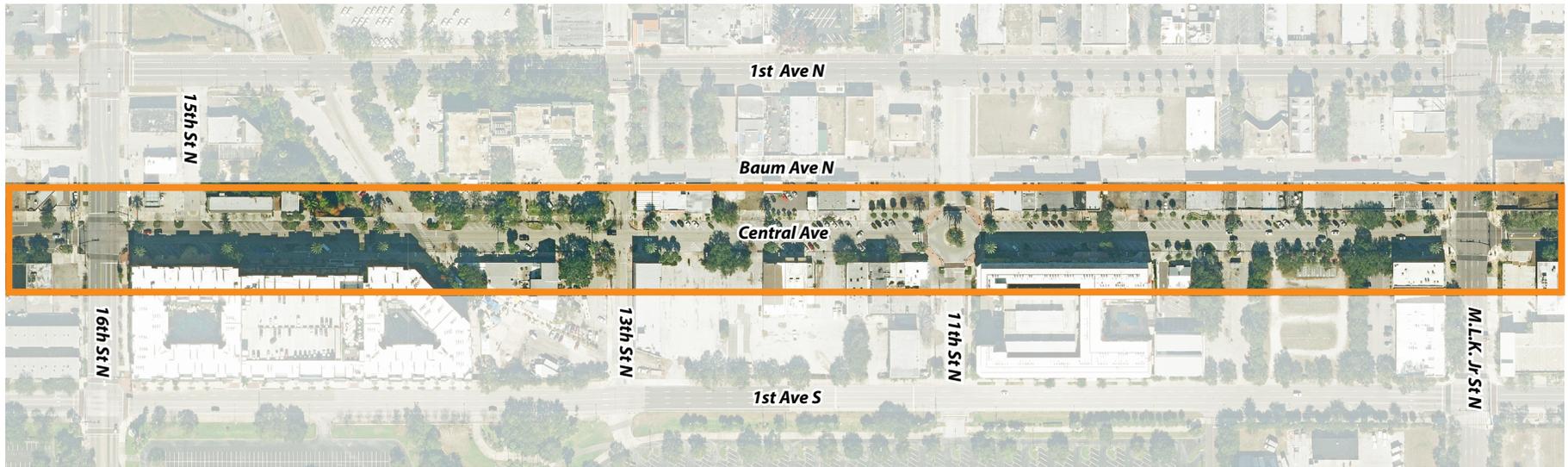
Miscellaneous

- Pedestrian scale lights with banners are present but there is no identifying "gateway feature"
- Sharrows line Central through the whole district and bike racks have been installed up and down the Avenue
- A bike share station is being installed on 11th between Central Ave. and Baum Ave. imminently, in phase one of the City Bike Share Program implementation.
- Booker Creek needs attention and could be a great asset



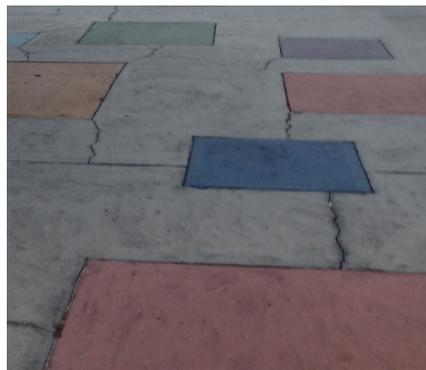
Obstructions

Central Ave sidewalks are cluttered with physical obstructions. These items make it difficult to traverse the sidewalks freely.



New development

The 1560 Fusion Apartment's sidewalk is free of physical barriers and utilizes specialty paving with a sensible approach.



Sidewalk paving

Sidewalks are cluttered with various colors and patterns of colored concrete.



Street furniture

Central Ave is home to many different types of furniture. This lack of cohesiveness creates visual clutter in the streetscape.

1st Avenue South

This wide, 3-lane, one-way roadway is a thoroughfare for cars and an uncomfortable environment for pedestrians

Landscape

- South frontage of roadway (Tropicana Field parking)
 - Primarily oaks of varying size and condition in 20'+ wide grass strip
 - Some crape myrtles and sabal palms with sparse/tired shrubs
- At Fusion Apartments
 - Oaks with groundcovers/shrubs in tree wells
 - Minimal foundation planting
- At 1010 Apartments
 - Oaks/Maples with groundcovers/shrubs in narrow planting strips
 - Minimal foundation planting
- Other areas consist of a mix of oaks and sabal palms with some sparse/tired shrubs/groundcovers

Hardscape

- Lots of pavement (adjacent to sea of asphalt, Tropicana Field parking lots to the south).
- North side provides 6'+ width sidewalk. All sidewalks are plain grey concrete or asphalt
- Pinellas Trail (10'+ width) is located on the south side. Degree of separation from roadway varies

Façade

- Disjointed with open areas, parking lots, and varying setbacks
- Fusion and 1010 apartments have a very small setback
- No retail/business entrances

Miscellaneous

- Crossings are located at:
 - Tunnel beneath roadway west of 13th St N
 - Mid-block crossing west of 11th St N, needs to be restriped
 - Signalized crossings at 16th St N and MLK (stamped asphalt with pedestrian signals)
- Not readily identifiable as being a part of the EDGE District

- There is a bike lane on the south side but few bike racks are available
- Booker Creek daylighting on the south side of 1st Ave South (piped to the north beneath Fusion Apartments) within the Tropicana Field property
- Abandoned railroad tracks still present on south side from west of 11th St N to MLK
- High speed auto traffic adjacent to sidewalk can create an uncomfortable pedestrian experience

Parking

- 2-hour parallel parking along North side of 1st Ave S between 16th and 13th Streets
- Some surface lots (private, special event)
- Many of the businesses along 1st Ave South have parking in front or side



Pinellas Trail

Cyclists enjoy the bike lanes on this street. The bike lane transitions into a dedicated protected bike way in the downtown to the Bay.



Tropicana Field site

The southern boundary of this street is bordered by the large parking lot that serves the Tropicana Field.



Urban edge

The 1560 Fusion Apartment building creates a nice urban edge to the northern edge of this street.



Bicycle protection

The transition from an on-street bike lane to the protected dedicated bicycle lane make this street desirable for cyclists.

Dr. Martin Luther King Jr. Street

This 4-lane, one way, roadway is a major vehicular thoroughfare with some pedestrian facilities

Landscape

- The landscaping on the west side (within EDGE District) is in decent shape and consists primarily of oaks (some with shrubs/groundcover) in small planting pits which provide some shade and enhanced comfort.
- Characteristic Date Palms at the intersection with Central Ave

Hardscape

- Lots of pavement (plain grey concrete and asphalt) that is somewhat broken up by tree pits. The sidewalk extends from facade to back of curb (no planting strip).
- Stamped asphalt crossings at intersections

Facade

- Small setbacks on west side with some business entrances
- Consistent facade south of Central Ave (strip mall with small red awnings)
- North of Central Ave consists of some interesting facades (Engine No. 9), some blank, solid facades, and some open spaces/gaps

Parking:

- Some parallel parking spaces on east side (2-hour limit).

Miscellaneous

- Not readily identifiable as being a part of the EDGE District except at intersection with Central Ave.
- There is no significant bicycle infrastructure and only a few bike racks are available



Sidewalk environment

This area lacks the elements that make a walk downtown enjoyable. There are no street trees, furnishings and building frontages.



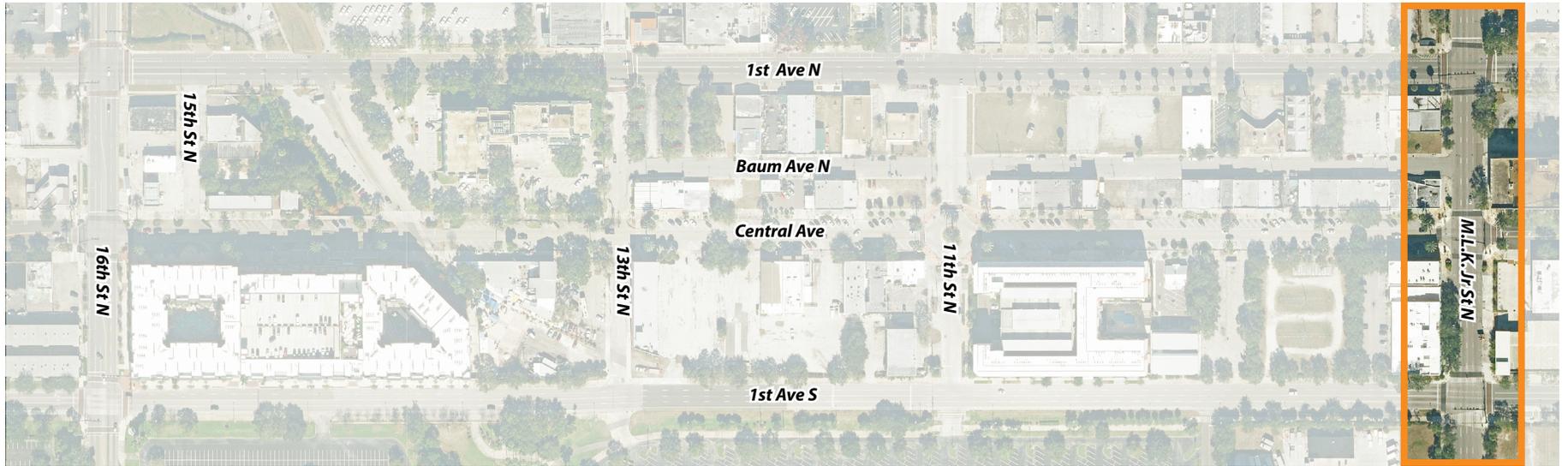
Wide street

A lack of on-street parking, landscape bulb-outs, building frontages and intersection treatments make this street feel wider than it is.



Visual clutter

The various types of furnishings, above ground utilities, planting, paving patterns, and lights make a key intersection less appealing.



1st Ave S intersection
 Pedestrian signals, a historic building with ground floor detail and street trees create a comfortable intersection for pedestrians.



Central Ave intersection
 A key intersection that has a significant building at the corner but lacks improvements to create a more comfortable and walkable place as a gateway into the EDGE.

11th Street North

Street appears wide open (few buildings) and serves as the major north-south link

Landscape

- Most of the landscaping is concentrated at Central Ave
- Roundabout with Date palms and shrubs
- Corner planting pits with date palms, flowering trees, and various shrubs/groundcover
- Shrubs and groundcovers in relatively poor condition throughout
- Landscaping at 1010 Apartments is nice and lush which helps disguise the parking area

Hardscape

- Primarily utilitarian with plain grey concrete and asphalt
- East side from Baum Ave to 1st Ave N has pavers
- Colored concrete at Central Ave

Facade

- Not much of a recognizable facade as there are few buildings and the setbacks are inconsistent
- No building entrances directly on 11th St North
- Mostly surface parking lots

Parking

- Some parallel parking spaces on east side (2-hour limit)
- Some surface lots (private, special event)

Miscellaneous

- Crossing at the Central Ave roundabout with stamped asphalt crosswalks
- Not readily identifiable as being a part of the EDGE District except at intersection with Central Ave
- Overhead utilities are present but no consistent street light type
- Minor drainage/ponding at NW corner of intersection with Central
- Bike share station to be installed on 11th St between Central Ave and Baum Ave as well as bike racks between Baum Ave and 1st Ave N



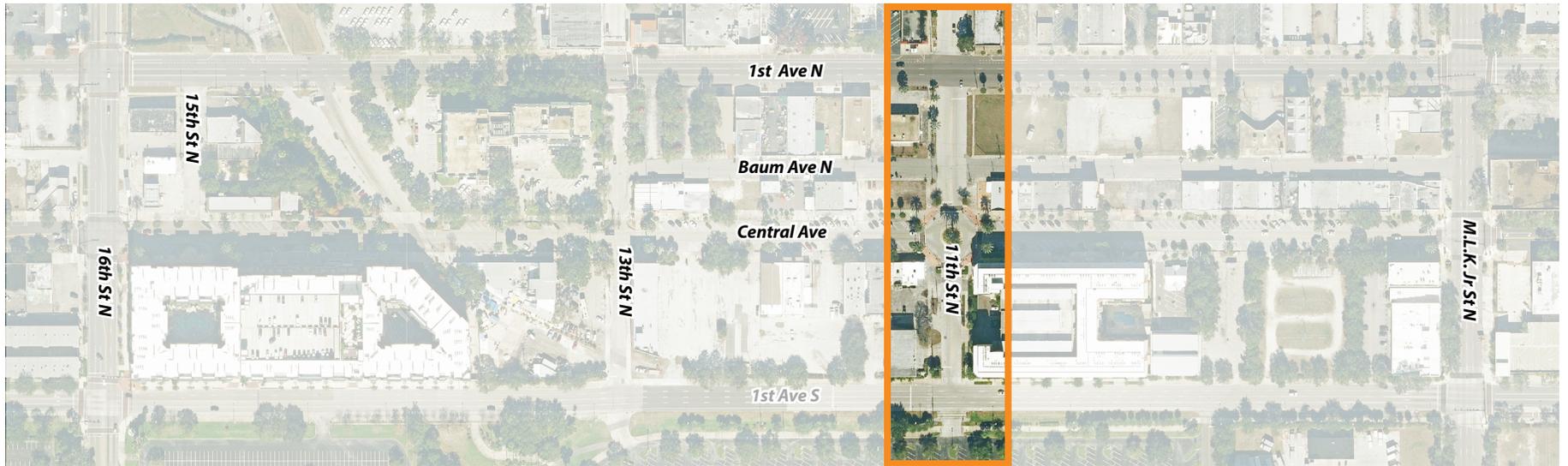
Building mural

This mural faces west towards 11th St. and is located near the traffic circle at Central Ave. Colorful building walls help create identity.



Traffic circle

Looking south, the sidewalks are cluttered and the intersection lacks enclosure from buildings.



1010 Central Apartments

This portion of 11th St. is located west of 1010 Central Apartments. Intense landscaping help buffer the building from the sidewalk.



Building stock

The one story buildings give the impression of a less dense area.



Hex Pavers

The hexagonal pavers are a unique and historic sidewalk material, should be considered for re-use.

13th Street North

This street functions like an alley or service drive

Landscape

- Primarily consists of tired oaks in narrow grass strips adjacent to the Police Department and a few palms and oaks along the east side
- Landscaping at Central Ave consists of small beds on corners with single palms or tired groundcovers

Hardscape

- Primarily utilitarian with plain grey concrete and asphalt
- Drainage/ponding at NW corner of intersection with Central

Facade

- Not much of a recognizable facade as there are few buildings and the setbacks are inconsistent
- Police Department (scheduled to be relocated)
- No building entrances directly on 13th St North
- Mostly surface parking lots
- Furnish Me Vintage has a massive, solid, blank facade

Parking

- Parallel parking spaces north of Baum Ave (2-hour limit)
- Some surface lots (SPPD surface lot at corner of 13th and 1st Ave N is private but open for public parking on evenings and weekends)
- Approved plans for (and imminent construction on) the new police station include a secured private parking structure within the gated complex that will house all SPPD personnel parking, thereby removing all SPPD personnel parking from the streets.

Miscellaneous

- Crossing are located at:
 - Central Ave - not signalized
 - Signalized crossings as 1st Ave N (stamped asphalt with pedestrian signals)
- Not readily identifiable as being a part of the EDGE District except at intersection with Central Ave.
- Overhead utilities are present but no consistent street light type
- There is no bicycle infrastructure and no bike racks were observed.



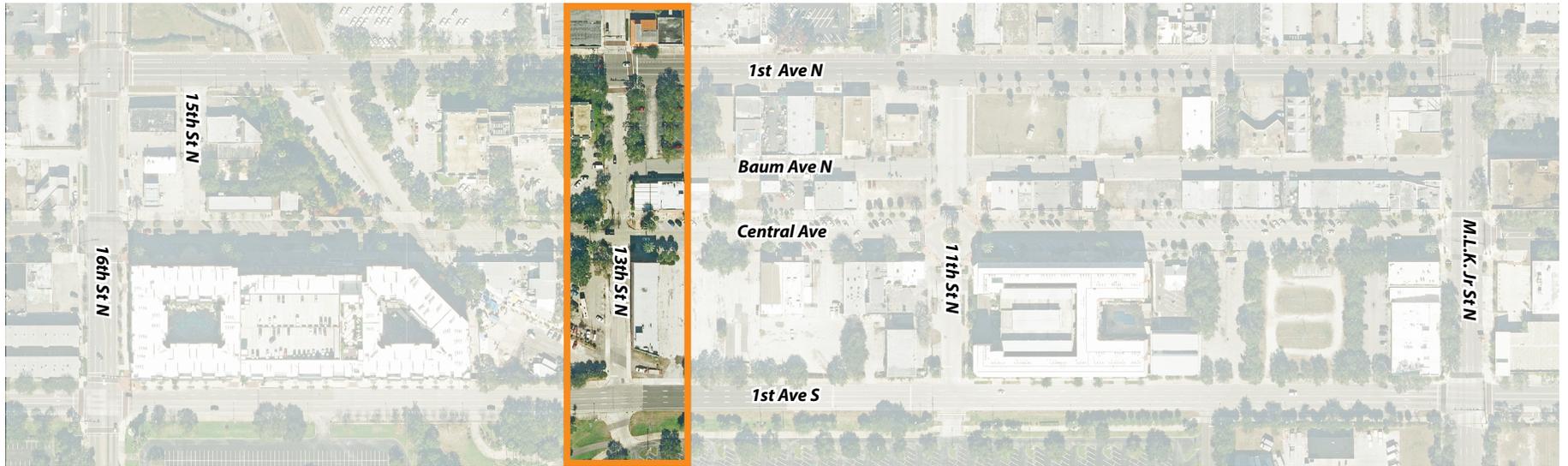
Police property boundary

Looking north towards 1st Ave N. This sidewalk is east of the current police station property and is adjacent to the curb.



Central Ave intersection

This portion of the street provides a glimpse of the dome in the distance. Blank building walls and no streetscape improvements.



New business

A new restaurant has opened along this street, activated with outdoor dining. "Eyes on the street" will help this street become a more viable place in the District.



Traffic circle

Looking south towards Central Ave. On-street parking and shade trees help give this portion of the street a more pedestrian scale.

15th Street North

This street functions somewhat like an alley or service drive – an underutilized city street

Landscape

- Very minimal with only a few small oaks on private property on the east side
- Landscaping at Central Ave consists of small beds on corners with tired shrubs

Hardscape

- Primarily utilitarian with plain grey concrete and asphalt that is in need of repair
- Discontinuous sidewalk on west side with many obstructions
- No sidewalk on the east side
- Grades too steep to be ADA accessible

Façade

- Solid, blank walls of buildings front the street
- No building entrances

Parking

- No public parking
- Some surface lots (private – Police Dept)

Miscellaneous

- Not readily identifiable as being a part of the EDGE District except at intersection with Central Ave
- Overhead utilities are present but no consistent street light type
- Dumpsters located adjacent to street
- There is no bicycle infrastructure and no bike racks were observed.



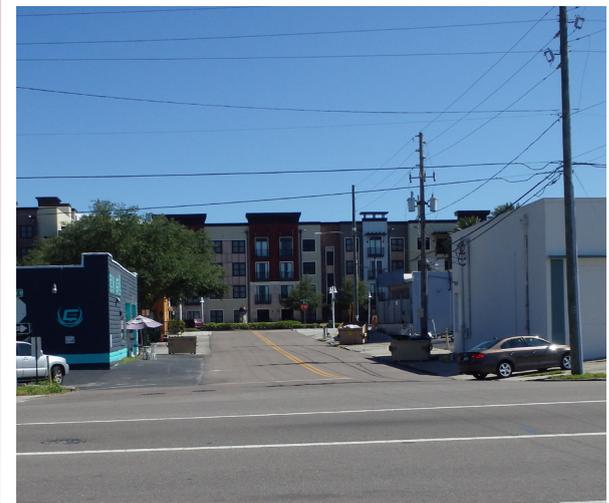
Field Investigation

Consultant team member Paul Kurtz at ARTicles Art Gallery & Custom Framing performing site inventory analysis.



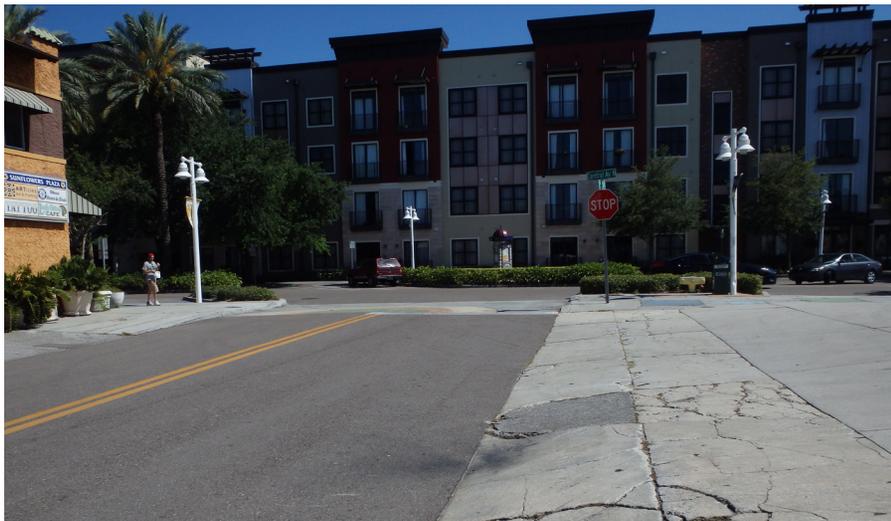
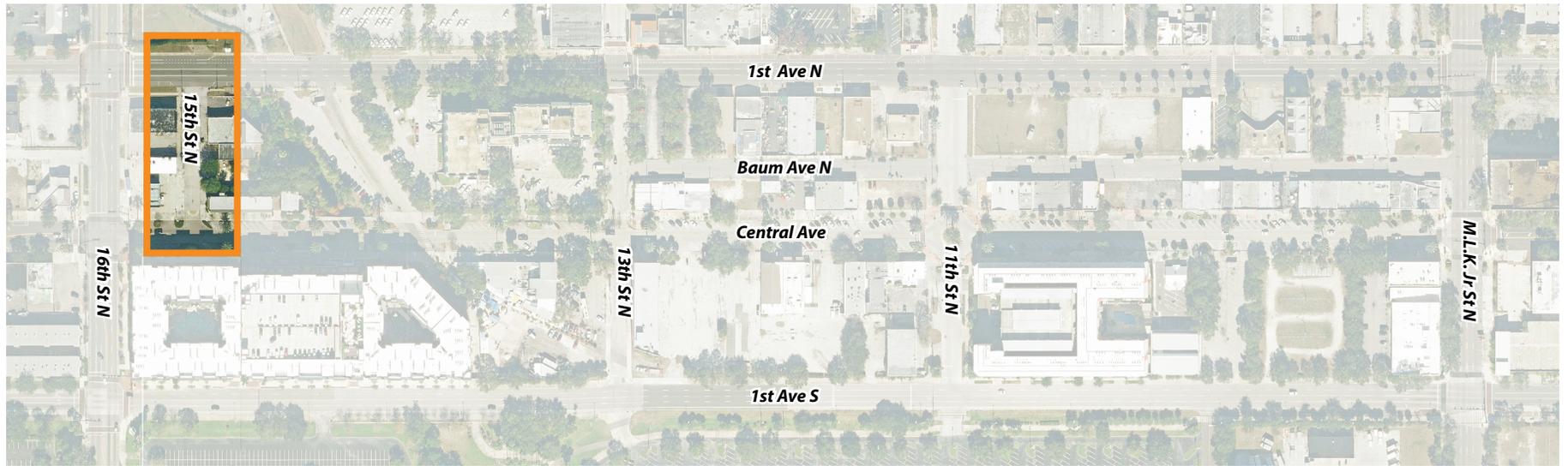
A service street

Looking north towards 1st Ave N and the electrical sub-station beyond. This street has no current streetscape improvements.



Single block street

Looking south toward Central Ave and the Fusion Apartments. This short street is roughly 260 feet in length, also west of Booker Creek.



Aging infrastructure
The sidewalks are in poor condition for pedestrians.



Gas station
A gas station with large amounts of concrete paving mark the entrance into the District from the west.

16th Street North

Industrial appearance with lots of vacant space

Landscape

- Overall, landscaping is minimal consisting of matured oaks and sabal palms except for select locations at Central and the Fusion Apartments
- Landscaping at Central Ave consists primarily of Date Palms and shrubs
- Landscaping at Fusion Apartments consists primarily of oaks with groundcovers in tree wells plus foundation planting

Hardscape

- Primarily utilitarian with plain grey concrete and asphalt but with stamped asphalt crosswalks.

Façade

- Disjointed due to vacant buildings, surface parking lots, and large building setbacks with the exception being the facade of Fusion Apartments.

Parking

- No public parking
- Some surface lots (private – Police Dept)

Miscellaneous

- Central Ave crossing is worn and faded and needs refreshing
- Signalized crossings at 1st Ave N (stamped asphalt with pedestrian signals)
- Not readily identifiable as being a part of the EDGE District except at intersection with Central Ave.
- Hidden dumpsters for Fusion Apartments are out of sight but still produce an odor
- Bike lanes present in both directions but no bike racks were observed.



Central Ave intersection

Looking west along Central Ave. One story buildings make this intersection feel open and underdeveloped.



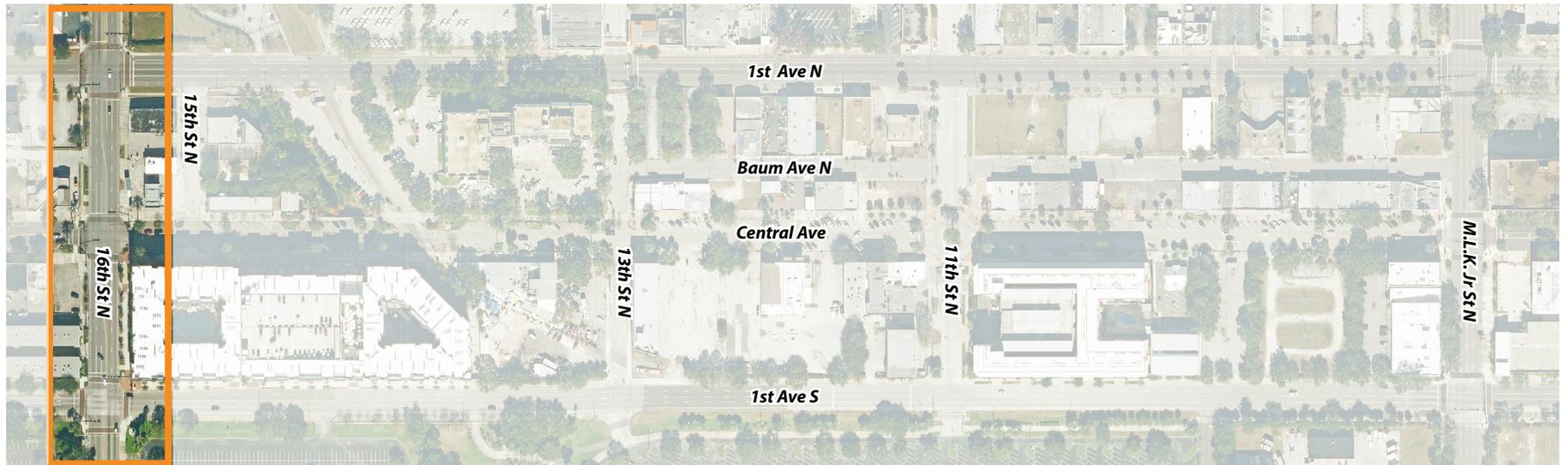
Central Ave intersection

This portion of the street provides an urban edge with the Fusion Apartments, street trees and crosswalks.



New housing west of 16th St

Looking south towards the dome. The narrow sidewalk, street trees and overhead power lines are not ideal for this street.



Gateway opportunity

Looking east down Central Ave towards downtown. The gas station on the north side of the intersection is not ideal for a gateway statement.



Future growth

Looking north from the west side of 16th St. Development patterns are making their way west. The streetscape needs to respond to the growth and urbanization of this area.

Booker Creek

Overgrown and underutilized

Landscape

- The diverse collection of plant material creates interest. The area is overgrown and presents safety issues with slopes and potential fall concerns.

Hardscape

- There is very little hardscape in this area. The bridge wall detail is the primary indication that Central Ave and 1st Ave N is crossing over something.



Rail to Trail

Future transit could be located along this rail corridor, however, if transit is determined not to be viable, this corridor provides open space opportunities.



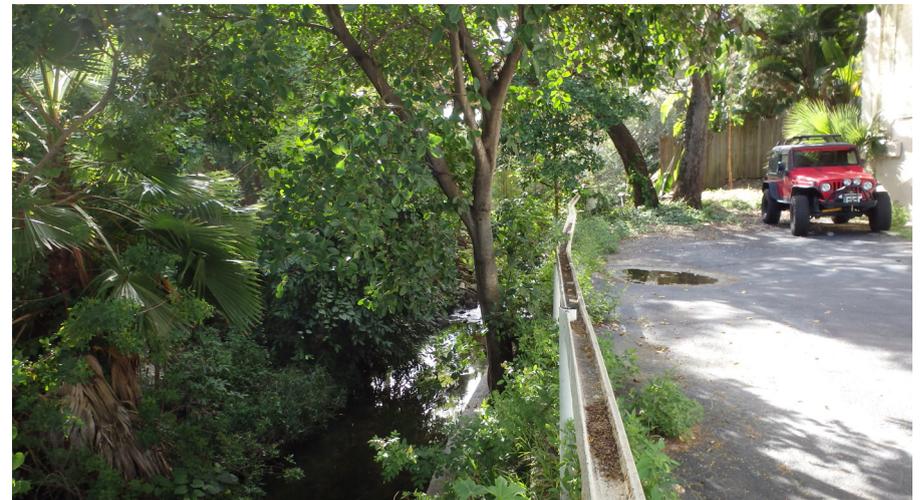
Ravine qualities

The land around Booker Creek in this area is substantially higher than the creek. Vegetation is overgrown.



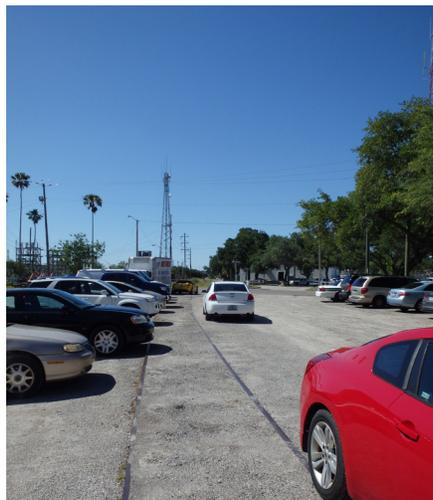
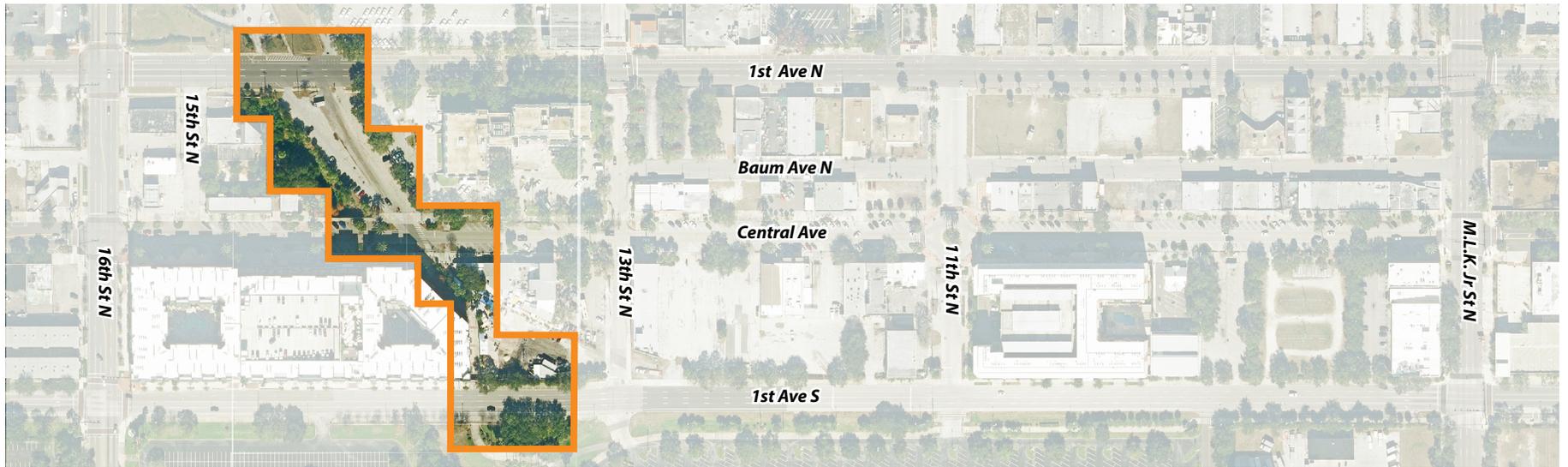
Poor street exposure

Booker Creek is only identifiable from this location because of the bridge wall detail. 1st Ave N does not advertise the natural amenity along its corridor.



Inaccessible amenity

Looking south from behind the Board Shop at 15th St N. Much of the creek is not accessible to the general public and has barriers to keep vehicles away.



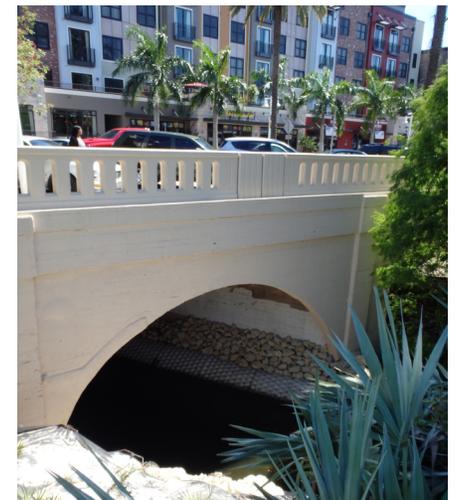
The car priority

Special consideration has been made to the cars in this area rather than the creek.



Bridge detail

The Central Ave bridge over Booker Creek is designed with details similar to the Snell Island Bridge, located in the Old Northeast Neighborhood.



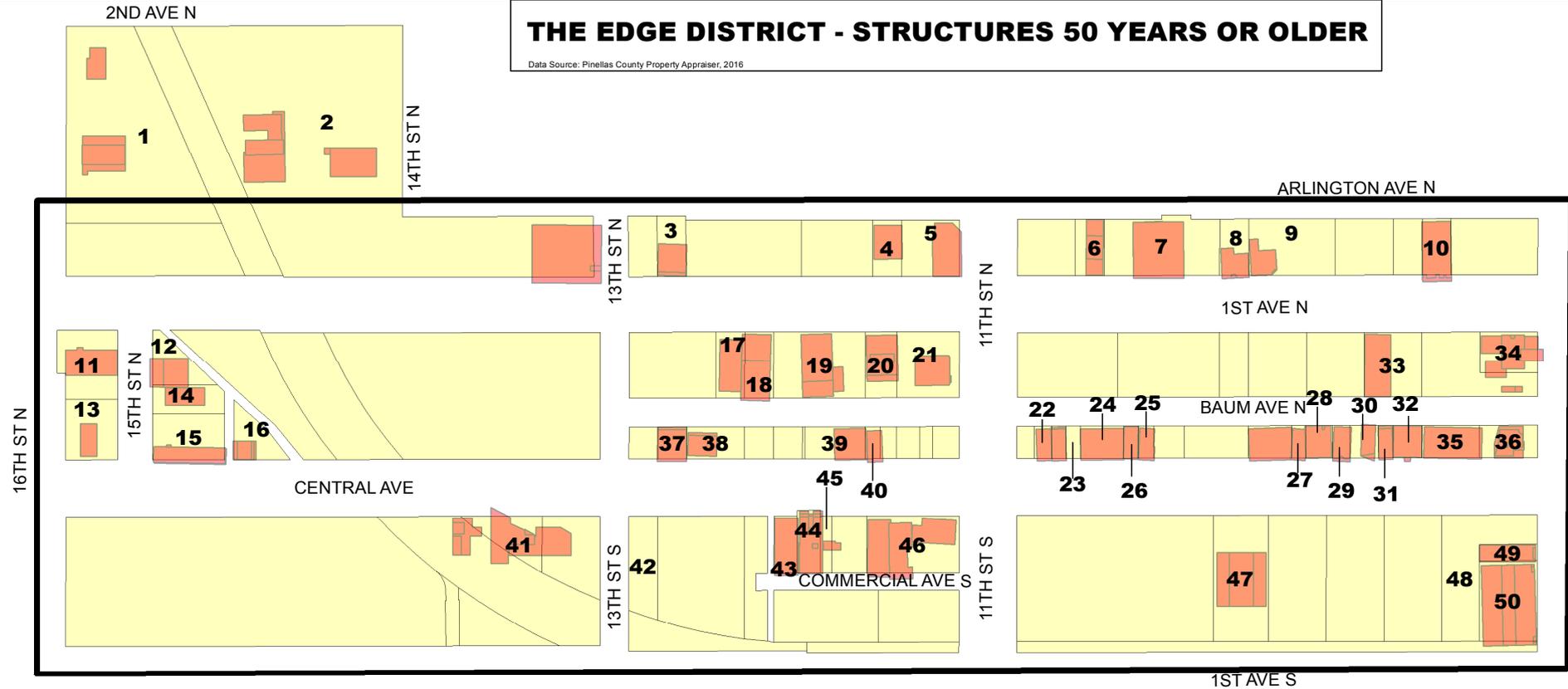
Unique setting

Booker Creek is a severely impacted natural amenity located in a dense urban area.

Historic & Significant Buildings

THE EDGE DISTRICT - STRUCTURES 50 YEARS OR OLDER

Data Source: Pinellas County Property Appraiser, 2016



NUMBER	SITE ADDRESS	YEAR BUILT	BUILDING TYPE	CATEGORY	STORIES	SQUARE FEET	PARCEL ID	NUMBER	SITE ADDRESS	YEAR BUILT	BUILDING TYPE	CATEGORY	STORIES	SQUARE FEET	PARCEL ID
1	105 16TH ST	1925	Offices	MISCELLANEOUS	1	1,720	24-31-16-82272-001-0020	26	1029 CENTRAL AVE	1938	Retail W/Apts Above	COMMERCIAL	2	2,800	24-31-16-14544-000-0570
2	1301 1ST AVE N	1965	Offices	MISCELLANEOUS	2	24,069	24-31-16-73179-001-0010	27	957 CENTRAL AVE	1939	Retail W/Apts Above	COMMERCIAL	2	2,700	24-31-16-14544-000-0630
3	1239 1ST AVE N	1960	Shopping Centers	COMMERCIAL	1	2,744	24-31-16-43668-000-0630	28	955 CENTRAL AVE	1937	Retail Stores	COMMERCIAL	1	2,475	24-31-16-14544-000-0590
4	1123 1ST AVE N	1955	Offices	COMMERCIAL	1	2,940	24-31-16-39006-000-0260	29	945 CENTRAL AVE	1924	Shopping Centers	COMMERCIAL	1	1,800	24-31-16-14544-000-0550
5	1101 1ST AVE N	1954	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	1	4,446	24-31-16-39006-000-0270	30	937 CENTRAL AVE	1940	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	1	1,392	24-31-16-14544-000-0600
6	1030 ARLINGTON AVE N	1940	Offices	COMMERCIAL	2	4,031	24-31-16-39006-000-0310	31	933 CENTRAL AVE	1920	Retail Stores	COMMERCIAL	1	1,392	24-31-16-14544-000-0610
7	1011 1ST AVE N	1961	Offices	INSTITUTIONAL	2	17,093	24-31-16-39006-000-0330	32	927 CENTRAL AVE	1935	Retail Stores	COMMERCIAL	1	2,777	24-31-16-14544-000-0620
8	1005 1ST AVE N	1952	Offices	COMMERCIAL	1	2,241	24-31-16-39006-000-0360	33	936 1ST AVE N	1924	Motel / Hotel <4 Stories	COMMERCIAL	3	14,580	24-31-16-14544-000-0630
9	1001 1ST AVE N	1949	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	1	2,204	24-31-16-39006-000-0370	34	900 1ST AVE N	1960	Shopping Centers	COMMERCIAL	2	4,604	24-31-16-14544-000-0640
10	915 1ST AVE N	1940	Shopping Centers	COMMERCIAL	1	5,200	24-31-16-39006-000-0430	35	915 CENTRAL AVE	1939	Shopping Centers	COMMERCIAL	1	5,400	24-31-16-14544-000-0650
11	1510 1ST AVE N	1949	Warehouses	INDUSTRIAL	1	4,520	24-31-16-14544-000-0570	36	16 DR ML KING JR ST N	1925	Shopping Centers	COMMERCIAL	1	448	24-31-16-14544-000-0660
12	1450 1ST AVE N	1925	Retail W/Apts Above	COMMERCIAL	1	3,348	24-31-16-14544-000-0590	37	1235 CENTRAL AVE	1940	Retail Stores	COMMERCIAL	1	2,950	24-31-16-14544-000-0670
13	1517 CENTRAL AVE	1961	Convenience Stores	COMMERCIAL	1	1,624	24-31-16-14544-000-0550	38	1229 CENTRAL AVE	1955	Offices	COMMERCIAL	1	2,000	24-31-16-14544-000-0680
14	25 15TH ST N	1965	Warehouses	INDUSTRIAL	1	2,040	24-31-16-14544-000-0600	39	1113 CENTRAL AVE	1940	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	2	4,620	24-31-16-14544-000-0690
15	1431 CENTRAL AVE	1921	Retail W/Apts Above	COMMERCIAL	2	6,736	24-31-16-14544-000-0610	40	1111 CENTRAL AVE	1940	Retail Stores	COMMERCIAL	1	1,404	24-31-16-14544-000-0700
16	1421 CENTRAL AVE	1920	Retail W/Apts Above	COMMERCIAL	2	3,328	24-31-16-14544-000-0630	41	1320 CENTRAL AVE	1936	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	2	14,479	24-31-16-14544-000-0710
17	1220 1ST AVE N	1937	Warehouses	COMMERCIAL	1	3,600	24-31-16-14544-000-0790	42	1246 CENTRAL AVE	1926	Retail Stores	COMMERCIAL	4	31,345	24-31-16-14544-000-0720
18	1210 1ST AVE N	1942	Warehouses	COMMERCIAL	1	5,750	24-31-16-14544-000-0800	43	1180 CENTRAL AVE	1933	Retail Stores	COMMERCIAL	1	4,000	24-31-16-14544-000-0730
19	1133 BAUM AVE N	1925	Warehouses	INDUSTRIAL	1	6,533	24-31-16-94842-000-0240	44	1126 CENTRAL AVE	1926	Retail Stores	COMMERCIAL	2	8,640	24-31-16-14544-000-0740
20	1120 1ST AVE N	1963	Warehouses	INDUSTRIAL	2	5,100	24-31-16-94842-000-0220	45	1122 CENTRAL AVE	1952	Fast Food	COMMERCIAL	1	669	24-31-16-14544-000-0750
21	1100 1ST AVE N	1946	Retail Stores	COMMERCIAL	1	3,140	24-31-16-94842-000-0200	46	1100 CENTRAL AVE	1930	Shopping Centers	COMMERCIAL	1	3,017	24-31-16-14544-000-0760
22	1049 CENTRAL AVE	1931	Restaurant / Lounge/Drive-In Rest.	COMMERCIAL	1	1,595	24-31-16-14544-000-1020	47	1000 CENTRAL AVE	1929	Warehouses	INDUSTRIAL	1	11,938	24-31-16-14544-000-0770
23	1045 CENTRAL AVE	1946	Retail W/Apts Above	COMMERCIAL	2	2,825	24-31-16-14544-000-1011	48	900 CENTRAL AVE	1920	Offices	COMMERCIAL	3	13,677	24-31-16-14544-000-0780
24	1033 CENTRAL AVE	1945	Shopping Centers	COMMERCIAL	1	4,050	24-31-16-14544-000-1000	49	27 DR ML KING JR ST S	1930	Retail Stores	COMMERCIAL	1	2,813	24-31-16-14544-000-0790
25	1027 CENTRAL AVE	1940	Retail W/Apts Above	COMMERCIAL	3	4,269	24-31-16-14544-000-0990	50	25 DR ML KING JR ST S	1923	Offices	COMMERCIAL	2	15,960	24-31-16-14544-000-0800

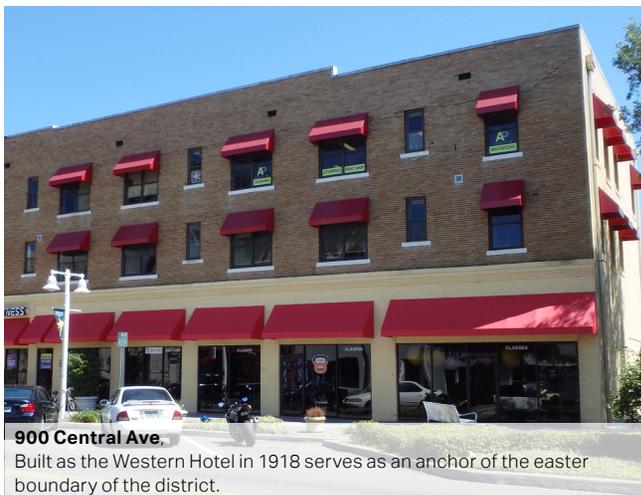
DR MARTIN LUTHER KING JR ST S



1180 Central Ave
Displays a high level of historic integrity with elements of Art Deco Style as well as the eclectic Italian Renaissance style.



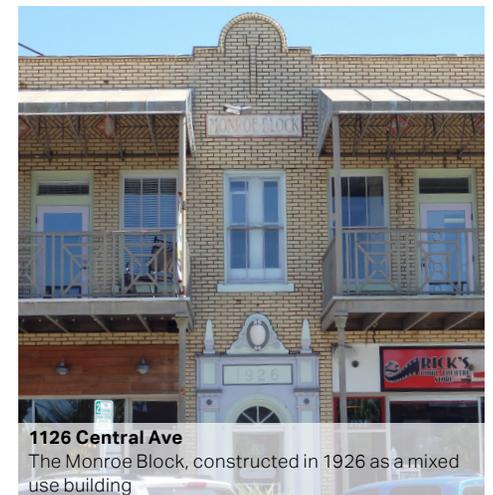
1431 Central Ave, "Sunflower Building"
A mixed use Mediterranean style anchor for the western boundary of the district constructed in 1925



900 Central Ave,
Built as the Western Hotel in 1918 serves as an anchor of the eastern boundary of the district.



936 1st Ave
Constructed in 1924 as the Gregory Hotel by Adam L. Gregory, this structure still functions as a hotel and represents the modest hotels that proliferated in the district during the Land Boom era.



1126 Central Ave
The Monroe Block, constructed in 1926 as a mixed use building

PARCEL ID
1-16-14544-000-0991
1-16-14544-000-0940
1-16-14544-000-0930
1-16-14544-000-0920
1-16-14544-000-0911
1-16-14544-000-0910
1-16-14544-000-0900
1-16-94842-000-0080
1-16-94842-000-0020
1-16-14544-000-0880
1-16-94842-000-0450
1-16-14544-000-1120
1-16-14544-000-1100
1-16-14544-000-1060
1-16-14544-000-1051
1-16-14544-000-0310
1-16-14544-000-0280
1-16-53478-000-0150
1-16-53478-000-0130
1-16-53478-000-0120
1-16-53478-000-0010
1-16-14544-000-0100
1-16-14544-000-0020
1-16-14544-000-0010
1-16-94842-000-0490

Community Participation

Stakeholder Workshop #1

November 12, 2015 @ Ferg's Sports Bar and Grill



Presented our Data Collection findings to approx. 40 attendees



Formed small groups to listen and discuss issues and opportunities

Stakeholder Workshop #2

February 25, 2016 @ CASA Collections Thrift Shoppe



Presented our conceptual Improvement plan to approx. 20 attendees



Solicited feedback through an open discussion and questionnaire



Community Participation

Public input was a critical component in the development of the EDGE District Improvement Plan. The design team met with stakeholders, interviewed current residents, and conducted stakeholder and public workshops to gain valuable insight that helped drive the recommendations of the Improvement Plan.

Key Stakeholder Interviews

One-on-one interviews were conducted between the design team and the following stakeholders that were identified by the EDBA and the City of St. Petersburg:

- Jonathan Dauo (Eastman Equity, Owner of multiple properties)
- Jack & John Cartier (Family owns the Fleece Parking Lot on Central)
- John Warren (Owner of multiple properties)
- Mark Ferguson (Owner Ferg's Sports Bar)
- St. Petersburg Transportation and Parking Management Department
- Pinellas Suncoast Transit Authority (PSTA)
- St. Petersburg Police Department
- St. Petersburg Planning and Economic Development Department

Resident Interviews

A meeting was held at the EDGE District Office in St. Petersburg on September 11, 2015 from 11:30-12:30PM. The purpose of the meeting was to interview residents of the Fusion Apartments and 1010 Condominiums. From the initial interviews with stakeholders and residents, the following common themes emerged:

Street Character

- Maintenance issues - Need clear operations and maintenance framework
- Add more contemporary and consistent street furnishings
- Address issues associated with the homeless population
- Enhance bicycle facilities

Parking

- Need parking program that works for all uses
- Identify parcels for future parking opportunities

Baum Ave Opportunities

- Shared use street/alley
- "Soften" edges (make more comfortable for pedestrians)
- Remedy the dumpster issues
- Unique place-making opportunities

Funding

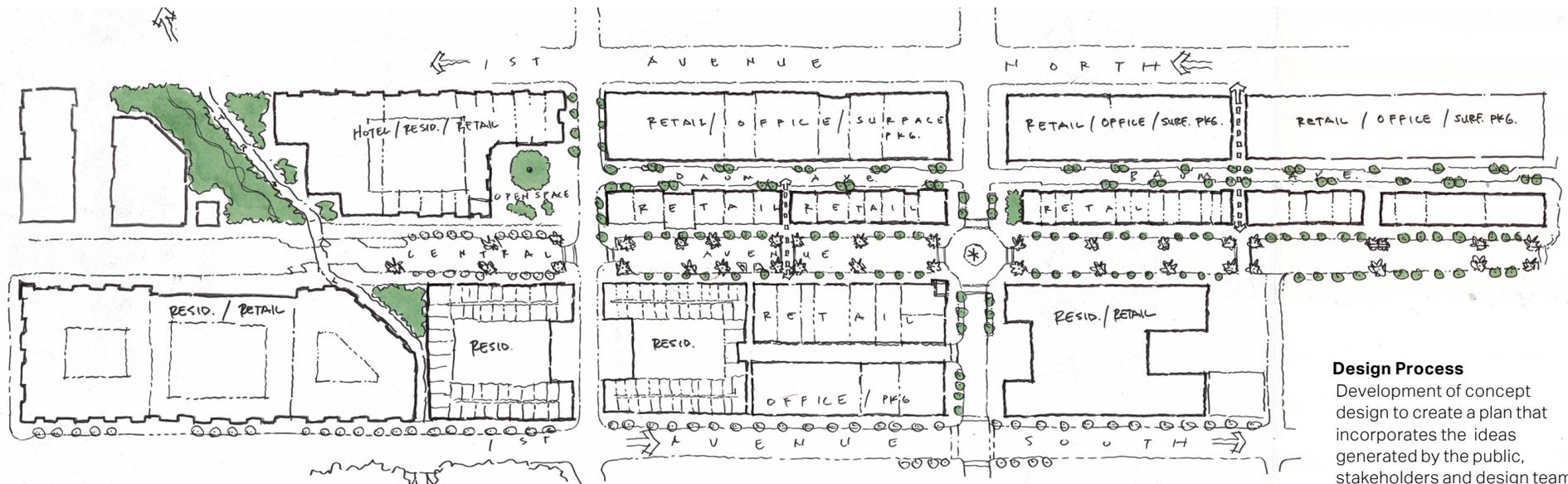
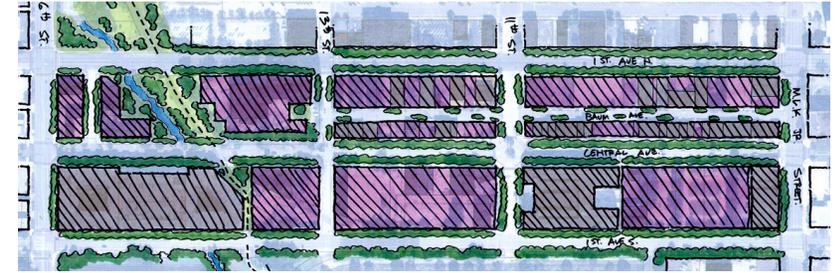
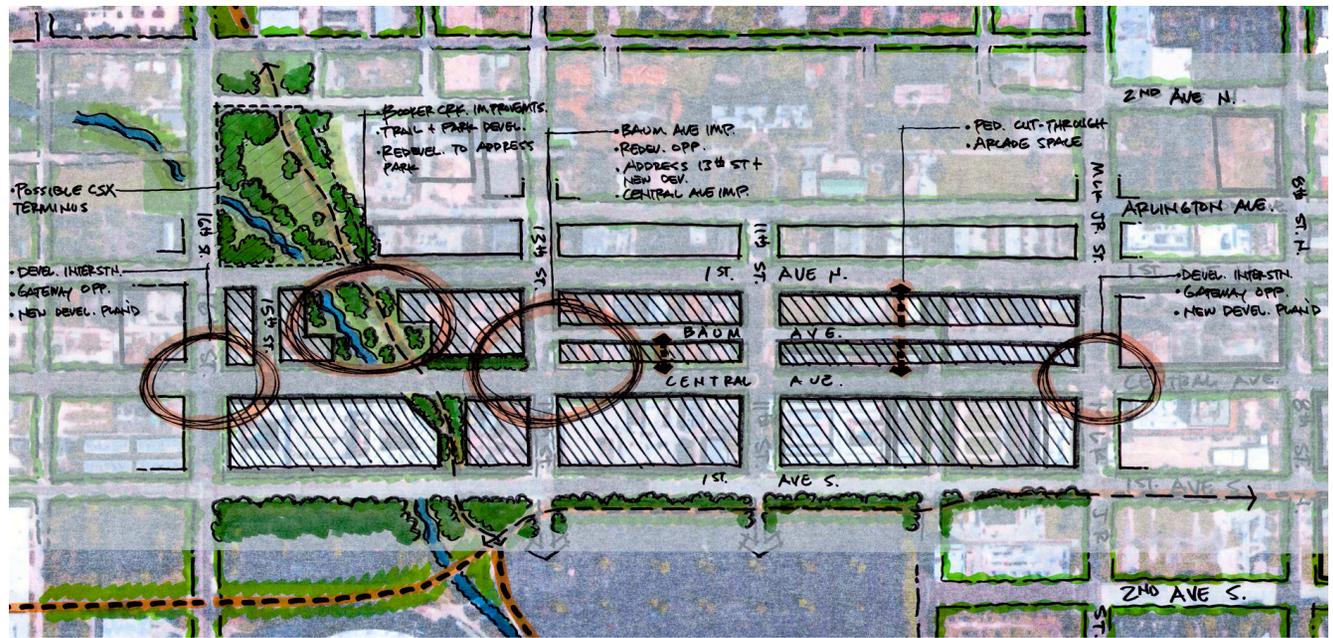
- Provide options for funding outside of typical City sources
- Create more incentives for businesses to move here

Redevelopment Opportunities

- Maintain organic character of existing district
- Take advantage of opportunities in the existing DC1 zoning west of Dr. Martin Luther King Jr. St.
- Introduce additional office space
- Sensitive towards historic preservation
- Recognize the importance of adjacent neighborhoods and uses, including the Tropicana Field site, to compliment the use and character of EDGE

Preparation of the Master Plan

Based on the data collection, analysis, and community participation, the team prepared recommendations for both the physical and economic components of the EDGE District. These recommendations included an overall district plan and recommendations on aesthetics, transportation, circulation, planning and regulatory framework, redevelopment and business growth opportunities, and potential funding sources. These elements will be discussed in Chapter 3.



Design Process
Development of concept design to create a plan that incorporates the ideas generated by the public, stakeholders and design team

Master Plan Recommendations

Create a more walkable public realm

- Make 1st Avenues North and South more pedestrian friendly
- Include measures to make Baum Avenue more pedestrian-friendly and bicycle-friendly
- Develop wayfinding, banners and gateway art
- Improve the streetscape along Central Avenue, 1st Avenue North, and 1st Avenue South while maintaining certain key existing bulb outs and landscaped islands

Support a healthy community

- Create a public green space along Booker Creek
- Develop design recommendations for better incorporating active transportation into the District
- Create a public gathering space for an active and healthy community

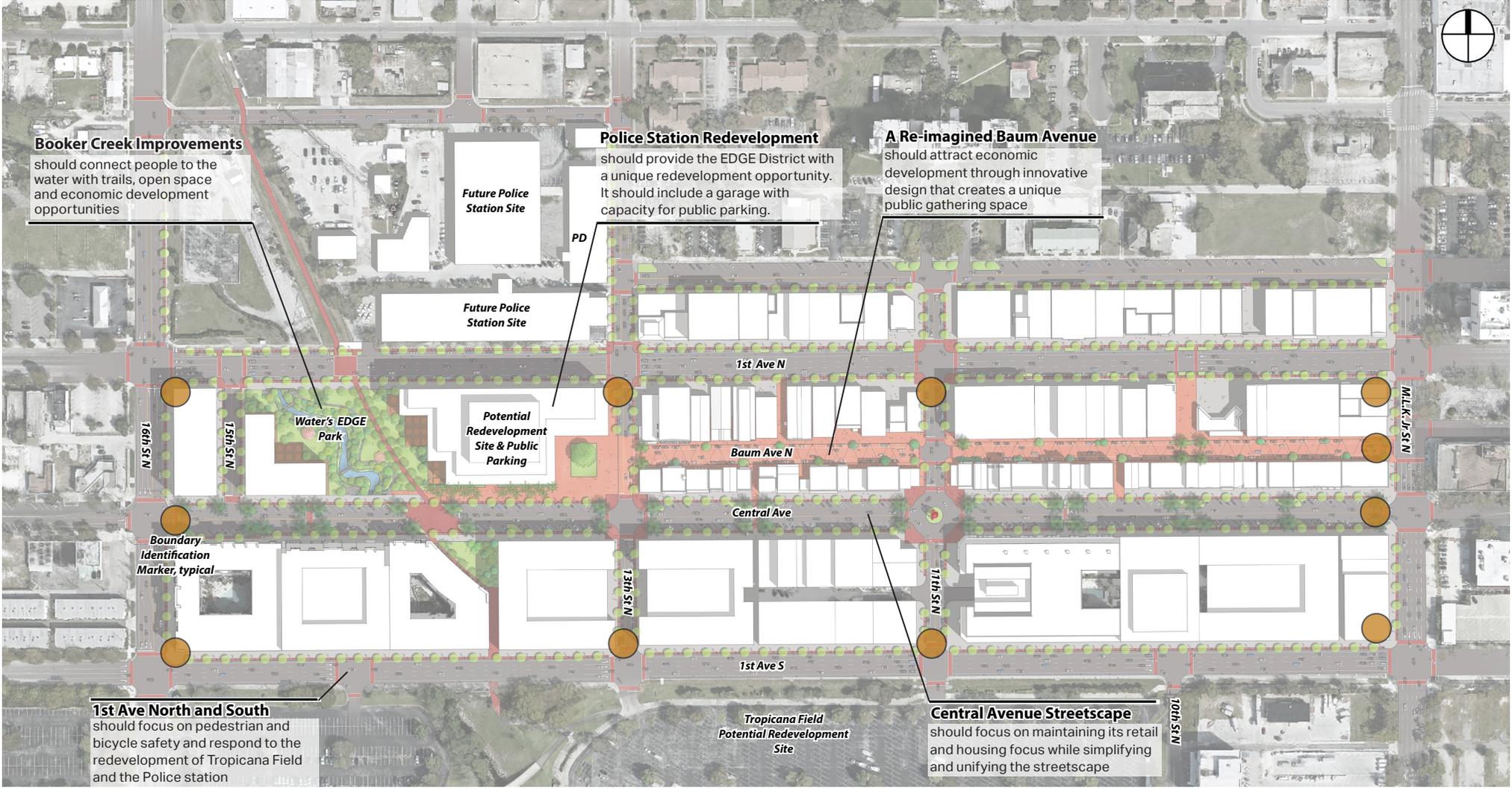
Drive economic development opportunities

- Encourage new development at the existing St. Petersburg Police Headquarters site that requires an on-site public green space/gathering space component
- Include provisions for Commuter Rail, Bus Rapid Transit (BRT), and/or other public transit
- Maintain the existing tax increment financing (In-town West Community Redevelopment Area) and extend a minimum of 20 years

EBDA Board-approved priorities for implementation & TIF funding

- Gateway markers and wayfinding signage
- Additional public parking infrastructure
- Central Avenue streetscape improvements
- Baum Avenue and Commercial Avenue dumpster removal
- Booker Creek enhancements
- Baum Avenue streetscape improvements





Booker Creek Improvements

should connect people to the water with trails, open space and economic development opportunities

Police Station Redevelopment

should provide the EDGE District with a unique redevelopment opportunity. It should include a garage with capacity for public parking.

A Re-imagined Baum Avenue

should attract economic development through innovative design that creates a unique public gathering space

Future Police Station Site

Future Police Station Site

Potential Redevelopment Site & Public Parking

Tropicana Field Potential Redevelopment Site

Water's EDGE Park

Boundary Identification Marker, typical

1st Ave North and South

should focus on pedestrian and bicycle safety and respond to the redevelopment of Tropicana Field and the Police station

Central Avenue Streetscape

should focus on maintaining its retail and housing focus while simplifying and unifying the streetscape



PD

1st Ave N

Baum Ave N

Central Ave

1st Ave S

16th St N

15th St N

13th St N

17th St N

10th St N

M.L.K. Jr. St N

Streetscape

The term “streetscape” generally encompasses the physical environment of a street, from building face to building face. Within this public right-of-way, the visual and pedestrian environment is comprised of many features that can provide life to the street. Streetscape features, such as street lights, trees and landscaping, and street furniture can contribute to the unique character of a block, a street, or the entire District. The features within the EDGE District’s streetscape should provide a platform for re-imagined opportunities for incremental growth and positive change for the future in this portion of the city. These features include but are not limited to:

- *Sidewalks, walkways or other pedestrian space*
- *Bicycle parking, corrals, storage, repair*
- *Special paving materials, re-use special paving*
- *Landscape design including street trees*
- *Street furniture (e.g., benches, planters, waste receptacles)*
- *Lighting*
- *Weather protection (e.g., awnings)*
- *Signage, environmental graphics, non-standard*
- *Public art or other unique features*
- *Transit stops or stations*
- *Sharrows*



A Re-imagined Baum Avenue

A flexible open space for the public to gather, celebrate and engage as a community.

Transportation

Continued diversity of the transportation system reflects the growth and needs of the EDGE District. Mobility options must balance reliability, safety, and convenience and provide choices for getting around, whether people wish to walk, bike, or take public transit. Emphasizing and supporting multimodal enhancements will help the EDGE District improve its livability, prosperity, and competitiveness and make it a more attractive and vibrant place for prospective residents, visitors, and businesses to live, work, and play. Transportation recommendations for the EDGE District Improvement Plan include:

- *Making transit more attractive to riders*
- *Providing easy access to future Bus Rapid Transit (BRT)*
- *Taking better advantage of the Central Avenue Trolley*
- *Making bicycling more convenient*
- *Providing additional bike infrastructure (eg. addition of sharrows, bike share hubs, etc.)*
- *Implementing better pedestrian crossings on 1st Avenues North and South*



Redevelopment Opportunities

Based upon the economic and market analysis (a summary of which is provided in Chapter 2, with the full market study report included as a supplement to this planning document), the near to mid-term potential development options for the Trade Area primarily target residential (rental) housing, retail, office, and/or hotel development. The EDGE is well positioned to capture a portion of the demand for these uses given its location and accessibility. However, the estimate of demand for the EDGE (as set forth below) does not indicate or represent financial feasibility in the absence of any detailed programming, design, cost and regulatory requirements that need to be vetted for any proposed development. Furthermore, the opportunity to support potential demand for certain development types (i.e. residential, office and hotel) and/or density will likely require that adequate dedicated and available on-site parking be included in the program. Considering this, the summary of demand estimated for the EDGE District (by use) within the short term (a 5 year timeframe) is:

- *up to 225 rental apartment units;*
- *20,000 to 40,000 square feet of office;*
- *100 to 125 hotel rooms;*
- *40,000 to 60,000 square feet of retail.*

Importantly, this represents demand beyond that which may be under construction or in planning stages within the broader trade area. Moreover, this level of demand may increase notably over a 10+ year period; particularly, if elements of the Improvement Plan recommendations are successfully implemented in the near term.

It is important to recognize that the District's history and Main Street Program have been beneficial in using its past to promote future revitalization. Historic resources are part of the EDGE's unique character and desire in future planning and the City of St. Petersburg itself is a Certified Local Government (CLG), with a mandate to address historic protection in comprehensive planning decisions and when reviewing proposed development projects. Therefore, balancing redevelopment with historic preservation will be an important element of the Improvement Planning Process. As set forth in Chapter 3, a highlight of key strategic considerations include: managing land constraints; continuing efforts to broaden development uses; supporting the existing local base of business; and establishing a defined plan for parking.



The EDGE District Vision

Overall District Plan

The Vision of the EDGE District is a revitalized area of the city with an eclectic mix of architectural styles, vibrant shops, a variety of restaurants, galleries, places to listen to music, drink coffee, drink craft beer, meet friends, and feel comfortable. The surrounding area offers large employment centers, a variety of housing, and green space.

The Master Plan recommendations presented in this chapter reflect the public consensus heard during the community outreach of the master planning process and reflect the elements necessary to ensure the vision is a success. The basic building blocks for success of the Master Plan include the following elements:

- Create a comfortably safe and walkable public realm
- Support a healthy community
- Create economic development opportunities
- Develop the Top Three Priority projects for implementation and TIF funding
- Maintain the EDGE District as a certified Florida Main Street and National Main Street.
- Economic Development Analysis
- Funding Sources



Improving District Aesthetics

Facade & Minor Building Improvements

- Action Item: Rehabilitate facades to reflect the defining characteristics of the building - architectural features, design elements and proportions, finishes, color, or craftsman techniques.
- Action Item: Preserve or repair distinctive architectural features. If replacement is appropriate, the new feature should match design and visual qualities of the original feature as much as possible.
- Facade & Building Improvements should incorporate the EDGE Historic Structures Survey and its conclusions.

Transportation

Making transit more attractive to existing and future riders

- Action Item: Provide real-time arrival information and other transit information such as routes, times, fares, and contact numbers at stops where this is not already provided, such as the stop on 11th St S.
- Action Item: Add amenities to increase passenger comfort at transit stops.

- Action Item: Consider providing transit circulator service to the EDGE District to capture more transit riders in adjacent areas.
- Action Item: Install bike racks and bike share stations near the highest on-boarding/off-boarding stops.
- Action Item: Consider consolidating stops or moving bus stops to more appropriate or convenient locations.
- Action Item: Support regional smartfare box to make transit more easily accessible.

Providing easy access to the future Bus Rapid Transit (BRT)

- Action Item: Implement streetscape enhancements at the intersections where BRT stations will be placed.

Taking better advantage of the Central Avenue trolley

- Action Item: Work with PSTA to increase headways, especially during peak times.
- Action Item: Highlight CAT service. Provide information that promotes CAT and educates riders on routes, timetables, fares, and connections.

Making bicycling convenient

- Action Item: Link Bike Share to transit (CAT and future BRT) stops and locate other Bike Share stations at key destinations throughout the EDGE District.

- Action Item: Integrate bike rack design with the proposed design guidelines.
- Action Item: Develop future Booker Creek Trail to be well-integrated into the Edge District, with connections to existing bicycle facilities.

Providing better pedestrian crossing opportunities on 1st Avenue North and South

- Action Item: Install bulb outs where there is on-street parking to slow traffic, reduce crossing distance, and increase pedestrian visibility.
- Action Item: Install crosswalks, Rectangular Rapid Flash Beacons (RRFBs) or other treatments to provide better awareness of pedestrian crossing locations, especially if installed at mid-block crossing location.
- Action Item: Add street parking on 1st Avenue South where it would not have a significant impact on event traffic.

Planning & Regulatory Framework

Creating design guidelines

- Action Item: Craft guidelines that considers form at the block, building, pedestrian, roadway, and open space levels to create harmony for adjacent development and transitions of scale as appropriate
- Action Item: Review the Plaza Parkway Design Guidelines and update as appropriate to reflect more contemporary elements and design innovations, provide better context of existing conditions, and further define and organize the pedestrian realm (into frontage zones, pedestrian zones, furnishings zones, and curb zones)

Refining Land Development Regulation (LDR) policies

- Action Item: Encourage a setback above 50 ft. for all buildings, including those that do not exceed 75 ft. in height
- Action Item: Work with the EBDA to develop block-and/or district-wide parking strategies that create more options for fulfilling Code requirements
- Action Item: Permit temporary structures for retailing to fill gaps in the street wall

Expanding development programs

- Action Item: Work with the EBDA to create incentives for development that align with the EDGE District vision
- Action Item: Offer assistance to developers such as staff or consultant expertise, administrative or regulatory help. Technical support regarding practices and concepts, outreach to current owners, and education for potential future developers

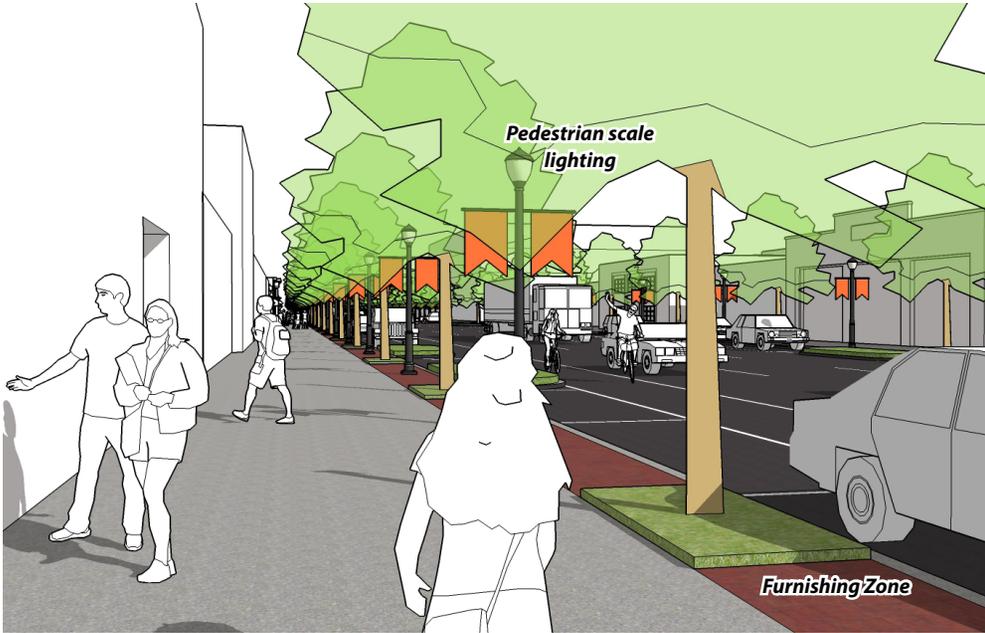


1st Avenue North



Looking east towards downtown. Street trees, facade improvements, and pedestrian safety features help create pedestrian scale on this busy arterial street. Transit amenities should be provided to support and encourage rider comfort and safety.





Pedestrian and Bicycle Safety Street trees, landscape bulb-outs, intersection treatments, and on-street parking help to calm traffic and create a street that is more walkable and bikable.

Goals

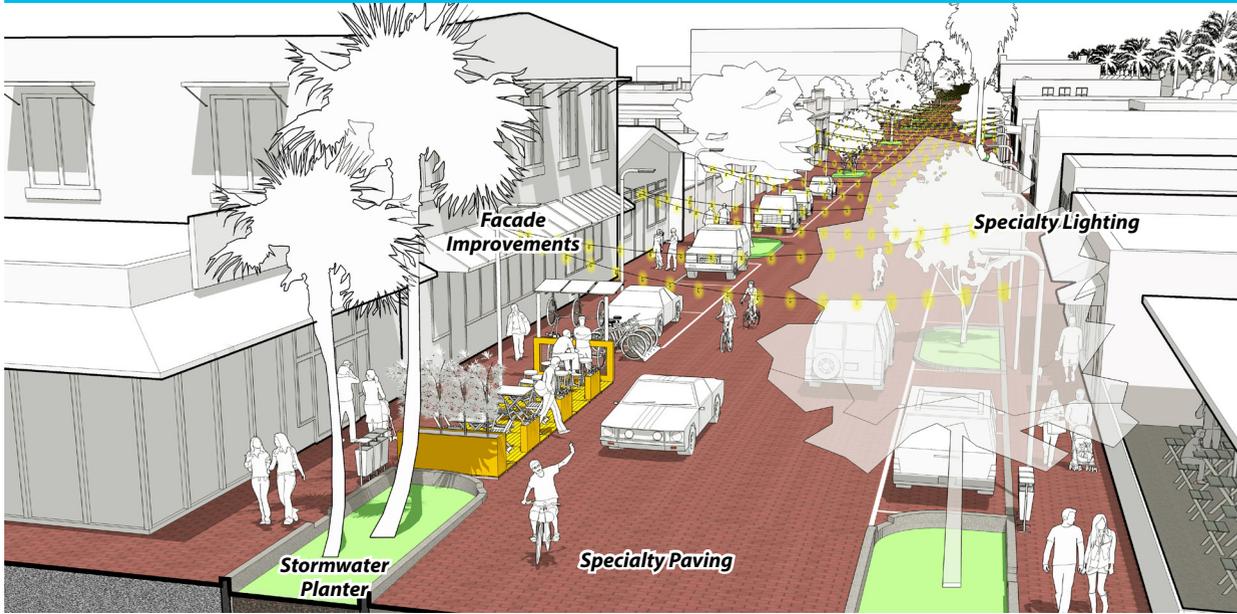
Create a more pedestrian friendly environment by moderating traffic speeds while incorporating new development and allowing easy access to/from Baum Ave.

Key Actions

- Underground the overhead utility lines
- Repurpose granite curbs
- Provide intersection treatments (bulb-outs, crosswalk paving, signage, planting)
- Maintain consistent sidewalk width
- Create access to Water's EDGE Park
- Improve facades
- Encourage infill development
- Provide new development access
- Create public/private partnerships for a parking garage
- Design new EDGE District markers at MLK & 16th St.
- Expand landscape recommendations/guidelines such as shade trees, and wide planters
- Improve pedestrian scale lighting
- Develop furnishing recommendations/guidelines
- Encourage pedestrian arcade/cut through to Baum Avenue
- Provide large shade trees and smaller colorful trees to provide shade
- Enhance pedestrian comfort
- Provide additional pedestrian crossings



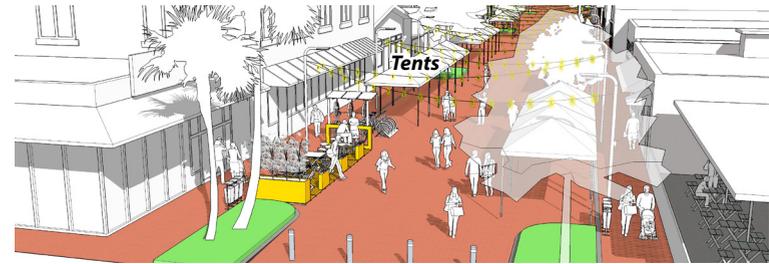
Baum Avenue North



Looking east towards downtown. Specialty paving and lighting, stormwater treatment, outdoor dining, and facade improvements create a pedestrian oriented space that is rich with urban character and serves as a community space.



Event Time
Baum Avenue
truck rallies,



Pedestrians Only

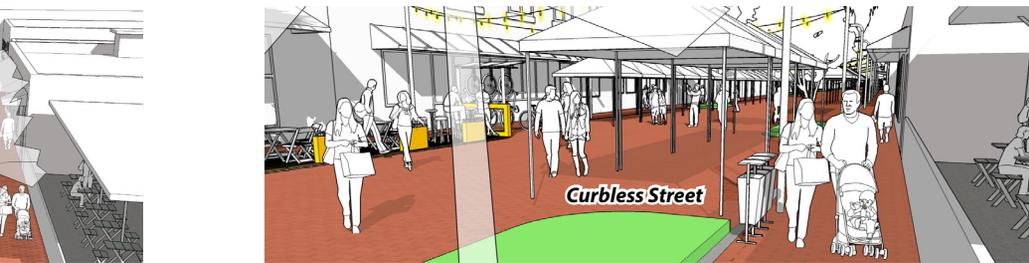
With only a few locations for vehicular barriers, Baum Ave can be converted into a unique pedestrian oriented space.





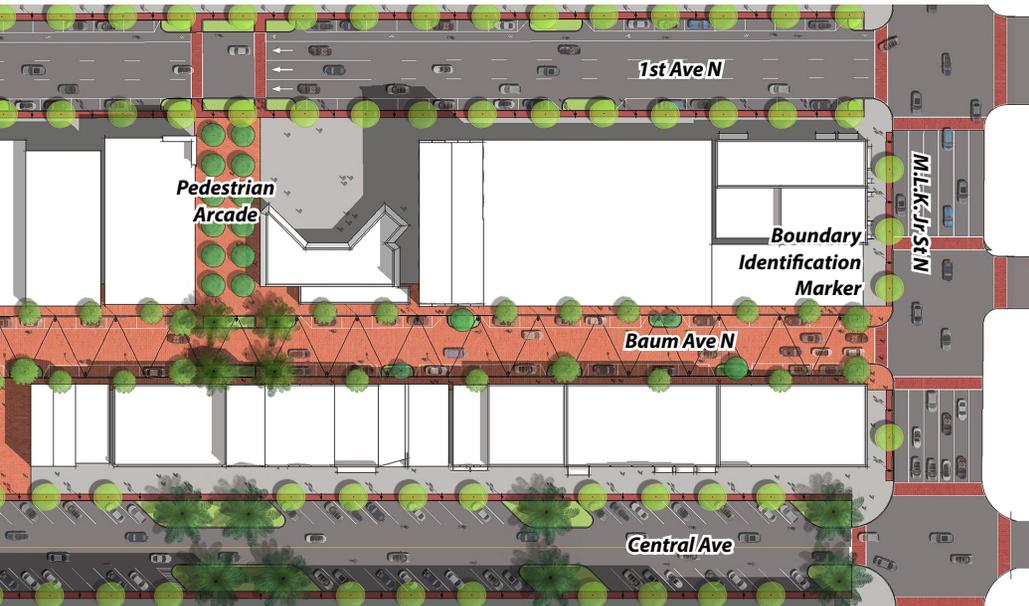
Event Time

Baum Avenue can easily be transformed into a unique destination that could host special events such as food truck rallies, local food and beer, art, and city-wide celebrations.



Flexibility

The curbless nature of this street allows for maximum flexibility for different functions to take place. Indoor functions can easily expand to the outdoors for events.



Goals

Develop into a connected, accessible, and economically vibrant pedestrian-oriented space.

Key Actions

Incorporate a terminus feature at existing police station site

Create pedestrian arcade/cut through space to 1st Ave N and Central Ave

Provide furnishing recommendations/guidelines

Underground the overhead utility lines

Incorporate stormwater treatment landscape areas

Create areas for outdoor dining

Provide vehicular barriers for events

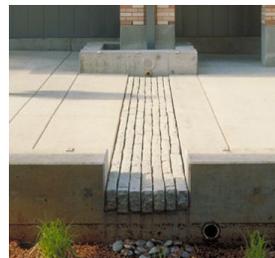
Reuse the granite curbs

Develop art program for downspouts

Relocate dumpsters to shared screened area



Granite curb application



Granite curb application



Downspout art installation



Overhead art installation

Central Avenue



A Complete Street

Central Ave has the opportunity to develop further into a complete street. Wide sidewalks, street trees, and a multi-modal corridor provides the necessary treatments to meet the needs of the people for today and in the future.



Open Space Connections

A promenade space should be created to link the Booker Creek Improvements to the redevelopment of the Police station and the re-imagined Baum Ave.





Goals

Maintain character of streetscape while simplifying pedestrian treatments and allowing access to Baum Avenue.

Key Actions

- Maintain Date Palm theme and enhance with smaller colorful trees
- Organize the hardscape/landscape zone and remove clutter
- Direct bikes onto Central Avenue from sidewalk
- Maximize on-street parking
- Create a truly multi-modal street
- Investigate parklet opportunities
- Provide sufficient and convenient bicycle parking
- Facilitate public art opportunities
- Maintain consistent sidewalk width
- Incorporate intersection treatments (bulb-outs, crosswalk paving, signage, planting)
- Facilitate Infill development
- Promote new development
- Encourage public/private parking garage(s)
- Develop landscape recommendations/guidelines such as shade trees and wide planters
- Provide new lighting consistent with the character new site furnishings
- Provide street furnishing recommendations/guidelines
- Improve access to Water's EDGE Park
- Develop wayfinding recommendations such as EDGE markers at MLK & 16th St.
- Create pedestrian arcade/cut through to Baum Ave
- Maintain historic nature of existing buildings



1st Avenue South



An Urban Edge

The north side of 1st Ave N has been developed with housing and has created an urban edge to the street.



Future Opportunities

Tropicana Field Master Plan process is underway for the south side of 1st Ave S. This edge should respond to Pinellas Trail, Booker Creek, and redevelopment needs.





Connecting to Downtown

Pinellas Trail should become a protected bike way along this street. Engaging the Tropicana Field redevelopment could make this trail alignment a unique experience.

Goals

Create a more pedestrian friendly environment by moderating traffic speeds while incorporating new development and allowing easy access to/from Central Ave to the Tropicana Field site.

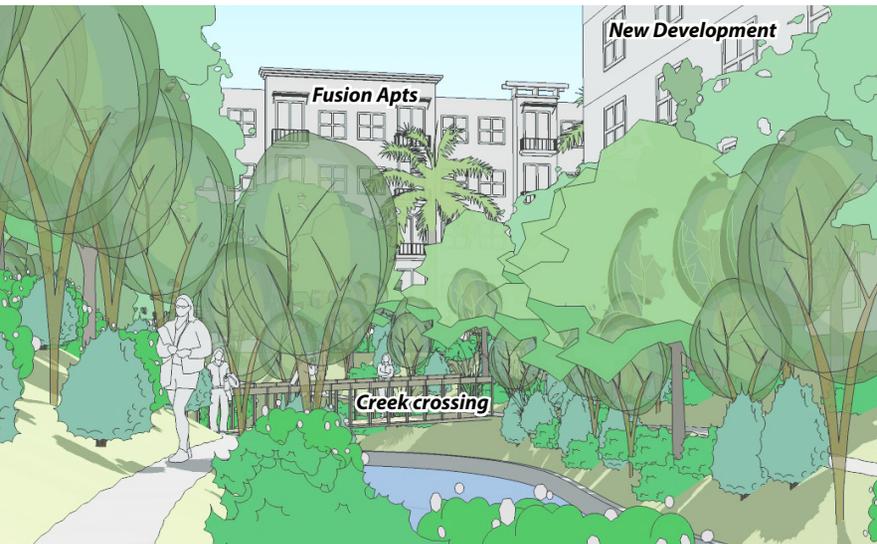
Key Actions

- Provide large shade trees and smaller colorful trees to provide shade and enhance comfort
- Add bulb-outs to improve pedestrian crossing and additional landscaping on both sides of the street
- Provide additional pedestrian crossings
- Incorporate traffic calming measures and intersection treatments (bulb-outs, crosswalk paving, Rectangular Rapid Flash Beacon (RRFB), signage, planting)
- Maintain consistent sidewalk width
- Facilitate infill development
- Promote new development
- Encourage public/private parking garage(s)
- Develop landscape recommendations/guidelines such as shade trees and wide planters
- Provide lighting recommendations/guidelines
- Provide street furnishing recommendations/guidelines
- Improve access to Pinellas Trail and Booker Creek Trail
- Develop wayfinding recommendations such as EDGE markers at MLK & 16th St.
- Dedicate north lane to parking



Booker Creek Improvements





Goals

Create community green space while enhancing value for new development



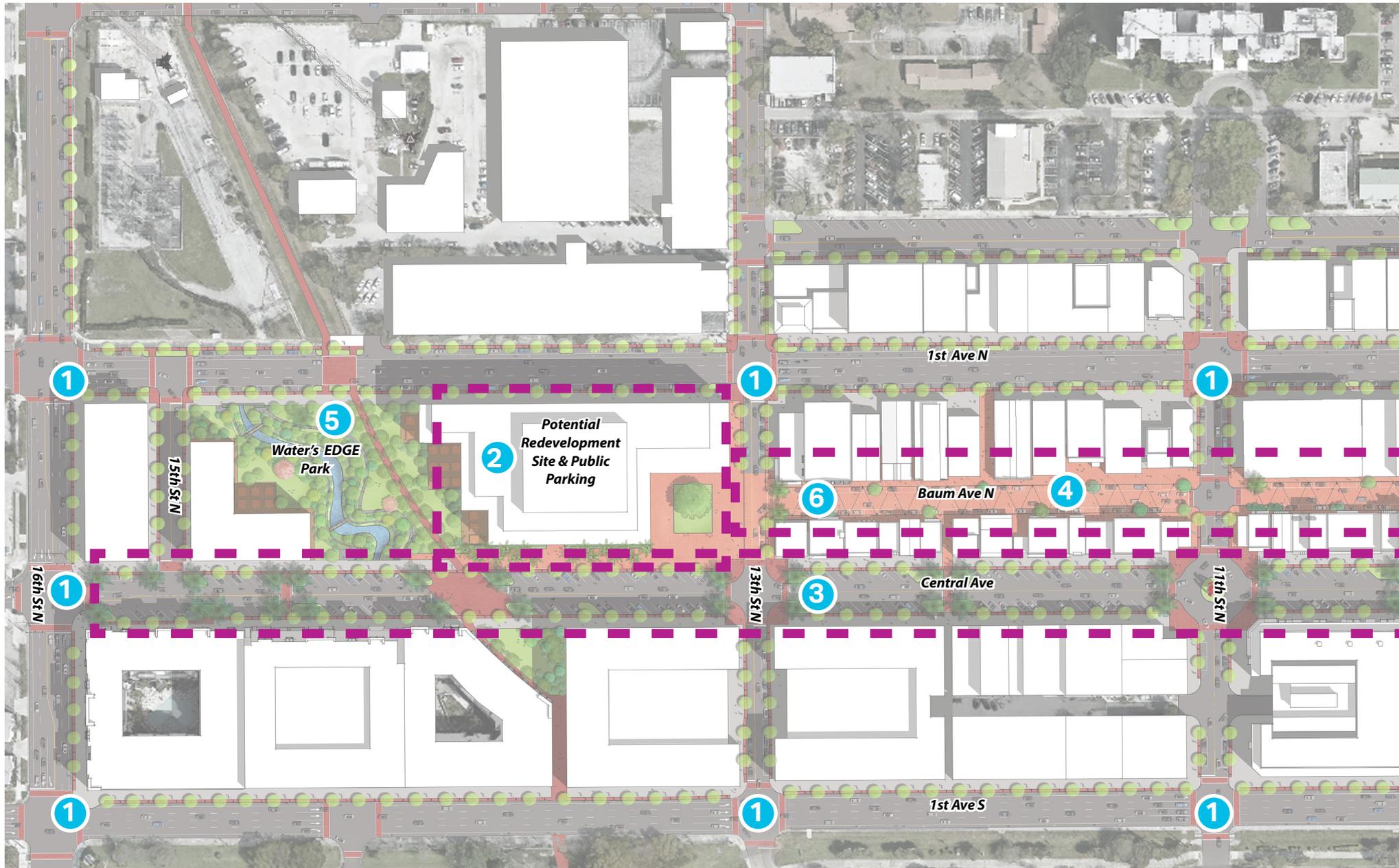
Key Actions

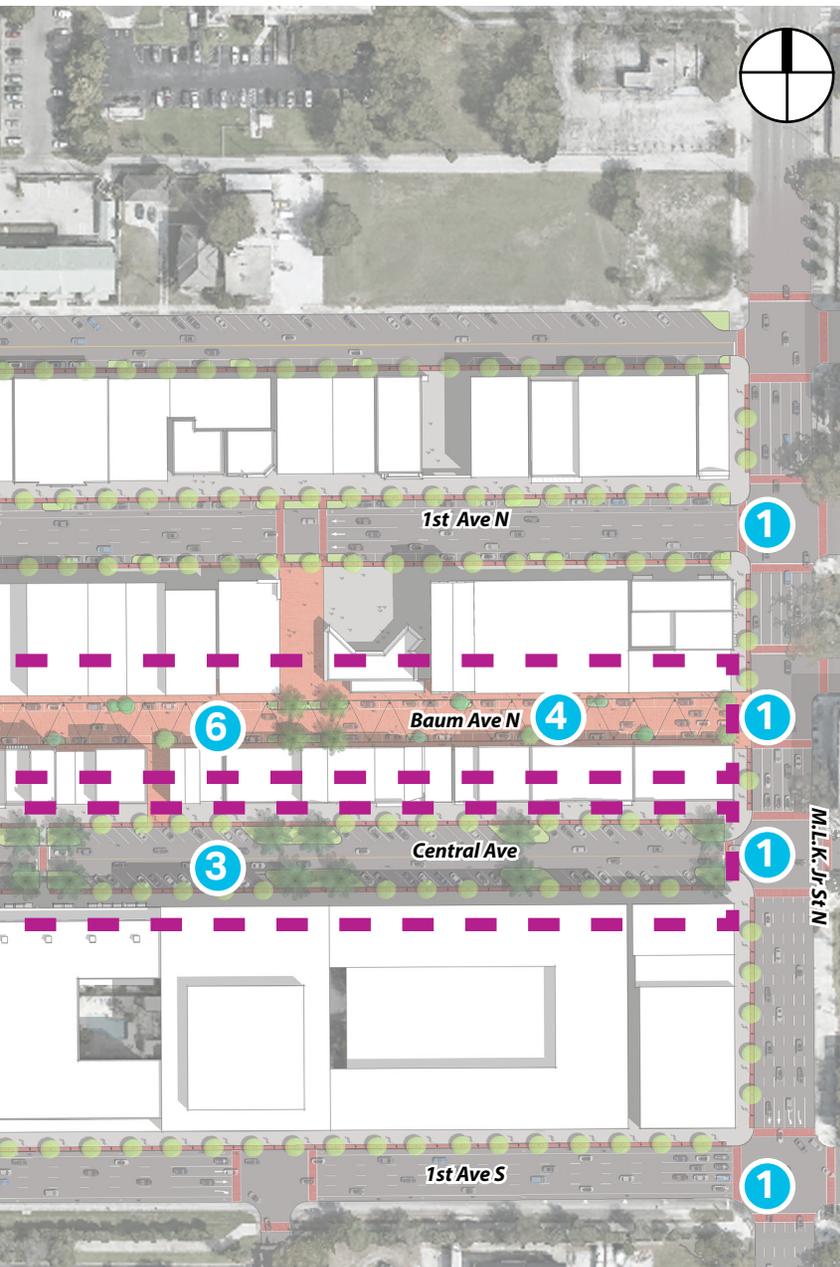
- Acquire railroad right-of-way or use of right-of-way
- Clean, restore, and stabilize creek banks
- Incorporate bicycle and pedestrian facilities
- Promote new development on west and east to front on park/green space
- Develop pedestrian connections to north and south
- Provide new development access
- Develop landscape recommendations/guidelines
- Provide lighting recommendations/guidelines
- Provide street furnishing recommendations/guidelines



Initial Budget Estimate

Phased Implementation Strategies: EBDA Approved Priorities





1 Gateway Markers and Wayfinding Signage

Assuming twelve (12) identifying markers located at the perimeter of the district. The markers can range in scale and quality. This conceptual cost assumes the markers are freestanding at main intersections and could be lighted, made of steel, wood, mosaic, glass, or other natural materials.

- Construction \$200,000
- Design+Engineering (30%) \$60,000
- Contingency (25%) \$50,000
- **Gateway Signage Grand Total - \$310,000**

2 Additional Public Parking Infrastructure

The current police station should be considered for redevelopment. The new development should provide structured parking for the general public. A shared garage between the city and the private developer should be considered.

- Assuming \$30k/space
- ±200 spaces
- **Parking Garage Grand Total - \$6,000,000**

3 Central Ave Streetscape Improvements

Central Ave streetscape was used as a model for other streets in the District. This was developed based on the amount of construction effort needed to achieve the goals of this plan.

- Construction \$2,470,000
- Design+Engineering (15%) \$370,500
- Contingency (25%) \$617,500
- **Grand Total - \$3,458,000**

4 Baum Ave Dumpster Removal

Consolidate many small dumpsters located along Baum Ave into a large, shared dumpster(s) at a single location that is screened from view.

- Screening/Fencing \$ _____
- Relocation (15%) \$ _____ (25%) \$ _____
- Installation \$ _____
- **Grand Total - \$ _____**

5 Booker Creek Enhancements

In order to create community green space while enhancing value for new development, lighting, street furnishing, bicycle and pedestrian facilities and connections, and clean-up and stabilization of the creek banks should be provided.

- Construction \$3,200,000
- Design+Engineering (15%) \$480,000
- Contingency (25%) \$800,000
- **Grand Total - \$4,480,000**

6 Baum Ave Streetscape Improvements

The public realm improvements include items from building face to building face. This includes relocating overhead utilities underground, new specialty paving, re-purposing of granite curbs, specialty lighting, street furnishings, landscape and stormwater basins. The approximate length of Baum Ave is 1,650 feet with a 50 foot right of way, thus 82,500 square feet of improvements are needed.

- Construction \$3,500,000
- Design+Engineering (15%) \$525,000
- Contingency (25%) \$875,000
- **Grand Total - \$4,900,000**

There are a number of grant programs that the City is likely familiar with which are a potential fit for many elements of the project:

- **Land and Water Conservation Fund**
- **Florida Recreational Assistance Development Program**
- **People for Bikes**
- **Various FDOT Programs**
- **Our Town - National Endowment for the Arts**
- **Florida Department of State Historic Preservation Programs**

Non-Traditional Grant Funding Sources

Project Area	Potential Funding Sources
Overall	<ul style="list-style-type: none"> • Partners for Places - Funders' Network for Smart Growth • Healthy Environments – Kresge Foundation • INVEST HEALTH Strategies for Healthier Cities
Booker Creek	<ul style="list-style-type: none"> • Five Star & Urban Waters Restoration Program • PIG Difference Grant • North American Wetlands Conservation 2017 Standard Grant • EPA Environmental Education Program • Gulf Coast Conservation Grants Program
Green Space	<ul style="list-style-type: none"> • GRO1000 Grassroots • The Fruit Tree Planting Foundation Grant
Streetscape	<ul style="list-style-type: none"> • Bank of America Foundation
Culture	<ul style="list-style-type: none"> • NEA GAP: Art Works • ARTPLACE: Creative Placemaking
Economic Development	<ul style="list-style-type: none"> • Investments for Public Works and Economic Development Facilities

Next Steps...

