Community Review: Commission Meeting

Corey Avenue District
March 26th and 27th, 2014
Health Benefits of Good Urban Design

• Incentivizes walking or biking, instead of driving – promoting exercise

• Increases social connections among neighbors

From: Chicago Metropolitan Agency for Planning (CMAP)
http://www.cmap.illinois.gov/about/2040/supporting-materials/process-archive/strategy-papers/urban-design/effects
Safety Benefits of Good Urban Design

• Well-designed streets attract more pedestrians who keep watch over one another.

• Improved streetscapes and traffic calming devices provide buffers between pedestrians, bicyclists and automobile traffic

• More pedestrians on the street actually decreases the likelihood that one will be struck by a driver.

From: Chicago Metropolitan Agency for Planning (CMAP)
http://www.cmap.illinois.gov/about/2040/supporting-materials/process-archive/strategy-papers/urban-design/effects
Economics of Biking . . .

• A 2008 study in Portland clocked bicycle-related industry alone as contributing $90 million to the local economy every year.

• In 2010, Wisconsin recorded a yearly $1.5 billion bike economy . . . Bicycle tourism.
Return on Public Investment . . .

• For every $1 invested into a downtown, there is a $32 return into the community.
  - National Main Street Institute

• The Barracks Row/8th St SE District in Washington DC
  – $8 million invested in public funds. Within two years, the private sector invested additional $8 million
  – 32 new businesses

- Source: CT Main Street
Return on Public Investment . . .

• A $4.5 million investment in streetscape and pedestrian improvements on School Street are credited with helping attract:
  – 60 new businesses
  – Decreasing the vacancy rate from 18% to 6%
  – Increasing downtown sales tax revenue by 30%


Lodi, California
Return on Public Investment . . .

- A $10 million investment in traffic calming, a fountain, a public event space and building restoration transformed a run-down downtown. In the 5 years between 1993 and 1998 . . .
  - Property values went from $10-$40/sq.ft. to $50-$100/sq.ft.
  - Commercial rents went from $6/sq.ft. to $30/sq.ft.
  - Brought occupancy up to 80% and attracted $350 million in private investment to the area

West Palm Beach, Florida,

Corey Avenue District
Community Design Week
City of St Pete Beach

Get Involved!!
November 19 – 22, 2013

Schedule
TUESDAY, NOVEMBER 19

Public Hearing - Community Redevelopment Area (CRA)
10:00 am to 11:00 am
Hilton City Hall 135 Gandy Boulevard
Commission Chambers

The public hearing is an opportunity for stakeholders to provide feedback on the proposed CRA. The CRA will be a tool for the City to incentivize redevelopment in the area.

Community Walk #1
9:30 am - 10:30 am
Location: Near City Hall, 135 Gandy Avenue

Community walk is a great way to explore the area and get a feel for its potential. Participants will be guided through the area by community members.

Community Discussion Group: Conceptual Corridor
10:30 am - 11:30 am
Location: City Hall, 135 Gandy Avenue

Group will discuss the potential corridor and its impact on the area.

Community Walk #2
11:30 am - 12:30 pm
Location: City Hall, 135 Gandy Avenue

Second community walk will provide another opportunity to explore the area.

City Commission Workshop
2:00 pm - 3:00 pm
Location: City Hall, 135 Gandy Avenue

City Commission will discuss the community input received during the last community walk and will make decisions on the next steps.

PUBLIC MEETING - COREY AVENUE DISTRICT

The meeting will provide an update on the progress of the CRA and solicits feedback from the community.

Community Walk #3
7:00 pm - 8:00 pm
Location: Near City Hall, 135 Gandy Avenue

Third community walk will provide another opportunity to explore the area.

Community Discussion Group: Final Concept
7:00 pm - 8:00 pm
Location: City Hall, 135 Gandy Avenue

Final discussion group will review the conceptual corridor and finalize the design.

The community is encouraged to participate in all events and provide feedback throughout the process.
Mosaic

Everyone's Downtown

Upscale beach

Relaxed, but not lazy

Quality signage

Hotels

Diversity - architecture, color, & scale

Retain character

Mixed use

Mixed use

Walkable

Sunrise to sunset

Safe

Colorful

Bikeable

Sunrise to sunset

Comfortable

Outdoor dining

Shade features
Intersection Gateway Concept
Intersection Gateway Concept
Streetscape Details
Corey Avenue Sidewalks

- Sea glass embedded into concrete - more dense at corners, less dense mid-block.
- Corner condition
- Flip flop element cast into concrete - grouped at corner, as if waiting to cross.
Opportunities for Shade/Shelter

EXISTING CONDITION

EXISTING COVERED WALKWAY/ ARCADE

POTENTIAL FOR ARCADE ADDITIONS ON BUILDINGS

POTENTIAL FREE-STANDING STRUCTURE LOCATIONS

POTENTIAL ENHANCEMENTS
The Couplet
Couplet – 75th Street and Gulf Blvd

(Typical section – 75th looking west)

- Parallel parking
- Dedicated bike lane
- Buffer planting
- Planted divider
- Buffer planting
Wider sidewalk/Buffer planting

Shortened crossing

Parallel parking

Dedicated bike lane

Buffer planting

Wider sidewalk/Buffer planting

Shortened crossing

Planted divider

Couplet – 75th Street and Gulf Blvd
Couplet – Blind Pass Road & 73rd Street

Dedicated bike lanes continue on 73rd and on Blind Pass.
Extend Sunset Park to create large waterfront park/plaza

Hotel, retail, and waterfront restaurants

Transform existing road into major public space

Pavilion/shelter

Public boardwalk and fishing pier

Diagonal parking/streetscape

Renovate – reuse existing motels

SUNSET PARK
Diagonal parking/streetscape improvements

Redevelop shopping center with mixed use & outdoor dining

Enhanced bus stop

Infill corner

Diagonal parking/streetscape improvements
Create architecturally strong corners

Key infill & redevelopment

Improved façade & signage

New outdoor dining / plaza opportunities

Expanded library with public restrooms & public parking lot
Corey Avenue – Diagonal or Parallel Parking Option

- 35 spaces this block
- 23 spaces this block
- 10+ foot sidewalk
Implementation Challenges under Existing Code

- **Parking**
  - On-site requirements
  - Shared parking
  - Parking structures

- **Density**
  - Residential limitations

- **Land Assembly**
  - Lot size restrictions for mixed use
NEXT STEPS
Next Steps

- **Review Previous Planning Efforts**
  - Oct – Nov 2013

- **Assess Existing Conditions**
  - Dec 2013 – Mar 2014

- **Community Design Workshops**

- **Develop Conceptual Plans**
  - Mar – May 2014

- **Community Review**

- **Refine Conceptual Plans & Design Concepts**

- **Final Concept & Approval**