

CITY CENTER PLAN



PARK STATION DISTRICT

• SIMPLY CENTERED •

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THE HEART OF PINELLAS

The City of Pinellas Park lies in the geographic center of Florida’s most densely populated County. With access to US 19, the County’s major north/south arterial, as well as the Howard Frankland and Gandy Bridges that traverse Tampa Bay, Pinellas Park lies at the confluence of three of the region’s most important transportation corridors. This central location provides residents, workers and visitors with drive times to Clearwater, Tampa and St. Petersburg of approximately 20 minutes or less.

Pinellas Park, *The Heart of Pinellas*, is centrally located not just within the County but also within the greater Tampa Bay area. At a regional level, the City benefits from its central location and accessibility. However, within its municipal boundaries, Pinellas Park lacks a defined City Center.

Location matters. The City can leverage its central location within the region to advance economic development. This proposed City Center has the opportunity to enhance quality of life and embody the strong community spirit of Pinellas Park.



HISTORY

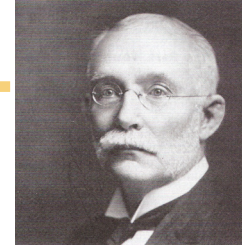


Davis and Developers send P.J. McDevitt to the peninsula to establish a town near the City of St. Petersburg primarily based on the farming of sugarcane. McDevitt would go on to become the first mayor.



Model Farm No. 1 built as showplace for potential colonists or visitors. Colony House was also built at the intersection of 60th Street and Park Boulevard to house and entertain affluent visitors.

1890



F.A. Davis creates Florida Association land development company and buys 12,800 acres on the Pinellas Peninsula.

1912



First Pinellas Park Train Station built.

1914



The 1st Town Hall & Fire Department are built.

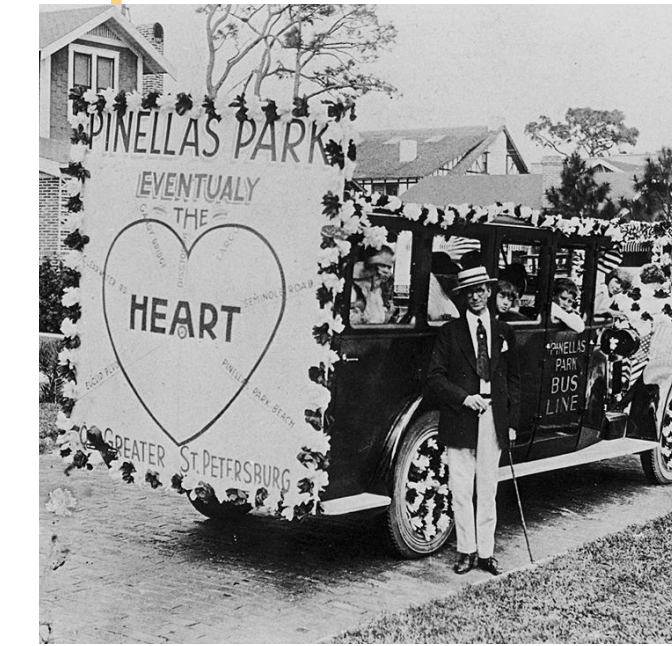
Tampa and Gulf Coast Railroad connects to Pinellas Park. Pinellas Park incorporated as a City.

1916



Cross Bayou Canal and related work of the Pinellas Park Drainage district drains swamps allowing for settlement.

1923



1925 Pinellas Park Bus Line

County Roadway System Plan establishes Pinellas Park as the crossroads of Pinellas County.

1935

Population plummets due to effects of Great Depression.

1959

The Pinellas Park Library opens and becomes a department of the city.



1969

The 2nd Town Hall & Fire Department are torn down.



Current City Hall is built.

1975



The new (current) Library opens.

1992



Brothers Jimmy and Terry England help rebuild an area destroyed by a Tornado and establish England Brothers Park

2004



Park Station is built.

2009



Davis Field, a 20.1 acre park with baseball and softball fields, tennis courts, playgrounds, and more opens in the city.

2015



The Pinellas Park Performing Arts Center opens.

TODAY



Source: Florida Memory Project

INTRODUCTION

Pinellas Park was incorporated in 1914, as a rural agricultural community, and its population remained below 2,000 residents until the early 1950s. Over the last 70 years, Pinellas Park has grown to a population of more than 50,000 residents and is the fourth largest City in Pinellas County.

In the early 1950s, Park Boulevard served as the City's Main Street and the center of commercial and civic activity. However, the automobile-centric development trends of the post-World War II era would drive the expansion of Park Boulevard as State Road 694, a major east west arterial serving the Tampa Bay region. The increased traffic and speeds through this corridor eroded the historic character of Park Boulevard and Pinellas Park continued to develop as a suburban city without a defined City Center.



COMMUNITY-DRIVEN PLAN

In 2018, the City commenced an effort to update their Community Redevelopment Plan. This planning process included extensive engagement with City residents to develop goals and priorities. The first of three adopted plan goals was *“Establish a Physical Sense of Place.”*

This City Center Plan is the next step in implementing this goal. The City Center planning process maintained a high level of public engagement and yielded three clear Guiding Principles

1. **CONNECTIONS:** In order to energize the City Center we must connect to existing areas of activity.
2. **PARK:** A central park for the City should be the focus and Davis Field should be accessible to the entire community.
3. **CHARACTER:** Pinellas Park has an authenticity that should be preserved.

The following is a *community-driven plan* for the creation of a City Center for Pinellas Park.

PROCESS

The City Center planning process included a community-driven approach that prioritized resident input through a combination of both virtual and in-person events.

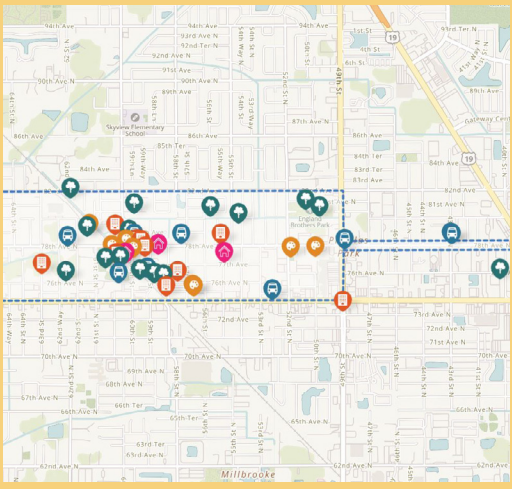
INTERACTIVE PROJECT WEBSITE

The project website provided an accessible and effective medium for two-way communication. Residents could access the site to obtain project information, learn of important events and review plan progress. Residents also had the opportunity to provide input via surveys and ask questions or make comments on a particular site through interactive mapping.

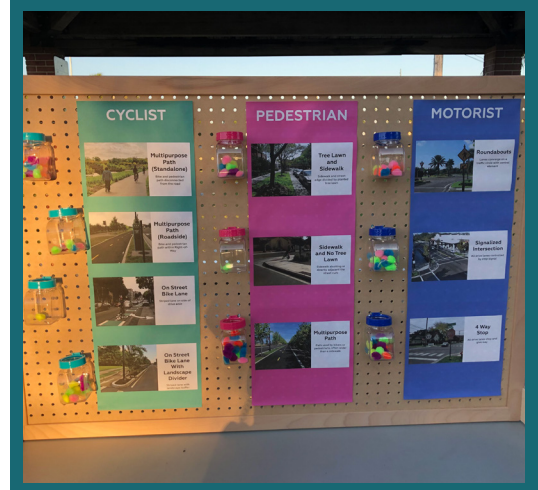
CHARRETTE

From April 12 through April 16, 2021, a week-long public design workshop (charrette) was held at Park Station. The schedule included multiple opportunities for community engagement including a walking tour, an outdoor open house, and two public design review meetings. In addition to the design and community engagement efforts, the team conducted extensive stakeholder review sessions with City staff, the Mayor, members of the City Council, and Forward Pinellas.

COMMUNITY DRIVEN PLAN



PROJECT WEBSITE

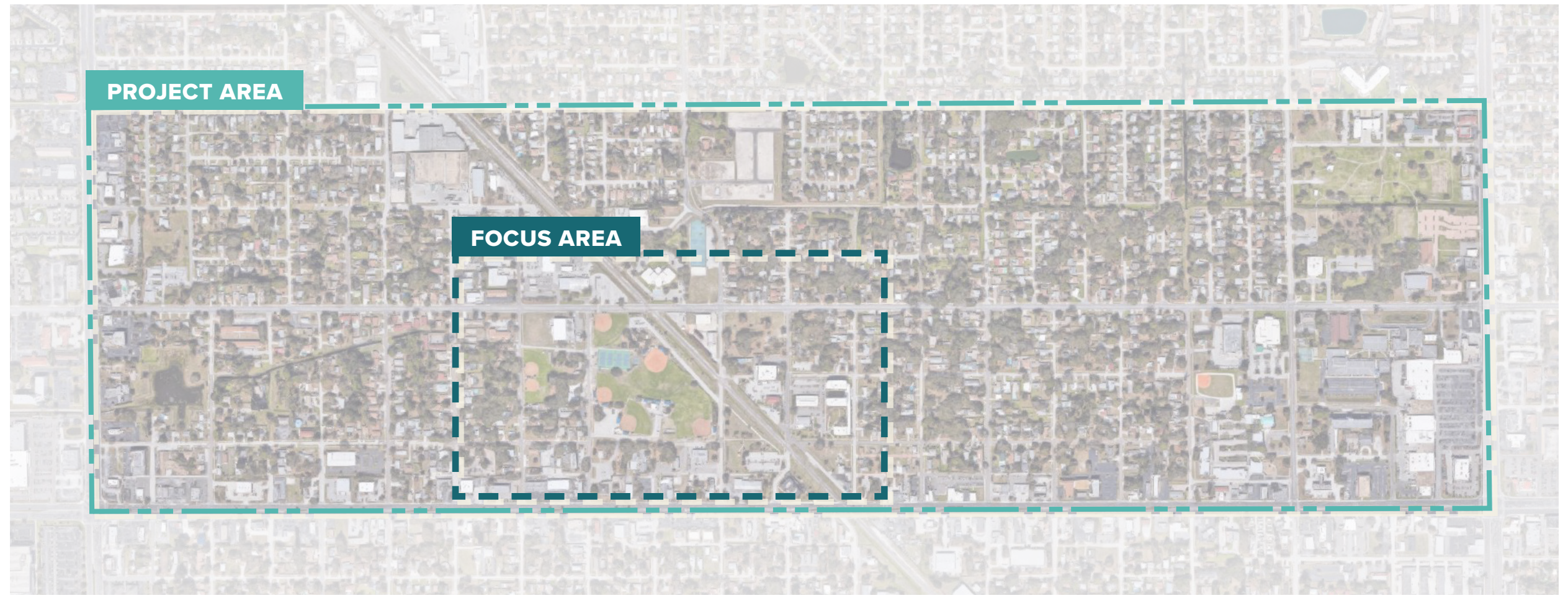


DESIGN CHARRETTE



PUBLIC SURVEY + ENGAGEMENT

FOCUSED DESIGN WORKSHOPS



COMMUNITY DIRECTION

The project boundaries for the City Center planning effort include the area between Park Boulevard and 82nd Avenue N. and 49th Street N. and 66th Street N.

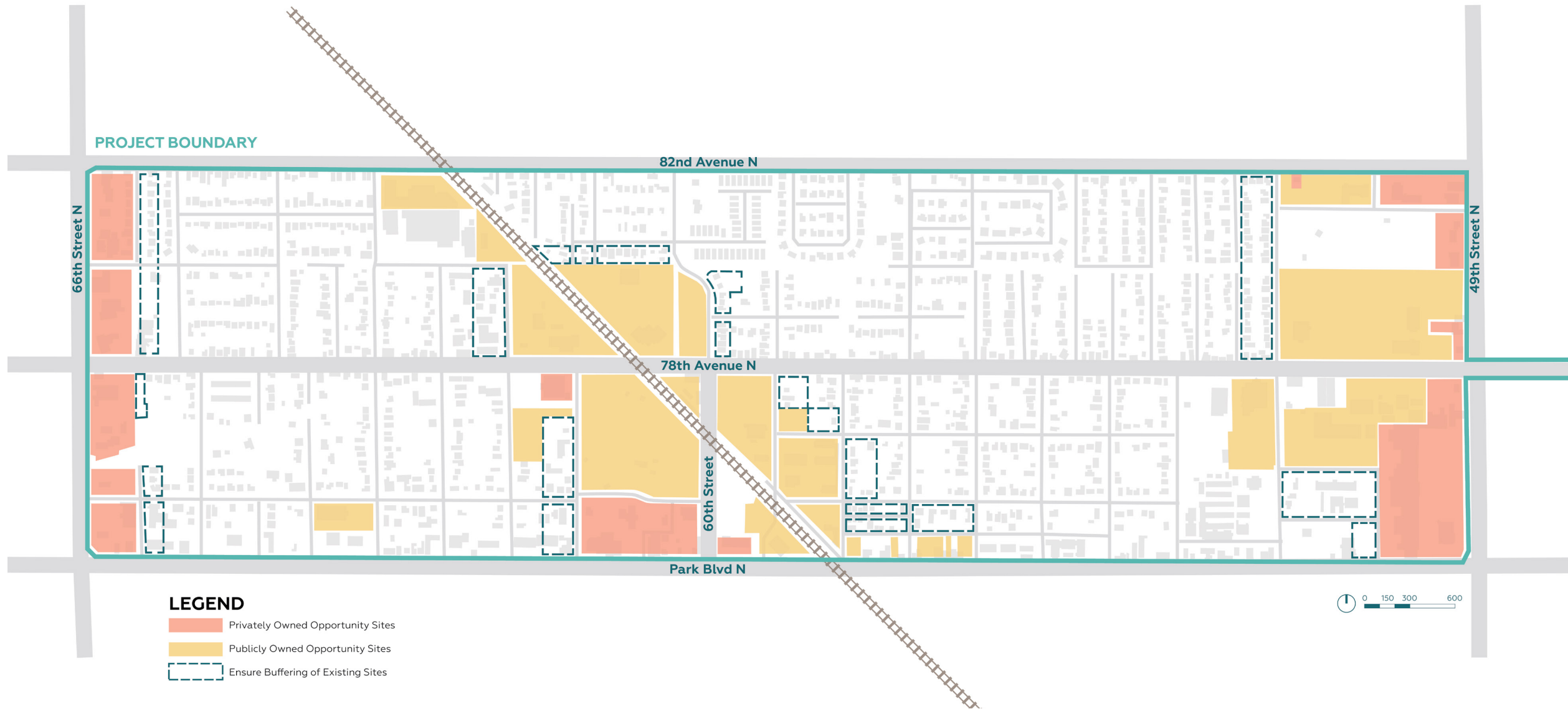
In the middle of the design charrette, a clear community consensus emerged with a desire to focus on the design of a signature park located in and around the existing Davis Field.

The community's desire to focus on Davis Field, as well as the abundance of City-owned property in the area, existing plans for a Public Safety Campus, the success of the Arts Village, and the proposed redevelopment of 5805 Park Boulevard N. guided the delineation of a smaller Focus Area within the project boundary.



FRAMEWORKS





MARKET STUDY

The Pinellas Park City Center area is characterized by a residential and municipal core, surrounded by commercial offerings on the periphery. This ideal composition poses several opportunities. Within the Davis Field area, numerous green spaces are ripe for revitalization, while their immediate surroundings could serve as opportunities for commercial and mixed use infill. This duality poses a symbiotic relationship; the park’s visitors supply customers for the restaurants and retail offerings, while visitors traveling to the commercial area may stop and enjoy the numerous green spaces within the City Center.

The neighborhoods surrounding the Davis Commons area must be protected, celebrated, and maintained. Careful attention is given to the parcels immediately adjacent to the infill areas – allowing these parcels, if developed, to serve as transition zones, mitigating any abrupt changes in land use (and any nuisances caused by conflicting zoning areas).

The same scenario is seen near the edges of the City Center area. Here, commercial and industrial businesses abut the major roadways of the Center, however little transition zone exists, causing residential buildings to immediately abut commercially zoned areas. Future development should, while increasing the number of businesses, respect the close site proximities of the surrounding residential areas.

Finally, strategic growth should be achieved through focused property acquisitions. These areas include standalone properties surrounding England Brothers Park and Dinsmore Park, thus allowing these parks to expand, creating additional diversity of public space. Additionally, strategic land assembly may need to be required to support parking needs for redevelopment of the Davis Field area.

The City Center Plan Area is located at the heart of the City of Pinellas Park. It is a diverse, growing community that is well-positioned to capture local and regional real estate demand over the next five to ten years. Growth will be concentrated across several household cohorts, including empty nesters and seniors, as well as young adults and young families aged between 20-34. This growth coupled with the strategic public investments contemplated as a part of Davis Commons will generate additional demand for new housing typologies, including higher density multifamily housing units, along with additional demand for retail and services.

The City of Pinellas Park is projected to add approximately 3,000 new residents between 2020 and 2025. This could help drive new residential development in the area. The City Center area is a location that could accommodate new multifamily rental and single-family owner-occupied housing. The new housing should follow the desired form, configuration, and typology that fulfills the larger Plan goals of a walkable, urban City Center. The urban design goals of the Plan, which is best suited by multifamily housing with a configuration that can be referred to as a “Neighborhood Infill” typology consisting of denser projects between 30-80 units/acre and 2-5 stories with a mix of either structured parking or well-concealed, rear-parked surface parking. These types of projects typically require higher rents than the current market rents in Pinellas Park due to the higher costs required to support structured parking and construction materials required to build denser, mid-rise buildings. While future projects may be able to command some rent premium due to proximity to the future high quality open space and park improvements at Davis Commons, it is likely that the City and/or the Pinellas Park Community Redevelopment Agency (CRA) will need to provide direct public financial support to make denser development financially feasible. Potential public financial assistance could include below-market land disposition, grants, and/or paying for all or a portion of the costs of constructing structured parking. In

the near term, new residential development is anticipated to occur on land owned by the City, CRA or other public bodies. However, over time, owners of nearby aging, lower-performing retail spaces along Park Boulevard may be motivated by the growing market momentum of the City Center to redevelop their properties into denser, mixed use development.

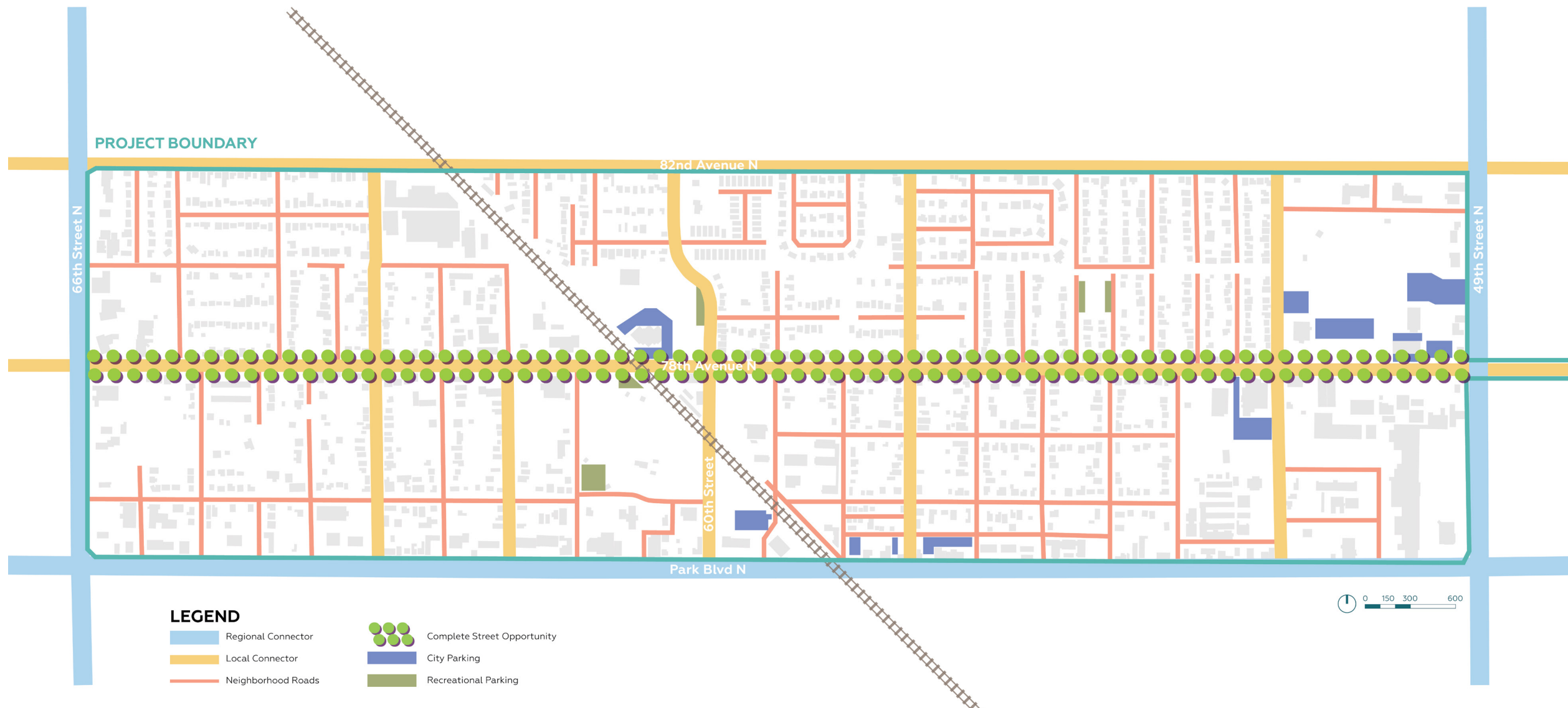
Retail development in a pedestrian-oriented format within the City Center will be more challenging to achieve in the near term. This is due to multiple factors including the overabundance of traditional auto-oriented retail space nearby and within Pinellas Park. The Plan’s goal of a vibrant, walkable “restaurant row” may be achieved through a combination of careful planning and phasing, tenant curation, and public financial participation. The “restaurant row” can also directly leverage future park improvements at Davis Commons through the development of a park-oriented destination restaurant with outdoor seating that could serve as a regional draw. In the long term, as nearby private property owners along Park Boulevard redevelop their properties into mixed use projects, these changes would further support the retail gravity for the “restaurant row”.

To support private real estate development throughout the area, it is likely that district (as opposed to site by site) parking solutions will likely be required. To assemble enough land to support a structured parking deck at 60th Street and Park Boulevard, it is likely that the City and/or CRA may need to acquire one or more of the privately-owned parcels in the area and fund the construction of a publicly-owned structured parking deck. While this would require a significant upfront cost, sufficient structured parking is key to creating a special and different physical environment that can help lead to the success of the “restaurant row” and the larger mixed-use urban design goals outlined elsewhere in the City Center Plan.

SUMMARY - MARKET POTENTIAL



	POTENTIAL	SPECIFICATIONS
MULTIFAMILY	<ul style="list-style-type: none"> 3-5 new multifamily buildings over the next five years 	<ul style="list-style-type: none"> Neighborhood Infill typology (35-65 units per acre and building heights of 2-5 stories) 1-5 acres per project Street frontage and rear-access parking Structured parking likely requires public subsidy
AUTO-ORIENTED RETAIL	<ul style="list-style-type: none"> Market is oversupplied, new retail limited to outlots in prime locations or redevelopment of existing retail 	<ul style="list-style-type: none"> 1-2 acres per project Approx. 5,000 SF per tenant High visibility locations and intersections
MIXED-USE RETAIL	<ul style="list-style-type: none"> Limited potential for ground-floor mixed-use retail in the next five years 	<ul style="list-style-type: none"> 1,000-5,000 SF per tenant in multifamily building
“RESTAURANT ROW”	<ul style="list-style-type: none"> Difficult to develop on spec but may be feasible with significant public subsidy and coordination 	<ul style="list-style-type: none"> Minimum of 8 restaurants 2,500-7,500 SF per tenant Urban design that promotes pedestrian activity Structured parking is preferred
MED OFFICE	<ul style="list-style-type: none"> Outpatient facility is possible if demand aligns with expansion needs of nearby hospital systems 	<ul style="list-style-type: none"> 20,000-30,000 SF 2 stories Along major commercial corridor with good visibility
HOTEL	<ul style="list-style-type: none"> 1 new hotel in the next five years 	<ul style="list-style-type: none"> 1.5-4 acres per project Midscale class (100-150 keys, 2-4 stories) Along major commercial corridor or intersection with good visibility



CIRCULATION & PARKING

There are several different types of roadways within the City Center area, with each roadway serving a different type of transportation need within the community. The designations below build upon the official local, collector, and arterial roadway network designations.

Regional Connectors accommodate all modes of travel including transit but prioritize the movement of vehicle travel with three vehicle travel lanes in each direction. While sidewalks are provided, they may not be comfortable in some areas due to the width of the sidewalk, volume and speed of vehicle travel, and lack of protection from moving vehicles. Bicycle lanes may or may not be provided. These streets can serve as a barrier to walking and bicycling.

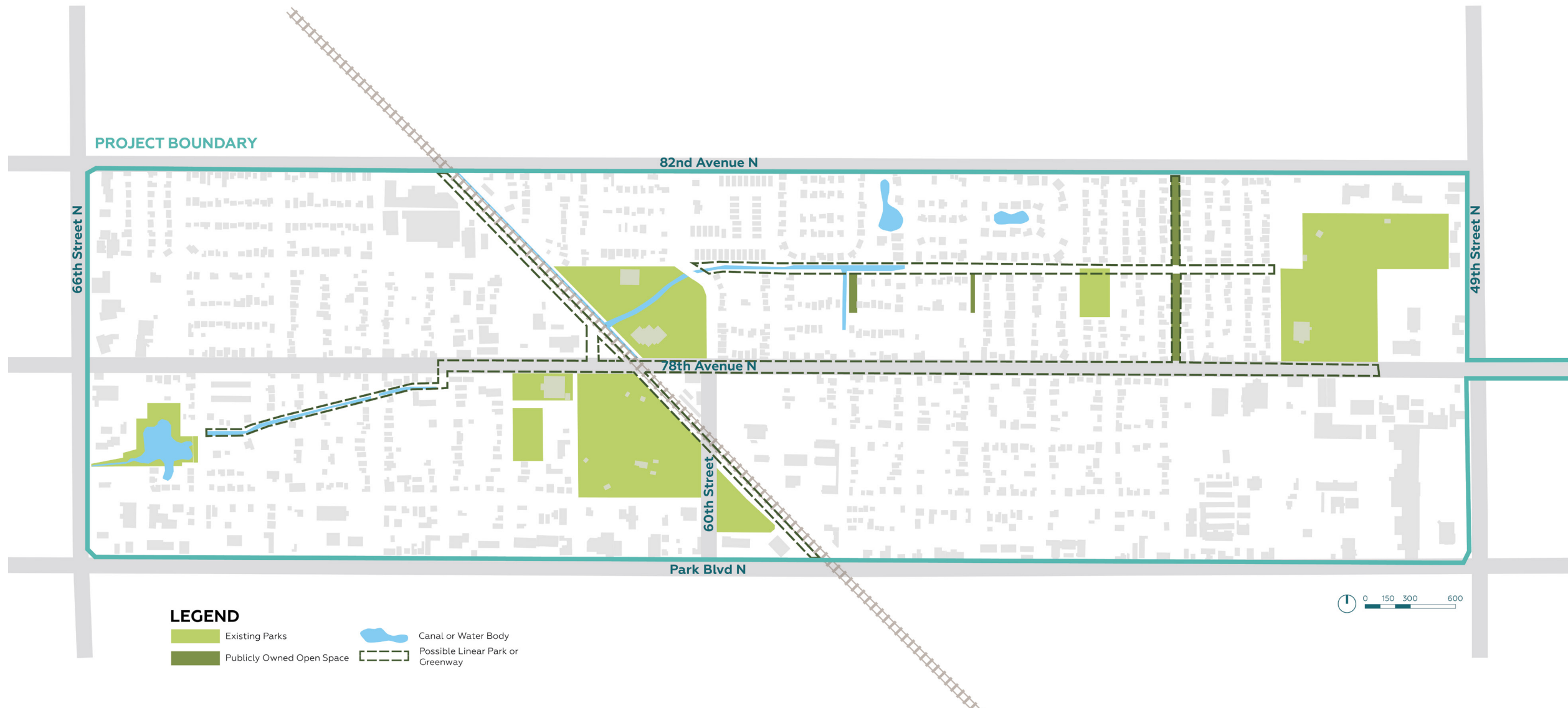
Local Connector streets prioritize the movement of people walking and bicycling with slowed vehicle travel (design speed of 25 mph) and designated bicycle and pedestrian facilities. One vehicle travel lane is provided in each direction; turn lanes may be provided at major intersections. Primary intersection traffic controls are proposed to be roundabouts at key intersections, and potentially signalized where

they connect with Regional Connectors. These roadways accommodate the movement of school buses and local freight deliveries.

Neighborhood streets are prioritized to provide direct property access. Street and intersection designs should reinforce the slow movement of people driving. The pavement width of neighborhood streets is typically 20-feet and street parking is typically not accommodated within the paved pavement area. Intersections are typically all-way or side-street stop-control. Sidewalks may or may not be provided on both sides of the street. People bicycling typically share the vehicle lane.

Proposed Commercial streets (see Implementation Section, page 36) prioritize access to commerce through on-street parking, space for outdoor seating, and sidewalk width appropriate for an active street frontage. One vehicle travel lane per direction with a design speed of 25 mph is provided, and intersections are designed at a pedestrian scale. Separate bicycle facilities are typically not provided; bicycle racks should be provided periodically along these

streets. Considerations for the turning movements of delivery trucks should be considered in the roadway design but should not dictate design elements.



PARKS & OPEN SPACE

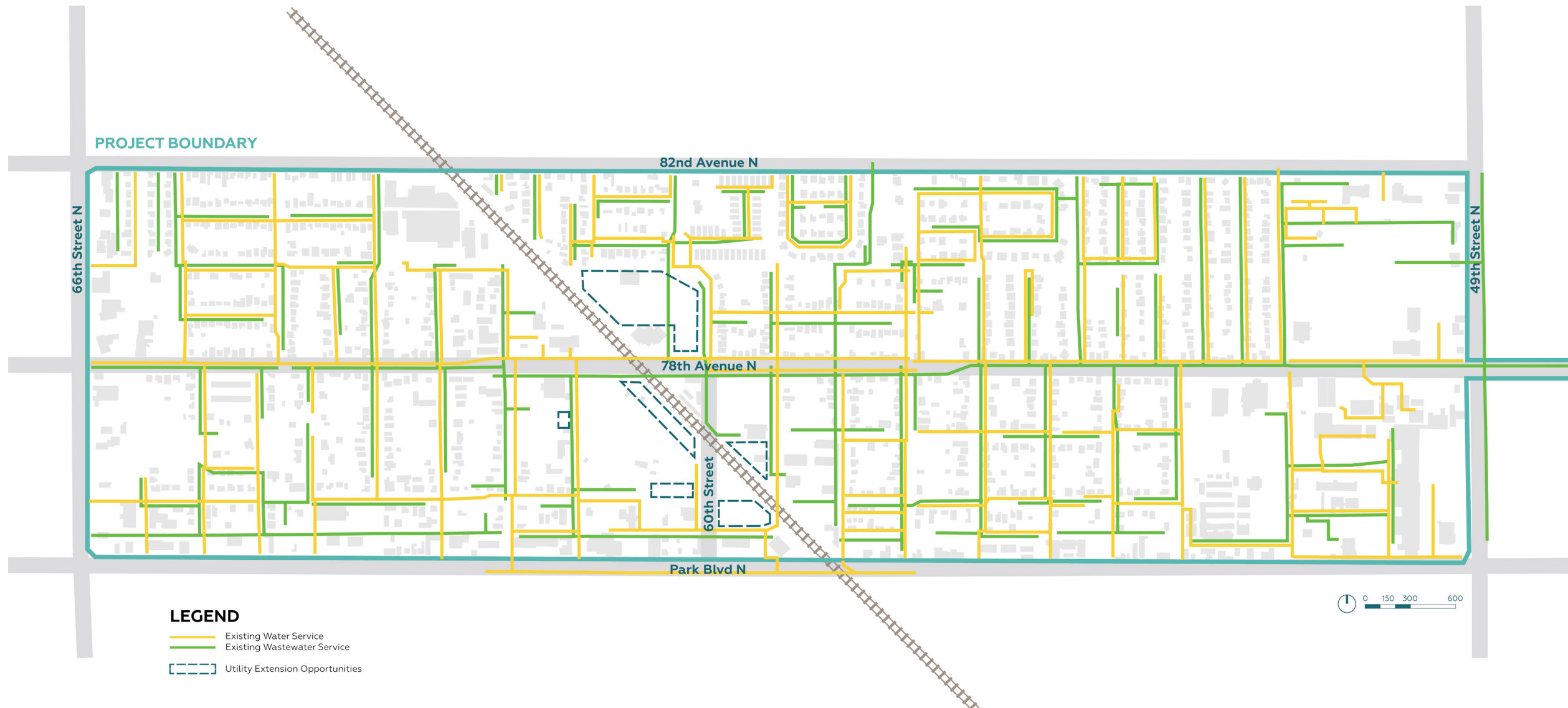
The project area includes several important park assets including Dr. Mel Dinsmore Park, Davis Field, McDevitt Park and England Brothers Park. While the City possesses park assets, it lacks a cohesive parks system. The lack of multi-use trails or complete streets undermines the City’s potential for a connected system. However the existing canal system, railroad right-of-way, and 78th Avenue corridor, provide golden opportunities to connect these parks and create a vibrant park system within the City Center.

The old growth canopy of the residential areas is also a green aspect to highlight and celebrate. Future parks and green connections must be ‘rooted’ in the tree canopy. This not only

makes for more of an enjoyable and comfortable experience for visitors and residents, it also helps to tell the story of this agrarian and residential area.

Davis Field currently houses four Little League baseball fields. This supply currently exceeds the demand of City residents as the fields are utilized for out-of-City teams and flag football squads. The City intends to continue to provide for the active recreational needs of residents and will seek to relocate and/or expand fields and courts to other areas of the City in order to meet current and future needs.

This expanse of centrally-located City-owned land currently serves a narrow niche of users but offers great potential to provide vast recreational opportunities for all City residents regardless of interests, age, or ability.



UTILITIES

In order to provide an adequate and resilient potable water and wastewater infrastructure to serve the proposed City Center Focus Area Master Plan, two types of evaluations are required: (1) identify the adequacy of the systemwide infrastructure to deliver the potable water to the Focus Area and to receive and transport wastewater; and (2) identify local extensions or improvements needed to adequately serve the development. Regarding the first objective, the City of Pinellas Park is currently undergoing a Utilities Master Plan to be completed by 2022 that will identify systemwide adequacy to support the City's 20-year infrastructure needs, including the Focus Area. This evaluation addresses the local extensions and improvements needed for the City Center Focus Area.

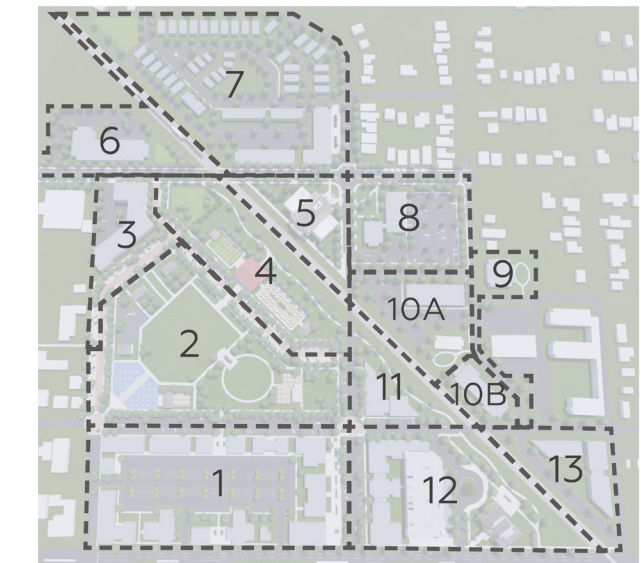
Local improvements for the potable water system to meet new domestic needs include a short relocation of an existing 6-inch water main in 61st Street N for Block 3, new water mains within new internal streets serving proposed residential units in Block 7, a 6-inch replacement of a 2-inch main in 59th Street N adjacent to Block 8, and a new network of new and relocated water mains connecting Blocks 1, 2, 4, 10B, 11, 12,

and 13. Beyond domestic needs, the City's potable water system provides fire protection service. Providing water for fire protection is a systemic function and the 2022 potable water master plan will address the needs of the Focus Area as well as a plan for the 20-year needs in totality of the City's service area.

Improvements to the wastewater system within the Focus Area include assessment of the requirements for a wastewater main relocation in Block 3, a collection system in new streets serving proposed residential in Block 7, and a new collection network to serve proposed structures within Block 12, 1B, 2, and 4, carrying wastewater to an existing 27" truck main traversing east to west within the ROW of 78th Avenue N.

The City of Pinellas Park also maintains a reclaimed water system for non-potable water uses as regulated by the Florida Department of Environmental Protection, and the reclaimed water network is available to several blocks within the City Center. As reclaimed water is not essential to public health but is environmentally important to conserving the potable water resources, its service needs are based upon the specific

objectives of the occupants of each structure and the City's objectives. These specific needs should be developed for each structure as the City Center plan moves toward design in order to fully assess options for incorporating reclaimed water into the new City Center Plan.





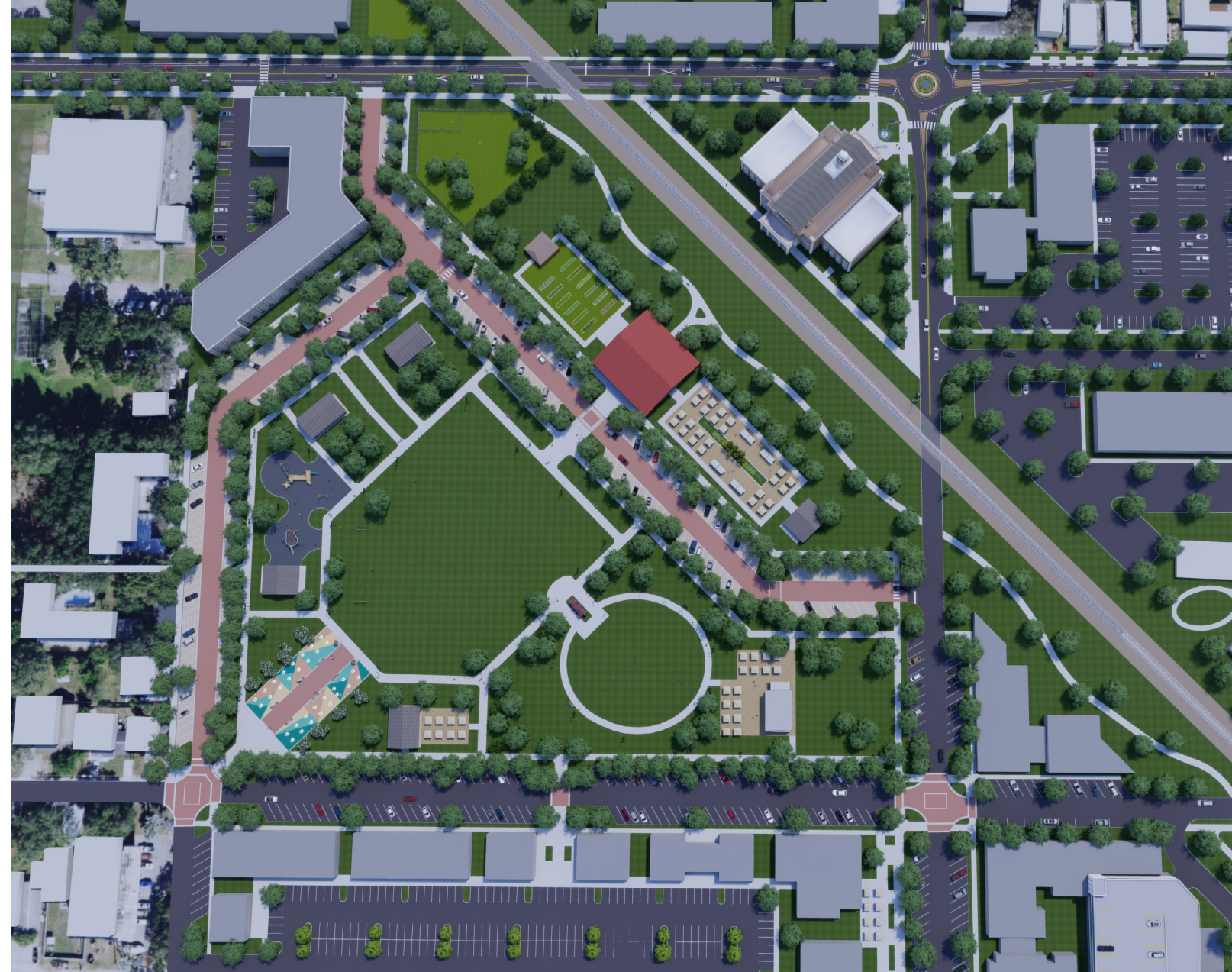
PLAN

FOCUS AREA

The Focus Area, identified as *Park Station District*, will be the core of the City Center. The Park Station District will be the location of Phase 1 implementation efforts and serve as a catalyst for future redevelopment efforts within the greater project boundaries.



[PARK STATION DISTRICT]



GUIDING PRINCIPLES

1

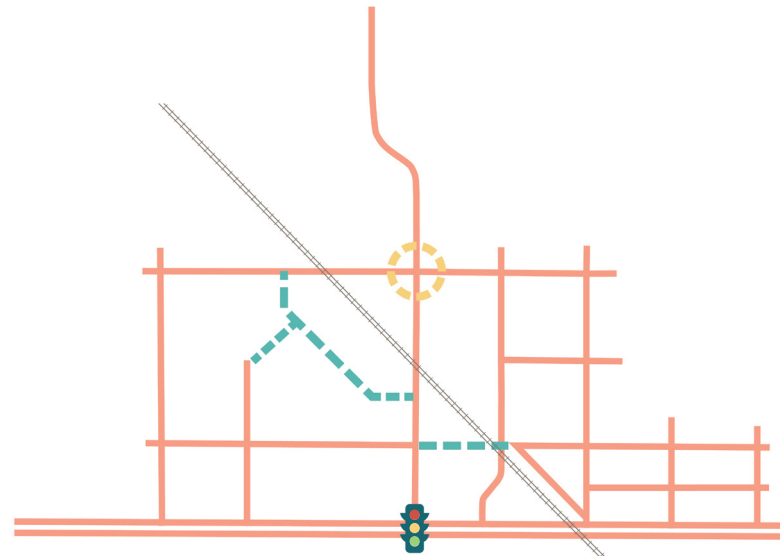
Connections
In order to energize the City Center we must connect to existing areas of activity, such as the Arts Village and Park Boulevard.

2

Park
A central park for the City should be the focus and Davis Field should be accessible to the entire community.

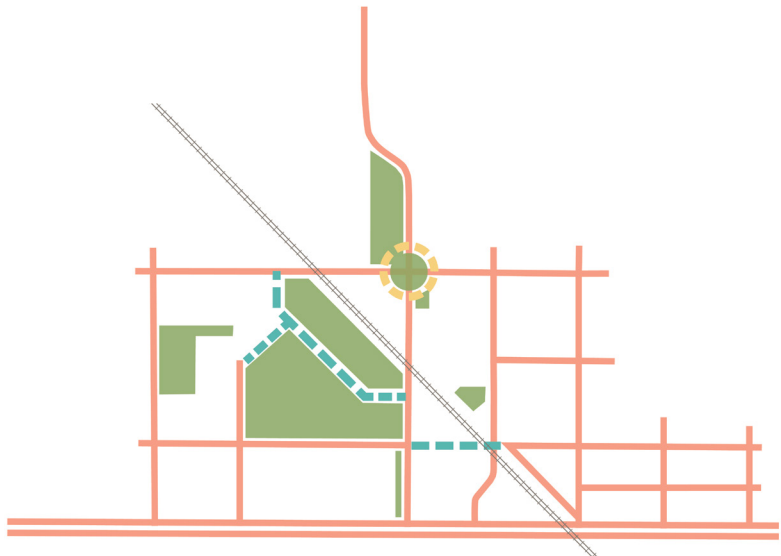
3

Character
Pinellas Park has an authenticity that should be fostered.



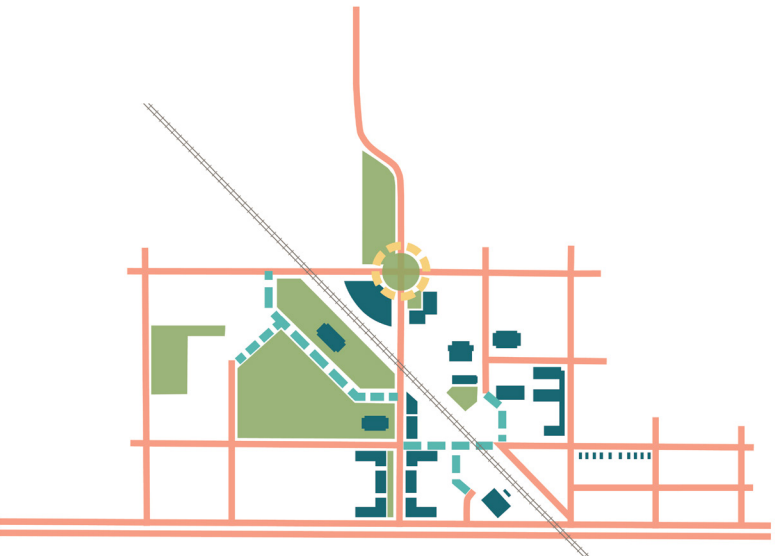
CONNECTIONS

Extend 76th Avenue N (across the railroad tracks) to connect to the Arts Village.
Signalize the intersection of 60th Street and Park Boulevard. to create a prominent gateway and connect with major arterial.



PARK

Re-design Davis Field as Davis Commons, a public space accessible to all residents of Pinellas Park.

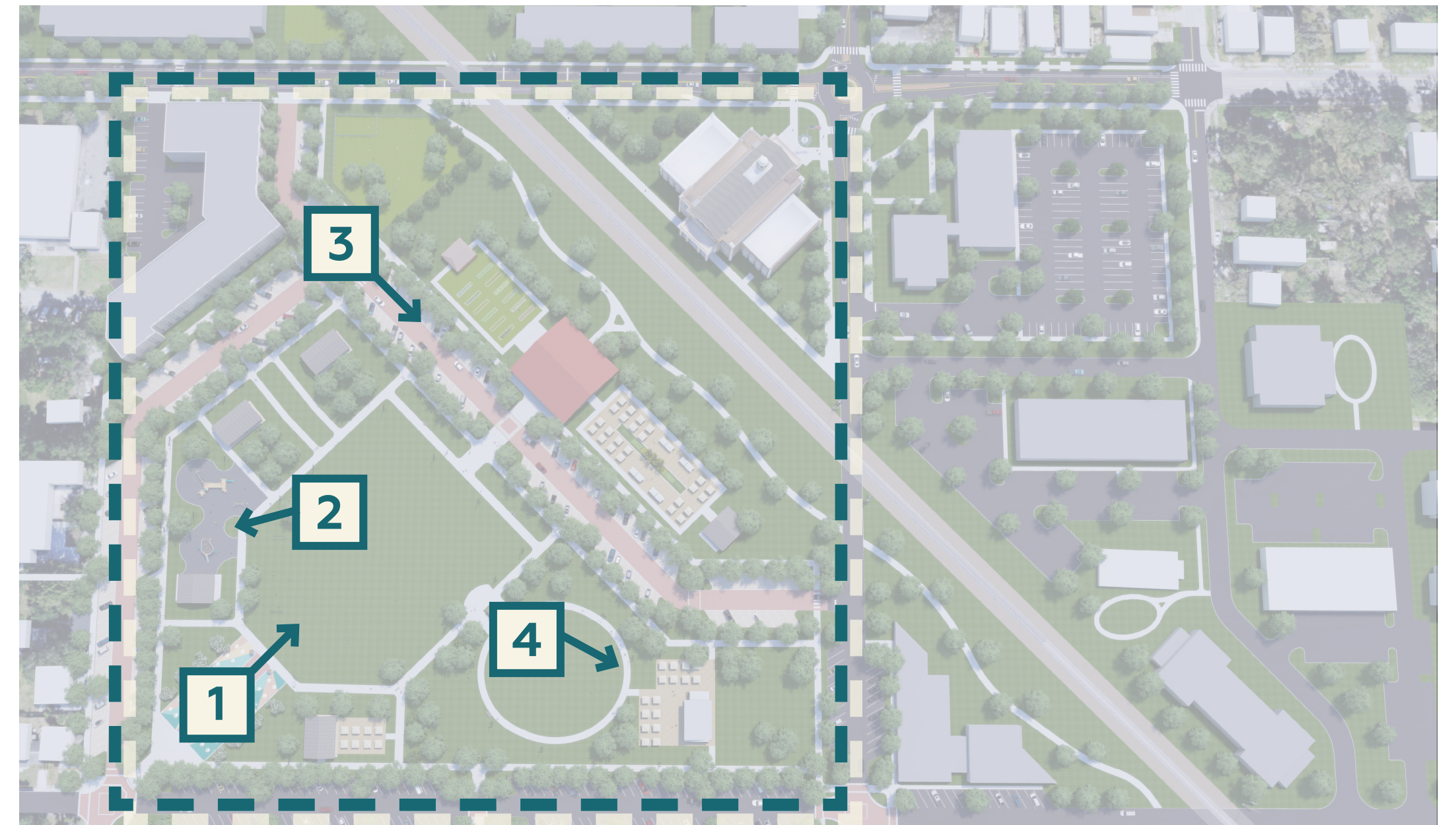


CHARACTER

Foster the expansion of local shops and restaurants through the development of 60th as a walkable Main Street.

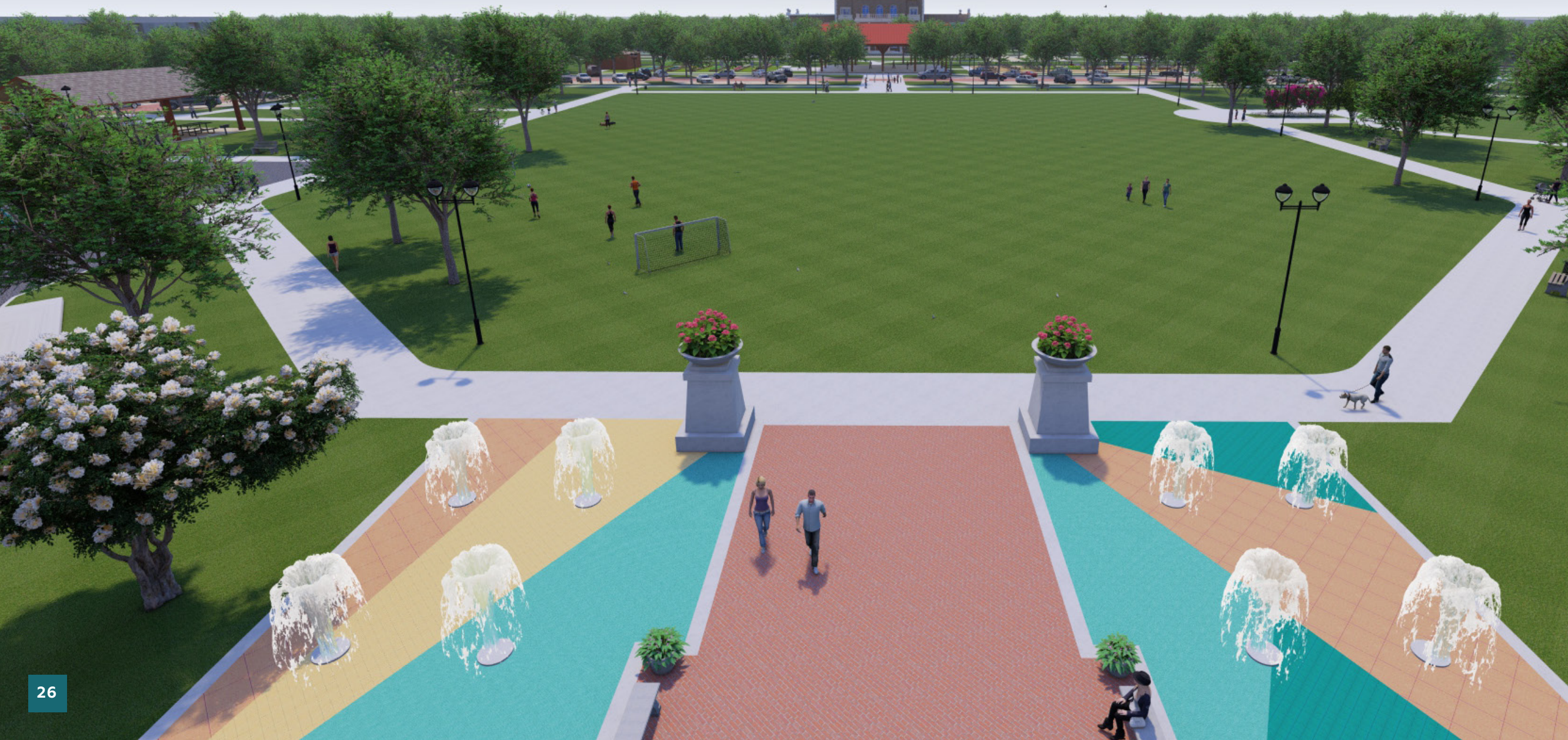
FOCUS AREA

The following pages showcase 3-D perspectives throughout the Park Station District, as indicated by the numbered locations below.



1

Looking northeast onto Davis Commons, the City Splash Pad sits in the foreground



2

Looking northwest toward the inclusive playground, with structures serving all groups

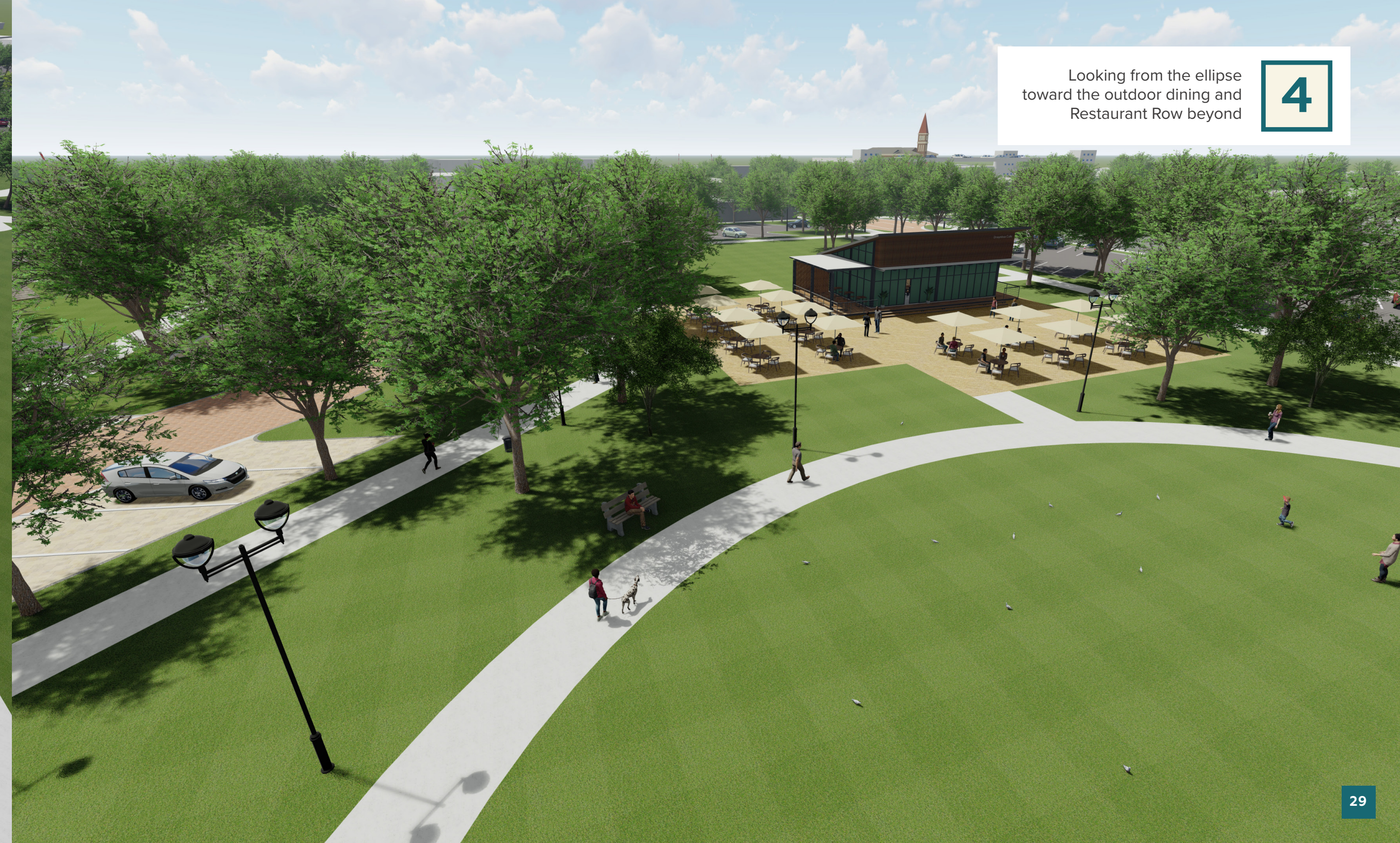


3 Looking toward the Community Pavilion, Festival Street and Gardens



Looking from the ellipse toward the outdoor dining and Restaurant Row beyond

4





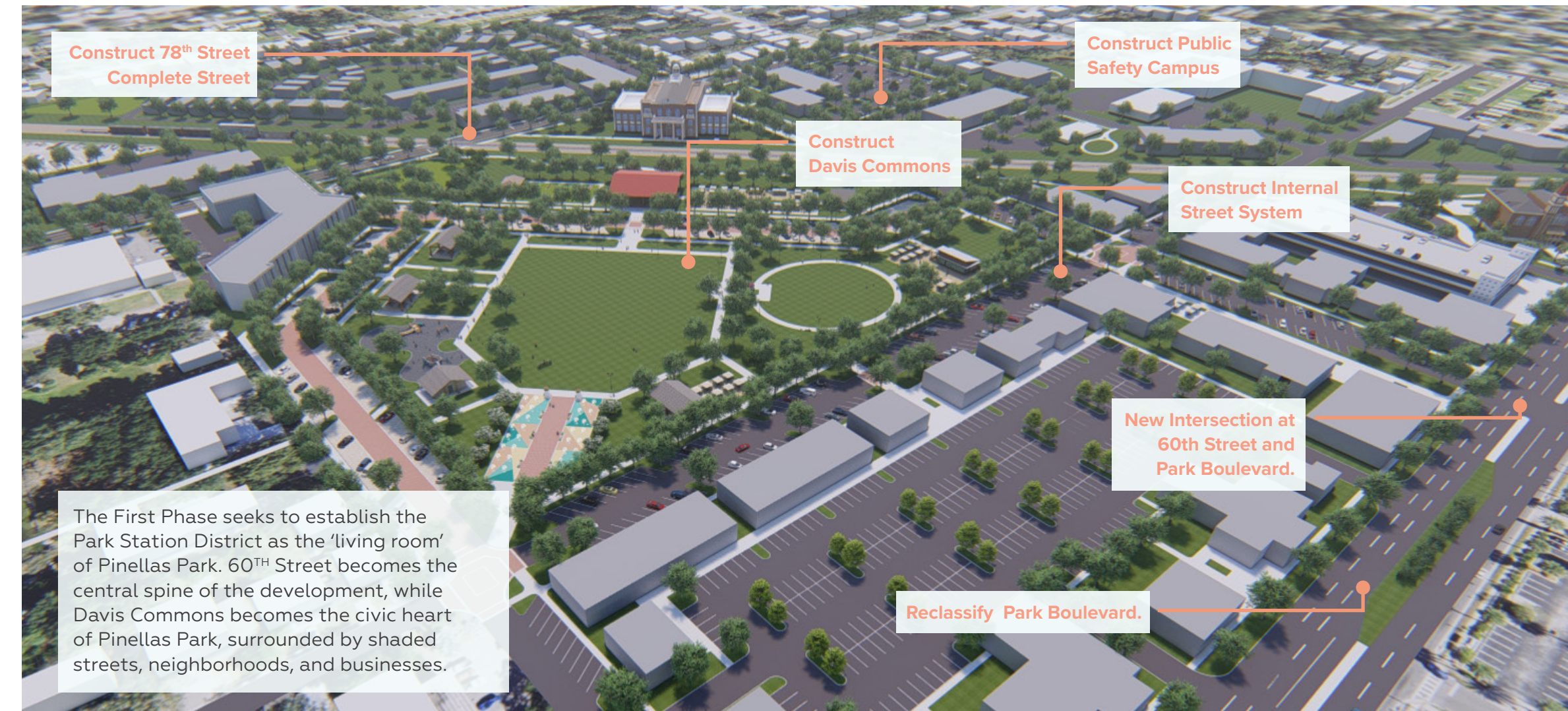
IMPLEMENTATION



[FOUNDATION]

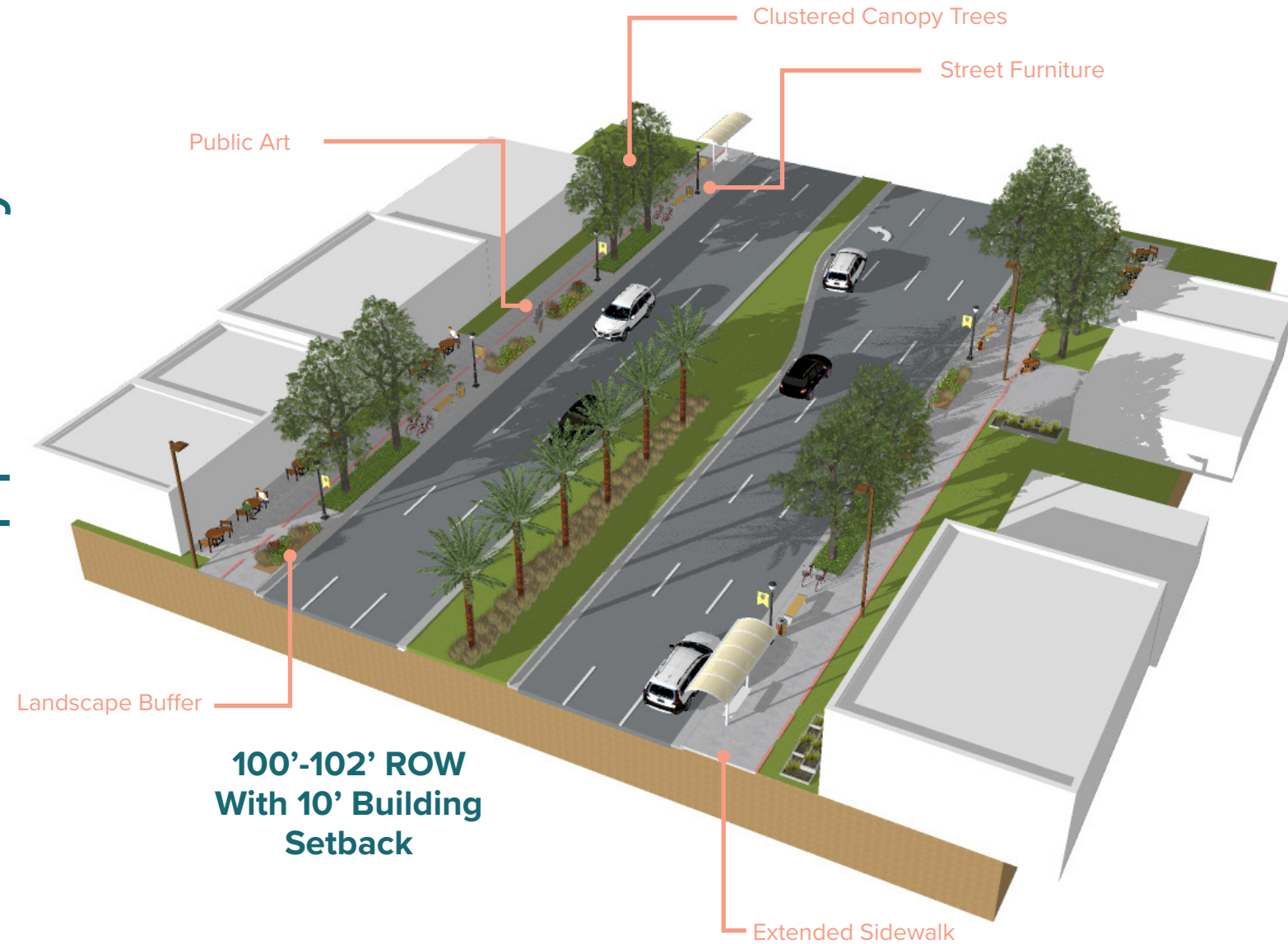
- Reclassify Park Boulevard from C4 (Urban General) to C5 (Urban Center)
- Create a full access signalized intersection at 60th Street and Park Boulevard Intersection
- Design and Construct Internal Streets
- Design and Construct Davis Commons
- Design and Construct 78th Avenue Complete Street (from 57th to 63rd)
- Design and Construct Public Safety Campus
- Adopt Enabling Regulations
- Implement Branding and Signage

0-3 YEARS



State Road 694 (including the segment of Park Boulevard.) stretches across Pinellas County, from Tampa Bay to the Gulf of Mexico, and serves as a major regional arterial roadway that averages more than 46,000 trips a days. The reclassification of this segment of Park Boulevard by FDOT from C4 (Urban General) to C5 (Urban Center) would provide for a reduction in traffic speeds, wider sidewalks and allow for overall beautification of the corridor segment as well as a greater sense of arrival as one enters the Park Station District of Pinellas Park.

Opportunity

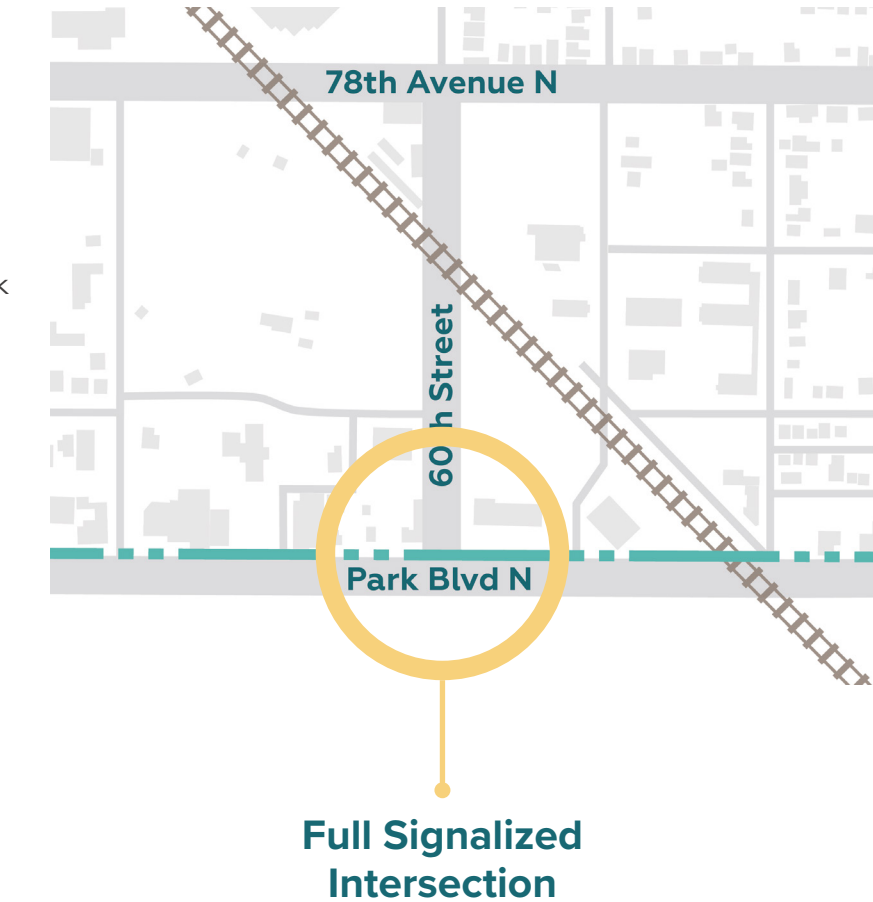


Full Intersection

In conjunction with the reclassification of Park Boulevard, the City of Pinellas Park should continue to advance conversations with FDOT to provide a full signalized intersection at 60th Street N and Park Boulevard. This transportation improvement would provide increased emergency service access needed to support the programmed Public Safety Campus at the southeast corner of 78th Avenue and 60th Street N. Additionally, the signalized intersection will reinforce 60th Street as the gateway into the Park Station District.

The necessary steps preceding the traffic/warrant study include:

- Adoption of the recommendations of the City Center Master Plan by Council
- Timing of the Public Safety Campus
- Timing of the City Hall construction
- Timing of the proposed private development projects within the Park Station District
- Commitment of funding by the City/County for associated costs of the signalized intersection and other improvements (HAWK relocation, DMS relocation)

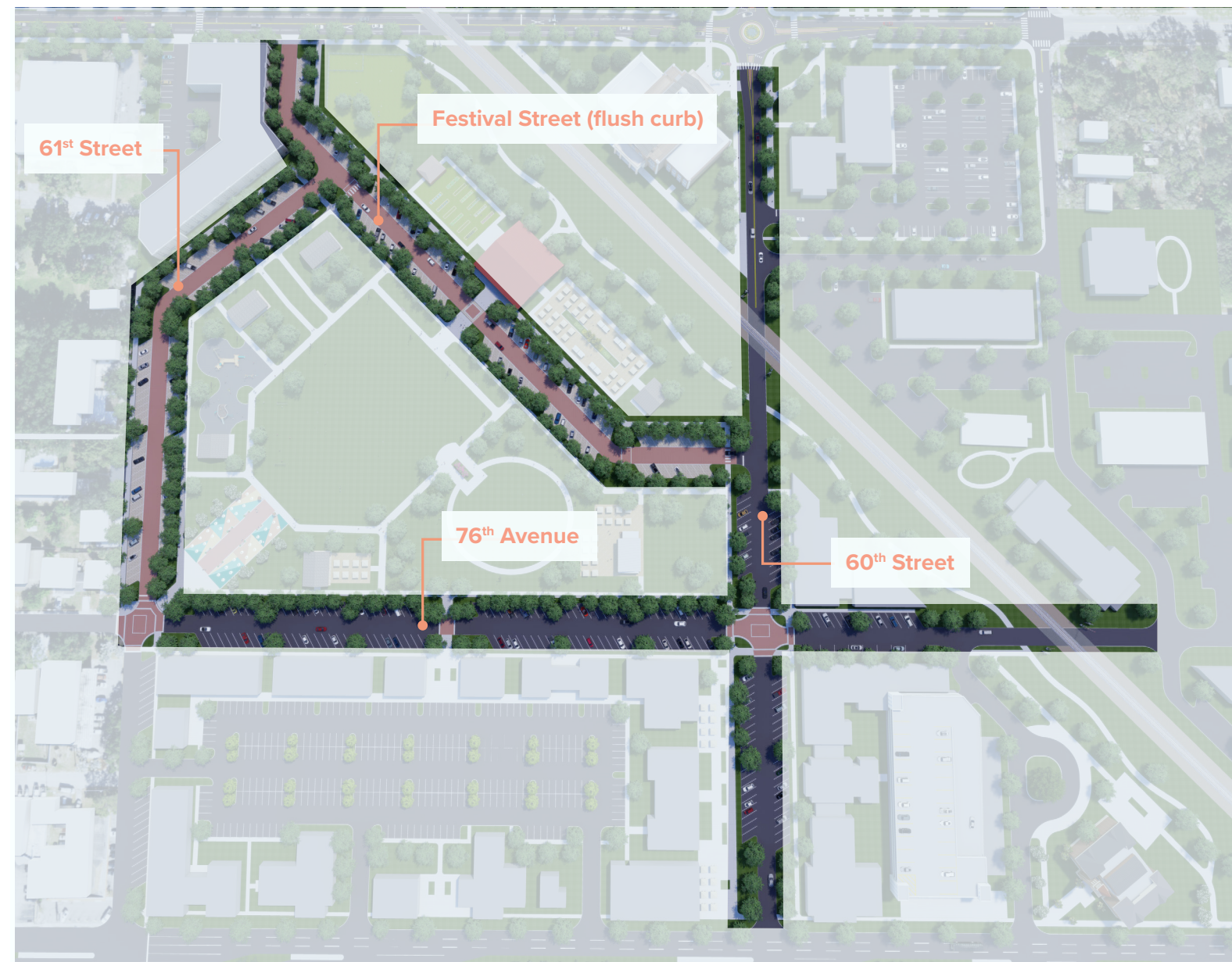


1

INTERNAL STREET NETWORK

The proposed internal street network provides site access, infrastructure to support private sector redevelopment and frames an opportunity to transform baseball fields into a large multi-use park. This project will include four segments: 60th Street, 76th Avenue, 61st Street and a newly designed Festival Street; each of these segments will include two travel lanes and angled parking.

60th Street will be designed to support the new signalized intersection at Park as well as foster mixed use development along this Main Street corridor. 76th Avenue will provide public parking that will provide access to Davis Commons and support the redevelopment of adjacent parcels to the south. The realigned 61st Street will feature decorative pavers/bricks to help accentuate the civic aesthetic of the area. Lastly, the newly designed Festival Street, further framing the park, will also feature the decorative pavers/bricks along with a flush-curb design that enhances the connection through a seamless transition between Davis Commons and the demonstration garden and pavilion.



PARK: DAVIS COMMONS

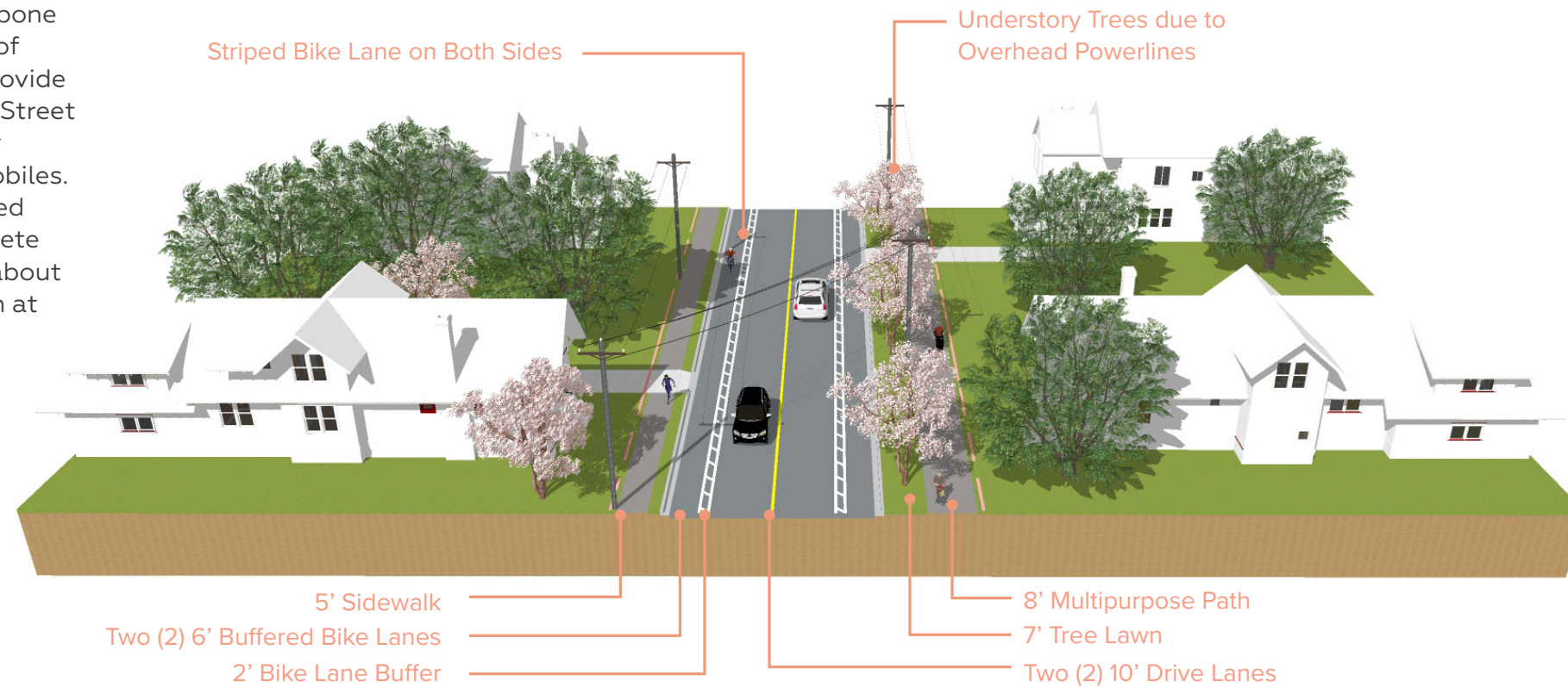
1



Davis Commons will serve as the central civic space for Pinellas Park. Features of this signature public park include a splash pad, playground, open air pavilions, a demonstration garden and an anchor restaurant with outdoor seating that overlooks the expansive green lawn.

Complete Street & Roundabout

78th Avenue is an important local street in Pinellas Park. Running parallel (north) to Park Boulevard, connecting US 19 to 66th Street N, it serves as the backbone of the City. The existing sixty feet of right-of-way along this corridor provide the opportunity for this Complete Street design that will enhance its use by bicyclists, pedestrians and automobiles. The proposed design, recommended in the separate 78th Avenue Complete Street Plan, also includes a roundabout to replace the existing intersection at 78th Avenue and 60th Street N.



BRANDING: LOGO



A CLASSIC FLORIDIAN COMMUNITY READY FOR THE FUTURE

The inspiration for the branding of Pinellas Park City Center, *Park Station District*, is all about showcasing the vibrant and forward-focused community while celebrating the classic ‘Old Florida’ feeling.

The fresh-from-nature colors harness the beauty of Pinellas Park. Complimentary warm and cool tones evoke that beautiful balance you see throughout Florida’s landscape and wildlife.

The evolution of the Park Station District Logo involved an assessment of physical features within the City Center and imparts a brand survey to capture key insights from residents and visitors of Pinellas Park. That initial research guided the final logo design.

The silhouettes of palms frame the iconic Park Station Clock Tower as a soft sunset gradient gently falls across the façade. “Park Station District” stands boldly in the center of the composition utilizing a classic serif font. The tagline speaks to the geographic significance of Park Station District and nods to the tagline of the City logo, “The Heart of Pinellas.”



• SIMPLY CENTERED •

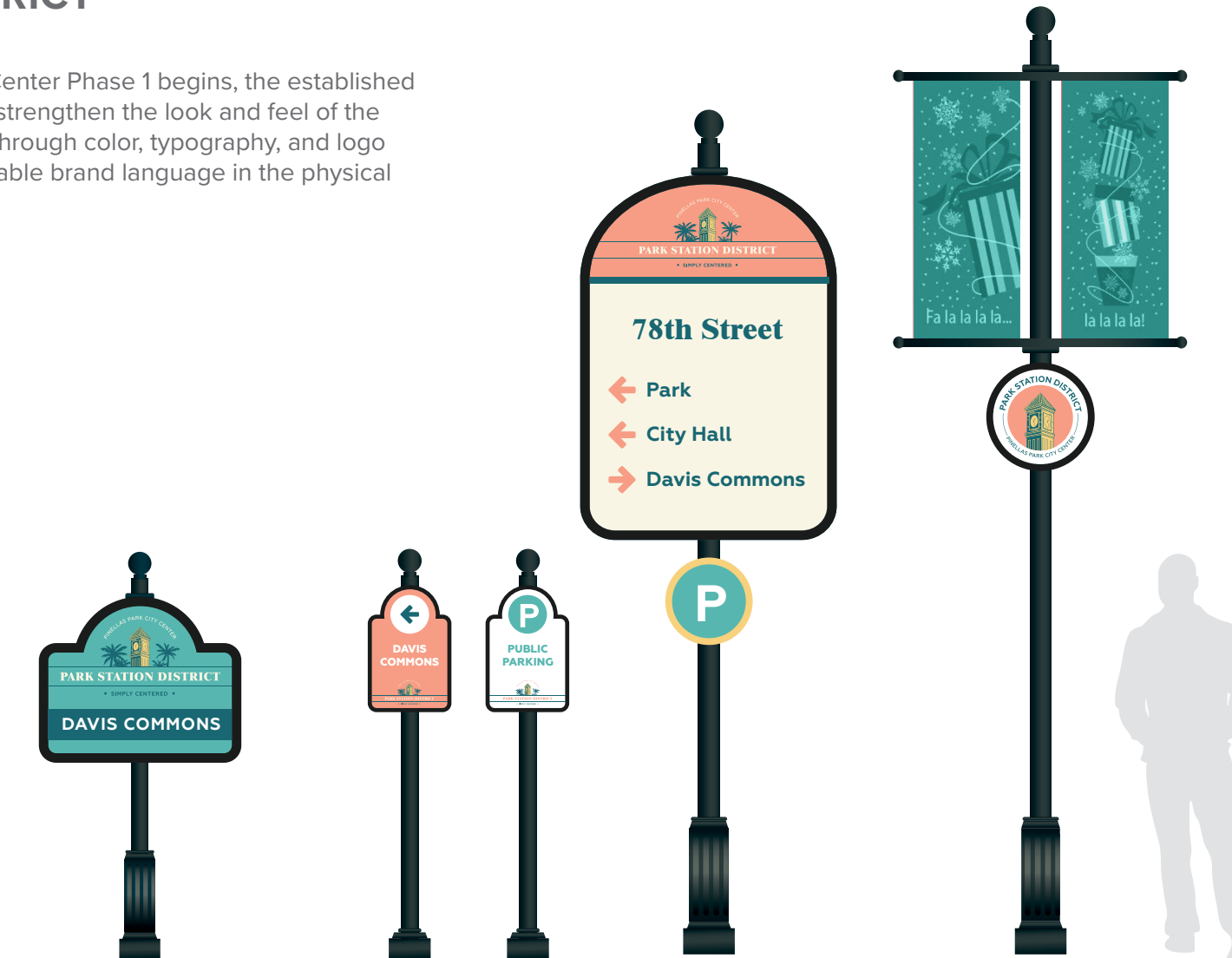


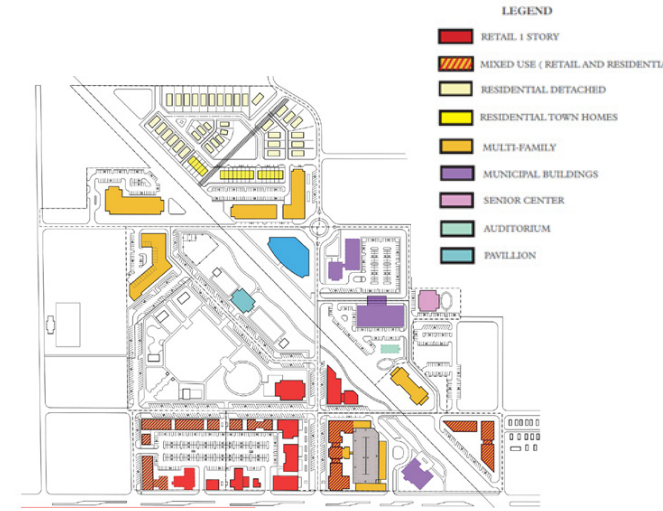
• SIMPLY CENTERED •

BRANDING: SIGNAGE

EXPANDING THE BRAND THROUGHOUT PARK STATION DISTRICT

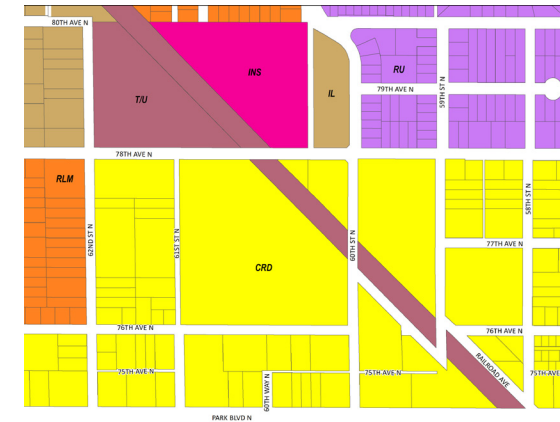
As the implementation of the City Center Phase 1 begins, the established brand elements will help unify and strengthen the look and feel of the area. Continuity in the sign details through color, typography, and logo application will create a distinguishable brand language in the physical space and add character.





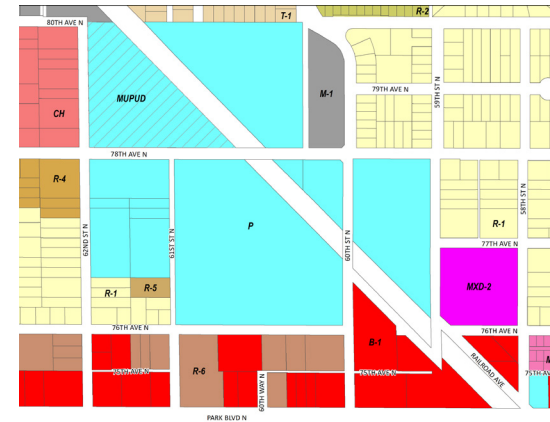
DEVELOPMENT PLAN

The proposed land uses set forth in the City Center Plan can be broken up into three major regions: commercial in the south, commercial and civic space in the area between 78th and 76th avenues, and predominantly residential north of 78th Avenue.



FUTURE LAND USE

The majority future land use in the district is Community Redevelopment District (CRD). This category is appropriate and compatible with the preliminary development program. However, there are sites with the land use of Industrial Limited (IL) and Institutional (I). These sites should undergo a land use map amendment to change the future land use designation to CRD.



ZONING

The M-1 district will not permit residential units based on the size of the parcel in the district. Furthermore, the FAR and setbacks throughout these districts are not consistent with the development program.

The Park Station District should have cohesive zoning and land use regulations. The Town Center (TC) Zoning District permits diverse land uses and urban design forms consistent with the City Center Plan.

Priority (Initial Implementation) Order of Magnitude Cost

1. Reclassification of Park Blvd from C4 to C5	\$100,000
2. Signalization/Creation of 60 th Street Intersection (Including Operational Analysis)	\$425,000
3. Design and Construct Internal Streets	\$7,415,000
4. Design and Construct Davis Commons Park	\$8,200,000
5. Design and Construct 78 th Avenue Complete Street (from 57 th Street to 63 rd Street)	\$3,200,000
6. Design and Construct Public Safety Campus	\$20,000,000
7. Adopt Enabling Regulations	\$55,000
8. Implement Branding and Signage	\$200,000
Total	\$39,595,000*

**Does not include Entitlements + Property Acquisition*

These order of magnitude estimates are for general planning purposes only; they are subject to change based on the fluctuations in the cost of labor, materials, equipment and market conditions. An independent cost estimator should be consulted for more precise figures.

[INCREASE ACTIVITY]

4-7 YEARS

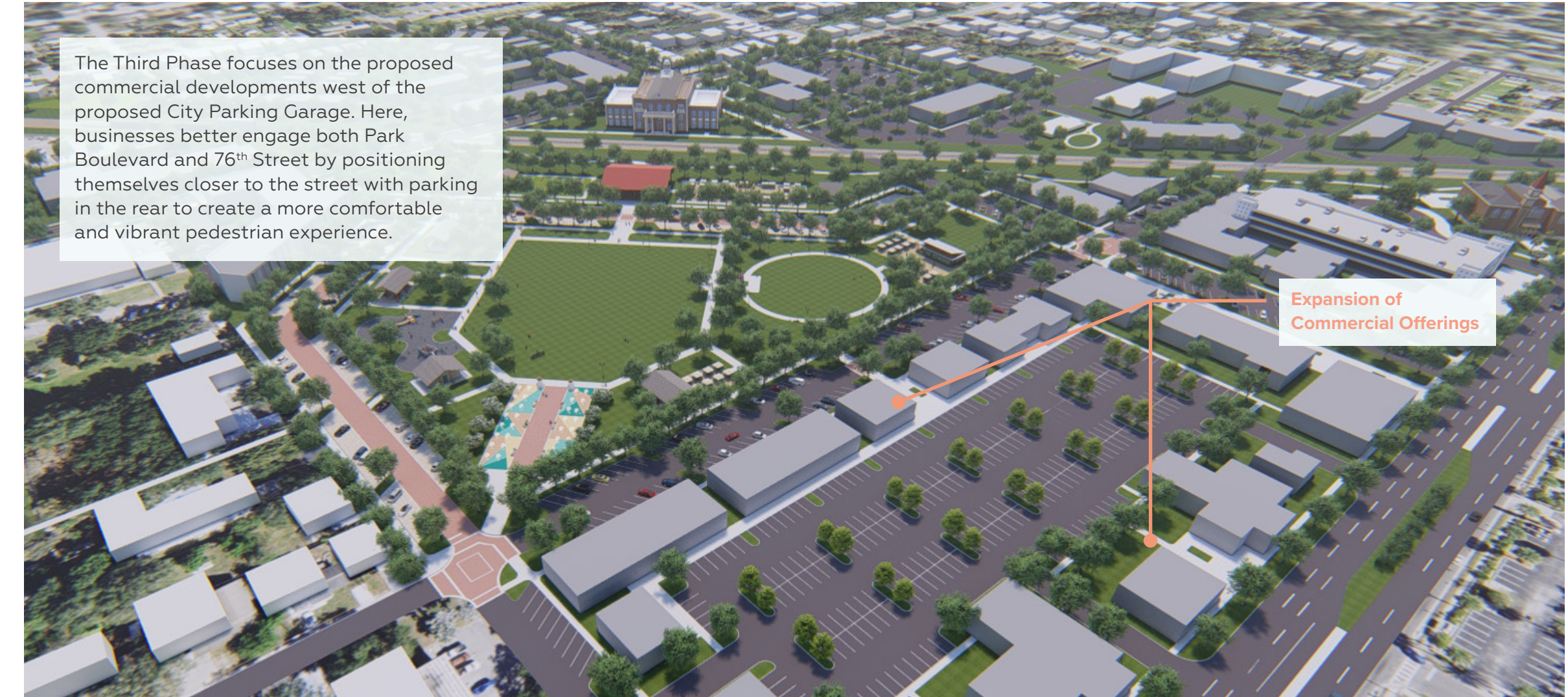
- Relocate City Hall
- Construct the City Parking Garage
- Commence development of Restaurant Row (60th Street)
- Construct the Multi-Family Residential Building north of Davis Commons
- Foster Private Infill through strategic property acquisitions and development RFPs as part of the CRA Plan Implementation
- Establish formal programming for Davis Commons throughout the year in partnership with the CRA and/or Arts Village



[EXPAND COMMUNITY]

8+ YEARS

- Expand Commercial Developments to the area west of the Parking Garage and behind Restaurant Row
- Advance Development of Restaurant Row (60th Street)
- Construct the Single Family Residential area north of City Hall (relocate basketball courts)
- Foster East and West development
- Advance formal programming for Davis Commons throughout the year in partnership with the CRA and/or Arts Village





VISION 2042



The development of the Park Station District is anticipated to spur redevelopment, in a walkable urban form, throughout the City Center project boundaries. This vision plan is not prescriptive, it seeks to provide inspiration for future development in the City Center over the next 20 years.

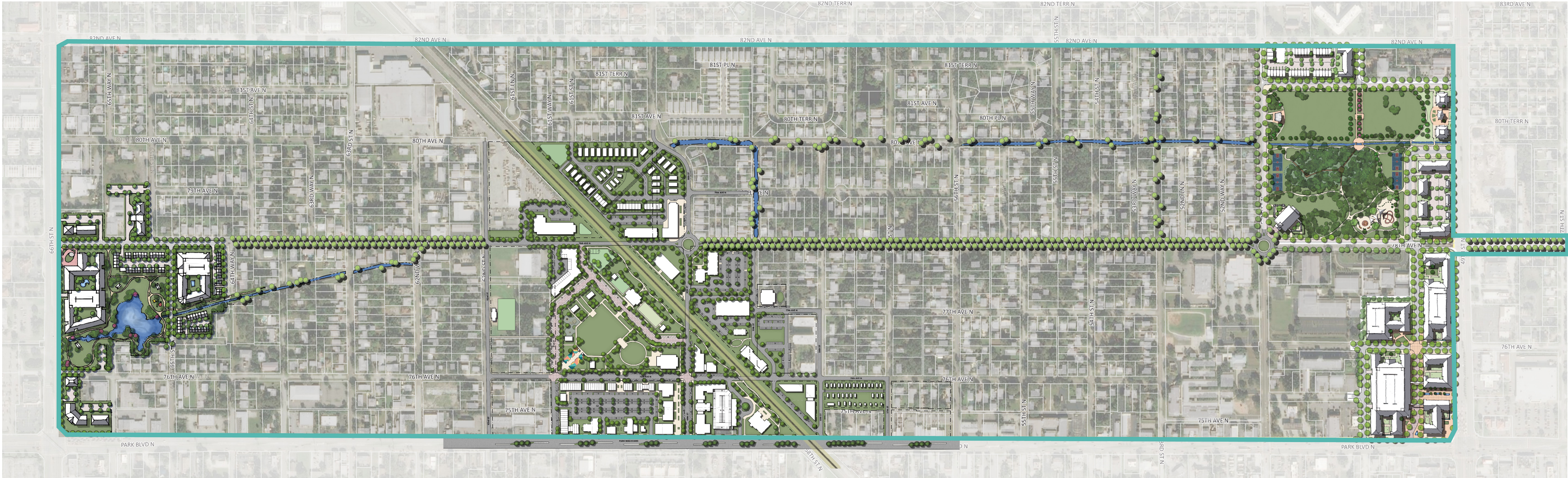
Westside and Dr. Del Dinsmore Park

The Westside core is centered on Dr. Del Dinsmore Park. Here the park is expanded, allowing visitors and residents access to the entirety of the lake. Mixed use development and multi-family housing anchor the site, while green connections along the canals, and further to the Park Station District, help to connect the Westside to the greater City Center area. In addition, the redevelopment would serve as a gateway from 78th Avenue to the City Center.

England Brothers Park

The England Brothers Park area is re-envisioned as a more ordered, shaded, and vibrant civic space. Lands to the east of the existing park are acquired and the park is restructured, creating defined programmable spaces as well as iconic promenades and civic plazas. The performing arts center is also relocated to the southwest corner of the site to create a civic node between the school, library, and arts center.

Park Plaza Shopping Center has been transformed into a pedestrian focused, mixed use development, complete with numerous parks and plazas within the district.





CONCLUSION



CONCLUSION

Many cities seek great urban design to enhance community; Pinellas Park is not one of those cities. Whether you are driving down 78th Avenue, visiting City Hall or attending a cover band concert at the Performing Arts Center; the strong sense of community within Pinellas Park is quickly evident. Pinellas Park is a community deserving of a “physical sense of place”, one that provides functional open space and supporting development that accentuates the City’s rich history and character.

This plan for the Park Station District was driven by the vision of Pinellas Park residents. Park Station will be realized through the dedication and hard work of the entire Pinellas Park community, including staff, elected officials and residents.



ACKNOWLEDGMENTS

The Residents of Pinellas Park

Mayor Sandra Bradbury
Vice Mayor Patti Reed
Councilman Rick Butler
Councilman Jerry Mullins
Councilman Keith V. Sabiel

Doug Lewis, City Manager
Lisa Hendrickson, Assistant City Manager
Bart Diebold, Assistant City Manager

Benjamin Ziskal, Community Development Administrator
Nick Colonna, Planning & Development Services Director

Chief Michael Haworth, Chief of Police
Brett Schlatterer, Fire Chief
Keith Sabiel, Jr., Leisure Services Administrator
Lana Beck, Communications & Government Relations Administrator
Dan Hubbard, Transportation & Stormwater Director

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FEHR & PEERS



