



City of Dunedin
2025 Illustrative Corridor Plan
Figure 7

WADETRIM
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The recommendations presented below generally correspond to the listings identified on the 2025 Illustrative Plan, where applicable.

Plan Recommendations

1. Main Street Promenade

The Main Street Promenade is envisioned as a landscaped pedestrian oriented project connecting Main Street to the Waterfront. The shaded promenade, along with the future redevelopment of the north side of Main Street, is clearing the most important project to achieve visual and pedestrian connectivity between the Downtown and the Waterfront, thereby drawing people to and from the Waterfront and Downtown core.

The Promenade is also one of the first significant visual experiences by visitors to the Downtown traveling north on Edgewater Drive. Complementing pedestrian, landscape and streetscape enhancements along the south side of Main Street in this area are equally important to achieving desired visual and pedestrian connectivity.

A depth of approximately thirty two (32) feet would be required to construct the Promenade area on the north side of Main Street including a café dining area of six (6) feet, pedestrian promenade of twenty (20) feet and street yard of six (6) feet as depicted in Figure 9. Protective bollards, outdoor sculpture and coordinated street furnishing and signage are recommended as part of the overall development of the Promenade.

It is envisioned this project would be constructed as a public/private improvement associated with future development of properties north of Main Street and would complement the interim landscape improvements currently being designed along the north side of Main Street. The design of this improvement should also consider any future commercial/retail that may be proposed by the owners of the Yacht Harbor Inn on the southwest corner of Marina Plaza and Victoria Drive.

A narrower visual and pedestrian improvement of approximately twenty-five (25) feet is recommended along the south side of Main Street as graphically depicted in Figure 7 on the following page.

Any future redevelopment along the north side of Main Street would require structures to be appropriately set back off the existing right-of-way line to accommodate the Promenade. This improvement should be coordinated with the future design of the realignment of Broadway (U.S. Alternate 19) at Main Street and the intersection improvements at Main Street and Marina Plaza.

Please refer to Figure 8, the Promenade at Main Street Concept Plan on the next page.

Figure 8
The Promenade @ Main Street Concept Plan

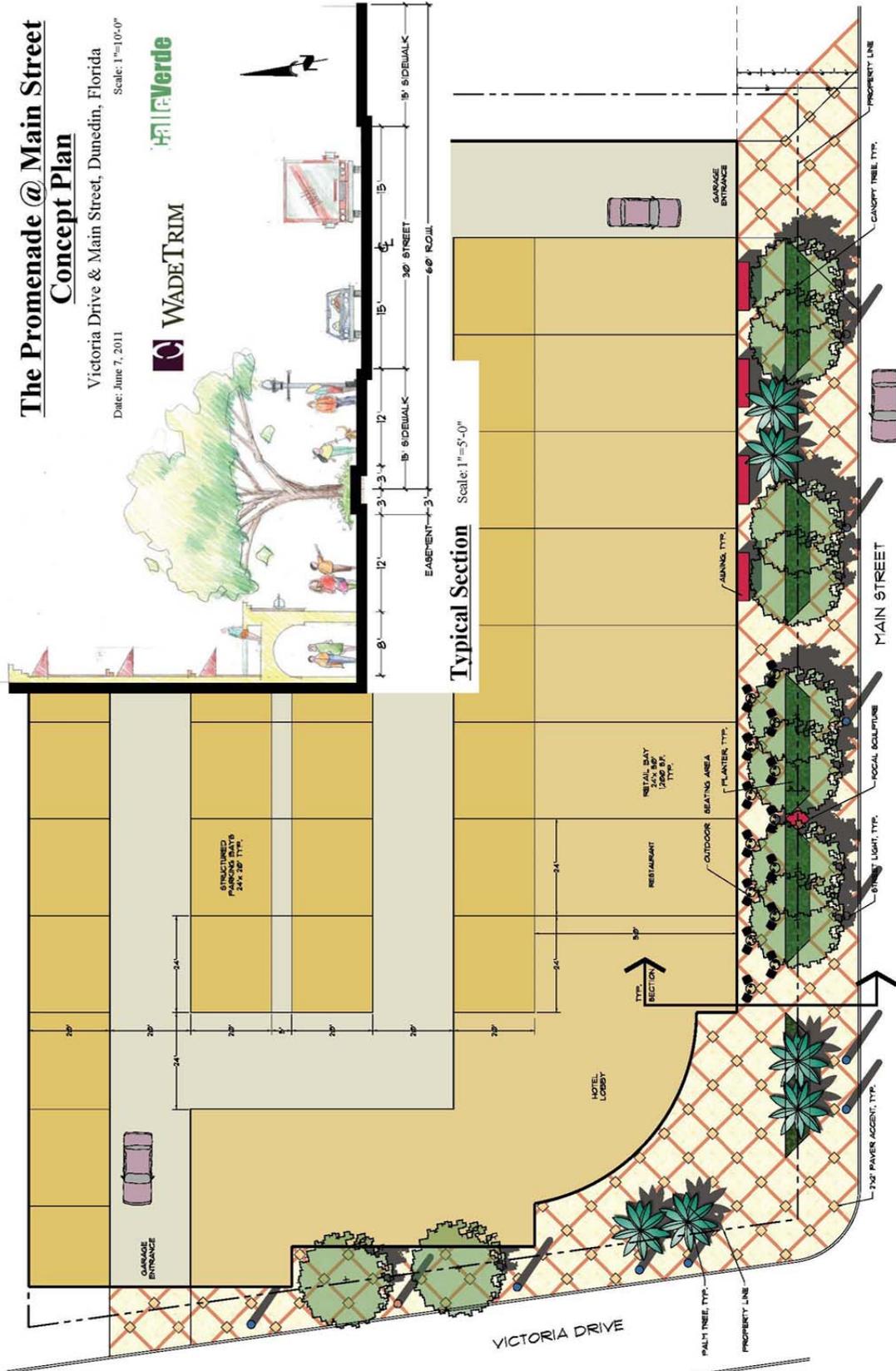
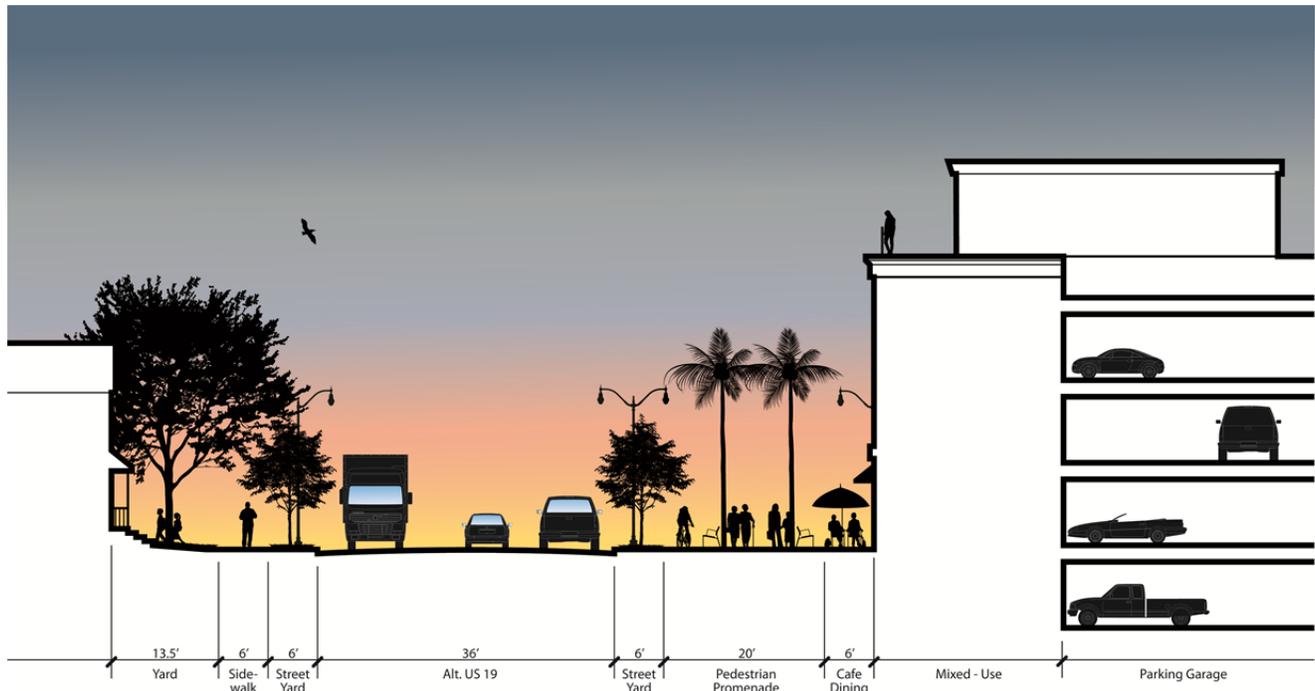


Figure 9
Cross Section of Alt. 19/Main St. Promenade
(Looking West)



2. Reconfigure & Signalize Intersections (Main Street & Broadway and Main Street & Marina Plaza)

While recent pedestrian improvements at the Main Street and Broadway intersection have enhanced pedestrian safety, the realignment of this intersection and associated signalization and pedestrian and landscape improvements are recommended to also enhance the visual and functional connectivity of the two areas.

Future improvements should also include the relocation of the existing brick entryway/signage feature and landscaping on Main Street to the northwest corner of the intersection of Edgewater Drive as depicted on the 2025 Illustrative Corridor Plan. The existing roadway alignment and brick entryway feature and landscaping at Main Street and Broadway appear to indicate the Waterfront area is outside of the Downtown core when in effect both areas need to be perceived as one without this visual barrier.

An alternate pedestrian connection at this intersection might include consideration of a below grade pedestrian way, thereby further minimizing current pedestrian/vehicular conflicts.

Traffic and landscape enhancements to the intersection of Main Street/Marina Plaza/Edgewater Drive are also recommended as part of this improvement.

It is possible that the City could secure FDOT funding for the majority of the identified improvements through several available programs/funding strategies (e.g. enhanced pedestrian/vehicular safety, enhanced evacuation, etc.). Such improvements could be included in FDOT's work program through the Pinellas MPO or LAP Agreement where the City would make the improvements using FDOT standards and be reimbursed by FDOT. To this end, it is recommended that discussions be initiated with the MPO and FDOT District Seven staffs.

3. Mixed Use Development (Edgewater Drive)

Future development of the currently vacant parcel located on the east side of Edgewater Drive (midblock and south of the proposed Midblock Pedestrian Connector) affords another unique opportunity for a mixed use project or restaurant with direct pedestrian connectivity to Broadway and views of the park and waterfront. Like the 200 Main Street property, special attention should be given to the desired height, massing and pedestrian connectivity when approving the future development plans for this parcel.

4. Mid-Block Pedestrian Connector

In order to provide additional pedestrian connections between the Waterfront and the Downtown core, a mid-block pedestrian connector is proposed in the center of the block between South Main Street and Scotland Street as graphically depicted on the 2025 Illustrative Corridor Plan. This connector will also provide enhanced visibility and foot traffic to the businesses along South Broadway. A shaded pedestrian pathway could be achieved with a perpetual easement.

5. Albert St. Connection to Pinellas Trail

The Pinellas Trail continues to be one of Downtown Dunedin's strongest assets recognizing the trail brings significant pedestrian and bicycle traffic into the Downtown core. Currently, Main Street, which is not bicycle friendly, provides the primary pedestrian and bicycle connection between the Downtown core and the Waterfront given the absence of another designated connection. A designated connection between the trail and the Waterfront along Albert Street is recommended as graphically depicted on the 2025 Illustrative Corridor Plan.

6. Improve Vehicular Access / Parking / Peninsula Area

Accessing the peninsula area along the west side of the marina is problematic due to the narrow one-way vehicular travel lane connecting the vehicular use area to the east with the peninsula area parking to the west. Obvious vehicular and pedestrian conflicts exist and the roadway is absent of any landscaping to make the roadway more aesthetically pleasing and to buffer the neighboring condominium development to the south.

Recognizing the stated goal of enhancing the peninsula area, and thereby attracting more residents and visitors to the Waterfront, future improvements to this one-lane facility are essential. To this end, the Plan recommends upgrading this one-lane roadway providing a separate sidewalk and landscaping. This improvement will be difficult to accomplish without a reduction to the number of slips along the south seawall of the marina. However, future expansion of the marina could help offset this potential loss of slips.

It is also recommended the existing vehicular entryway between the condominium development to the south be limited to right turns only or closed to minimize vehicular conflicts associated with the proposed one-way vehicular traffic loop around Edgewater Park. The City should assess options to improving vehicular and pedestrian access to and from the peninsula as part of the recommended Marina Expansion Feasibility Study.

7. Restore Beach & "Sunset" Park

During the public involvement process there was an overwhelming response to visually and functionally enhancing the peninsula area west of the existing marina (i.e., beach and Sunset Park). During the planning process this area was frequently referred to as the "uncut gem" of the Waterfront. In fact, it is perceived that many residents and visitors to Dunedin, outside of the boating interests, have never been to this site

given its unmarked and circuitous means of access. Plan participants noted the area is significantly underutilized by the general public, and if improved, could assist in drawing more residents and visitors to the Waterfront, especially for sunset views and special events.

As previously noted, this site includes a narrow one-lane driveway providing ingress and egress to the peninsula and limited parking exists primarily to accommodate the users of the Marina and Dunedin Boat Club facilities. The site includes the Boat Club building and pram storage area, a dock area for launching prams, an unimproved beach area and small mini park at the north end of the parking lot. Approximately thirty five (35) slips currently exist along the abutting seawall.

Striking a balance between making this area more inviting and attractive to pedestrians while retaining (and potentially expanding) the current water-dependent uses presents a challenge due to the limited land available.

The opportunities and constraints associated with the improvement of the beach and Sunset Park should also be identified as part of a Marina Expansion Feasibility Study, recognizing there will be permitting and construction related issues associated with any major improvements. This effort should include, but not be limited to, identifying the long term program and space needs of boating/sailing interests, desired beach and landscape improvements, FEMA constraints to site improvements and other likely permitting agency issues, and the potential for reducing the amount of impervious surface making the peninsula more green, sustainable and pedestrian friendly. Wayfinding signage is also recommended directing residents and visitors to the peninsula.

8. Renovation of Historic Dunedin Boat Club Facility

Established in 1929, the Dunedin Boat Club promotes sailing activities within the City of Dunedin. The City owns the building and leases it to the Boat Club. The Club has a long heritage as

one of Florida's oldest sailing clubs with members owning a mixture of powerboats and sailboats. It's recreational and social significance to the community are well documented. The clubhouse was constructed in 1936 and is actively used today and an integral component of the Waterfront.

Over the horizon of the CRA 2033 Master Plan, improvements to the existing structures, including the expansion of pram storage facilities, are inevitable given the age of the structures, the recent growth of the sailing interests, and the future breakwater and marina expansion depicted on the 2025 Illustrative Corridor Plan. The upgrading and/or expansion of this facility should be thoughtfully approached in order to maintain the quaint character and nature of the facilities while accommodating growing demands upon the facilities resulting from other Waterfront improvements identified in this plan. The recommended Marina Expansion Feasibility Study should consider the programming and changing space needs of the Boat Club facility and development limitations associated with its renovation/expansion as may be dictated by federal, state and local permitting entities.

9. Breakwater

Expansion of the current marina to include a breakwater and more transient slips and day docking was a dominant theme voiced throughout the Downtown/Waterfront Illustrative Corridor Planning process. The addition of the recommended breakwater will yield several benefits to the City including: providing additional revenue generation, attracting boaters into the CRA, providing transient and day docking facilities for special events, providing an enhanced level of protection from waves and storm events, and providing additional opportunities for pedestrians to enjoy sunset views and to frequent existing and proposed retail development on Main Street.

In order to access the breakfront at its depicted location on the 2025 Illustrative Corridor Plan, a pedestrian easement will be required along the west side of the Bon Appétit Restaurant. The

issues and opportunities associated with the design and construction of a breakwater will be an integral component of the previously referenced Marina Expansion Feasibility Study.

10. Transient Boat Slips / Day Docking / Water Taxi

The existing marina provides for nine transient boat slips. However, the location of several of the existing transient slips is problematic due to the impact of wind and waves upon vessels attempting to utilize these slips. Additional proposed transient slips and day docking facilities will enable the City to attract boaters to the CRA for dining, shopping, and special events. The precise number and size of these slips should be based on market demand and should be determined as part of the Marina Expansion Feasibility Study. Transient slips are proposed to be located along the proposed breakwater as graphically depicted on the 2025 Illustrative Corridor Plan.

A common theme shared during the stakeholder and public involvement component of preparing this Illustrative Corridor Plan was the need to draw visitors into Dunedin's Waterfront and Downtown core from the Intracoastal Waterway. To this end, a designated water taxi slip is recommended as part of the marina expansion. The location of this water taxi slip could occur along the proposed breakwater or within the existing marina basin and should be determined during the Marina Expansion Feasibility Study.

11. Marina Master Building Renovation

Located in the northeast corner of the marina, the multi-use, existing Marina Master Building houses the Harbormaster's office, Coast Guard Auxiliary, fish market and new restaurant. The building recently underwent structural repairs and new decking associated with the restaurant. This building is one of the most visible and strategically placed structures within the waterfront. Depending upon future expansion of the Marina, the Marina Master Building may need to be upgraded, expanded and/or relocated to better

complement anticipated redevelopment along the waterfront.

12. Remove Drive & Improve Walks (Southwest Corner of Broadway and Monroe Street)

The existing commercial development located along the west side of Broadway south of Monroe Street is dated and exhibits an inefficient site plan. Further, to mitigate vehicular and pedestrian conflicts and enhance the aesthetics within the right-of-way, the Illustrative Corridor Plan recommends the City and property owners discuss the potential of closing one of the existing driveway cuts on Broadway while still providing vehicular access to the parcels from both Monroe Street and Broadway. Streetscaping enhancements to Broadway are recommended to provide a more pedestrian friendly environment between Washington Street and Main Street.

13. Gateway Sign Locations

Brick gateway signage is currently provided at several locations within the CRA. This signage is important as it serves to let the traveler know that he/she has "arrived" at a special place: Downtown Dunedin. The Illustrative Corridor Plan recommends the placement of three new gateway features at the following locations:

- Northwest Corner of Edgewater Drive and the southeast corner of Edgewater Park at the east end of the boat trailer parking area.
- Southwest Corner of Broadway and Washington Street.
- Reconfigured intersection of Broadway and Main Street.

Uniform monument signage with uplighting and landscaping is recommended at the three noted locations. Further, consideration should be given to removing the existing monument sign on Main Street east of the traffic signal to be replaced with the proposed sign associated with the reconfigured intersection of Broadway and Main Street.

14. Improve Boat Ramp

The existing boat ramp in the southeast corner of the municipal marina serves as a convenient location to launch boats at the waterfront; however, with the recommended improvement to the one-lane roadway serving the peninsula area, the proposed one-way vehicular traffic loop around Edgewater Park, the limited area to accommodate boat trailers, and the pedestrian/vehicular conflicts proximate to the boat ramp, consideration should be given to improving and/or relocating the current ramp thereby enhancing pedestrian access. This opportunity should also be addressed as part of the recommended Marina Expansion Feasibility Study.

15. Additional Mixed Use Development (Main Street)

There are several vacant parcels within the Waterfront area that are ideally suited for mixed use development. Mixed use could include commercial retail, restaurants, hotel, hotel/condo, camouflaged parking structure, etc. aimed at drawing more people to the Waterfront. Certainly the most visible parcel(s) are located a 200 South Main Street and the vacant parcel east of Edgewater Drive between Main Street and Scotland Street.

Future redevelopment of the 200 South Main Street property will likely serve as a catalytic project for the entire Waterfront area and could occur within the next five years given the recent acquisition and strategic location of this parcel, and the City's historically successful redevelopment efforts. There was much discussion during the design charrette, public meeting, one-on-one stakeholder interviews, CRA Advisory Committee meeting and CRA/City Commission meetings, about the parcels located between 200 South Main Street and Broadway Boulevard, all of which are in private ownership.

Extensive feedback was also provided regarding the form and function of proposed redevelopment in the Waterfront area including desired density, intensity and maximum building height. A clear consensus was that future development should not exceed four stories in height from existing grade. Similarly, multi-story buildings should be stair-stepped toward the rear of the parcel from the ground elevation to avoid a walled effect abutting the right-of-way providing a more aesthetically pleasing structure and pedestrian friendly environment.

A combination of public/private parking could be included in the future redevelopment of this area with the potential for one level of parking below grade recognizing the existing topography (see Figure 9). The documented need for parking in the west end of the Community Redevelopment Area could likely be accommodated with the multi-story parking structure. It is also possible that a parking structure in the Waterfront area could alleviate the need for some or all of the current at-grade parking provided at the northwest corner of Edgewater Park and some of the marina parking, thereby enabling the City to expand the park and providing enhanced recreational opportunities.

The building footprints, or envelopes, graphically depicted on the 2025 Illustrative Corridor Plan will take into consideration applicable zoning and building codes at the time development occurs.

In order to accomplish the recommendations for the Waterfront area, amendments to the City's existing code would be required. This could take the form of an Overlay District. While the acquisition of vacant parcels in the Waterfront by the City would assist in facilitating controlled redevelopment, current budgetary constraints appear to preclude such acquisition. Consequently, redevelopment of this area will require coordination and cooperation between both the City and private development entities.

16. Yacht Harbor Inn Boutique Commercial

Expanding the commercial, retail and restaurant opportunities within the waterfront was discussed during the planning process with the goal of attracting more visitors into the area and complementing the existing commercial, retail and restaurant uses currently located in the Downtown core (i.e. east of Broadway Avenue). In addition to the two vacant parcels identified for future mixed use development on the 2025 Illustrative Corridor Plan, the owners of the Best Western Yacht Harbor Inn have indicated an interest in redeveloping a portion of their property on the corner of Marina Plaza and Victoria Drive for limited commercial use as graphically depicted on the 2025 Illustrative Corridor Plan. This expanded commercial use would appear to be consistent with the redevelopment objectives for the waterfront area including the marina expansion, development of the vacant mixed use parcel located immediately to the east, and recent improvements to the Marina Master Building. It is recommended that any redevelopment of this site be coordinated with the proposed pedestrian promenade envisioned along the Marina Plaza and Main Street west of Broadway Avenue and comply with land development regulations in effect at the time the redevelopment occurs.

Other Considerations

Density/Intensity/Maximum Heights

During the one-on-one stakeholder interviews and working sessions with the public, proposed densities and intensities associated with future redevelopment were discussed. In general, the current densities and intensities permitted within the CRA District were considered reasonable for the Waterfront area. However, considerable discussions surrounded the issues of building height and massing.

To retain the current quaint small town feeling, a maximum of four (4) stories above existing grade

was recommended for any future structures. Moreover, a first floor setback of the building from the right of way with stair stepping of upper floors is desired to ensure a more pedestrian scale environment and visually interesting architecture while avoiding a walled or canyon effect. A continued focus on walkable pedestrian scale corridors/areas, including a wide pedestrian promenade, was deemed essential to the enhanced connectivity of the area east of Broadway to the Waterfront. Please refer also to Recommendation No. 3 above, "Mixed Use Development".

Overlay Zoning District

In order to implement several of the recommendations of this plan, as well as the balance of the 2033 CRA Master Plan, it may be necessary for the City to revise its Land Development Regulations. To this end, it is recommended the City consider developing a new overlay zoning district that can impose additional or unique requirements on certain properties and more specifically addresses the desired form and function of future redevelopment activities. Of particular concern are issues of building setbacks, height, design, landscaping, lighting, stormwater management, streetscape design, utilities, buffers and screening, green/sustainable redevelopment strategies, vistas, etc.).

V. Estimated Costs of Capital Improvements

Table 1, below, shows the estimated costs of recommended capital improvements associated with the Downtown/Waterfront Illustrative Corridor Plan.

Approvals by the appropriate local, state and federal agencies will be required for permitting and construction of the breakwater, transient boat slips, day docks, water taxi, coastal improvements to the peninsula area, and intersection

improvements to the Main Street and Broadway Avenue and Edgewater and Marina Plaza intersections. The recommended marina expansion feasibility study should identify any permitting issues and provide estimated costs for these coastal projects.

Table 1
Estimated Costs of Capital Improvements

Project Description	Estimated Cost
Main Street Promenade (Broadway to Victoria)*	\$ 500,000
Reconfigured/Signalized Intersections (Alt. U.S. 19)**	TBD
Mid-Block Pedestrian Connector (Broadway to Edgewater)	\$ 120,000
Albert Street Connection to Pinellas Trail	\$ 250,000
Remove Drive and Improve Walks/Landscaping	\$ 175,000
New Gateway Signage/Landscaping	\$ 130,000
Estimated Total	\$ 1,175,000
Improved Roadway Access to Peninsula***	TBD
Restore Beach and Sunset Park***	TBD
Renovation of Historic Dunedin Boat Club Facility***	TBD
New Breakwater / Transient Slips / Day Docking / Water Taxi***	TBD
Marina Master Building Renovation***	TBD

* Assumes that a significant portion of the cost of this improvement will be borne by the private sector associated with the redevelopment of the properties along Main Street based on design criteria developed by the City.

** Assumes the majority of this cost would be borne by FDOT.

*** Costs to be identified as part of the recommended Marina Expansion Feasibility Study.