

Jungle Terrace Neighborhood Plan

Prepared for:

**Jungle Terrace Civic
Association (JTCA)**

November 2001

Prepared by:



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ACKNOWLEDGEMENTS:

Thank you to Jungle Terrace Residents for sharing your thoughts and suggestions for improving the neighborhood at community meetings and in your survey response forms. Special thanks for the hard work performed by Neighborhood Task Group members who took on great responsibility in preparing for meetings, conducting field assessments, and providing valuable insight into the neighborhood. The creation of this Plan truly was a team effort with special recognition deservedly extended to the persons mentioned below.

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JUNGLE TERRACE NEIGHBORHOOD PLAN

CITY OF ST. PETERSBURG

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W-T Project Number: STP 2003.05M

ACCEPTANCE DATES:

JTCA Endorsement Date: April 16, 2001, May 20, 2002

Planning Commission Approval Date: _____

City Council Adoption Date: _____

EXECUTIVE SUMMARY

PROJECT OVERVIEW

The Jungle Terrace Neighborhood Plan was developed for the residents by the residents with assistance from the City of St. Petersburg, Neighborhood Partnership. Generally, it serves as a guide for improving the neighborhood over the short and long term in a manner consistent with neighborhood desires.

For planning purposes, the Plan is divided into eight areas of concentration: crime and public safety, housing, community codes and appearance, commercial and industrial areas, parks and recreation, landscape and neighborhood identity, infrastructure, transportation, and stormwater pollution prevention and aquifer recharge. Each focus area stands as an Element within the Plan and is supported by background analysis which serves as the basis for recommended goals, objectives and recommendations. Public input by residents is greatly reflected in the aspirations set forth in this Plan. A summary of the most salient issues and needs follows by focus area.

- **Crime and Public Safety:** Protecting the neighborhood from crime scored high in the Resident Survey. Although the crime rate in the JTN is relatively low, especially in residential areas, there is a perception among residents that more protection is needed to improve public safety. The residents support implementing appropriate Crime Prevention Through Environmental Design (CPTED) strategies such as reinforcing neighborhood boundaries with community signage, increased patrol and lighting, and promoting more social activity.
- **Housing, Community Codes and Appearance:** Residents are generally satisfied with the condition of the housing stock. However, there are some properties in the neighborhood that need improved maintenance, particularly some of the rental housing. It was generally agreed that current property maintenance codes are sufficient to address these concerns.

- **Commercial and Industrial Areas:** Residents enjoy the selection, convenience, and vitality of shopping areas in the neighborhood. However, they feel disconnected from development/improvement decisions and feel that a dialogue needs to be established to ensure that future change in business areas considers resident input.
- **Parks and Recreation:** Jungle Terrace residents are generally satisfied with park and recreation opportunities offered in the neighborhood. Retaining open space for passive use at Walter Fuller Park is viewed as a high priority. Residents also would like to see Abercrombie Park enhanced with environmental educational opportunities.
- **Landscape and Neighborhood Identity:** Residents perceive the neighborhood's lush colorful landscaping and tree lined streets as its defining character. They wish to preserve and enhance this "jungle like" appearance by encouraging participation in City sponsored street tree planting programs and by sponsoring educational workshops for residents on Florida friendly landscaping practices.
- **Infrastructure:** Residents strongly support the expansion of affordable reclaimed water in the neighborhood for irrigation. Residents also support vacating existing unused alleyways to improve maintenance conditions. Drainage generally is good in the neighborhood except for a few identified areas that need some improvement.
- **Transportation:** Speeding vehicles, particularly on residential streets, cause great safety concerns for neighborhood residents. Implementing traffic calming solutions and improving pedestrian safety are viewed as high priorities.
- **Stormwater Pollution Prevention and Aquifer Recharge:** Neighborhood residents care about the natural environment and seek to protect their water resources. Consequently, measures to reduce the amount of stormwater runoff and improve irrigation are proposed.

INTRODUCTION

PROJECT BACKGROUND

Neighborhoods are the basic building blocks of community. They are cohesive units of society that merge together to form a vital and vibrant whole. Fundamentally, they are the places we live, work, shop, and play.

Neighborhoods depend on coordination between citizens and government to ensure resources are allocated where they are needed most. This shared understanding only comes from planning *with* the people instead of for them.



*Jungle Terrace
Easter Egg Hunt*

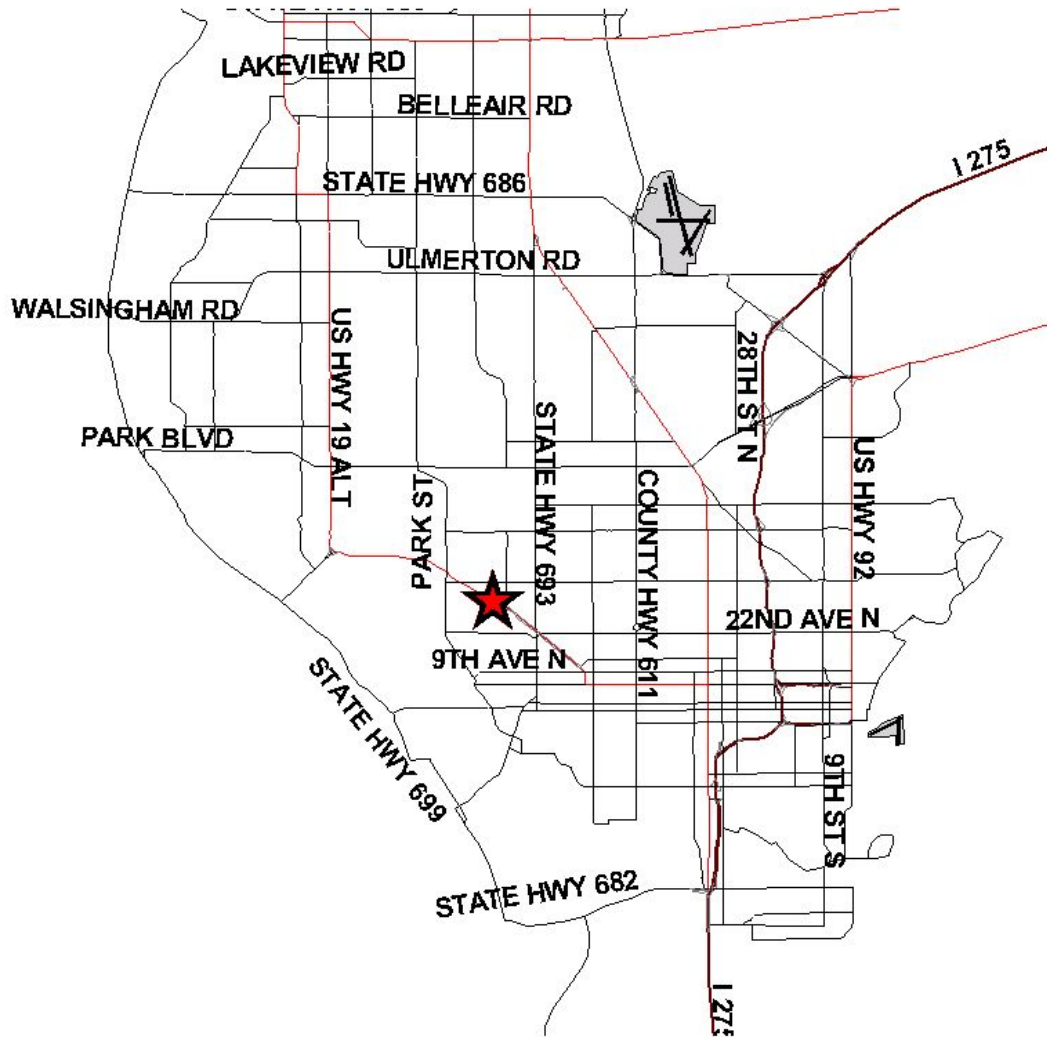
In general, a neighborhood plan is a collaborative vision and blueprint to guide physical, capital, and organizational resources to achieve the desired vision for a specific geographic area of the city. It should be collaborative in nature involving informed stakeholders of the community who have a vested interest (e.g. resident, property owner, business, church, neighborhood association, etc.) in a neighborhood's future outcome. Moreover, a neighborhood plan:

- Represents all of the groups that make a community;
- Identifies neighborhood strengths and assets;
- Identifies neighborhood needs and concerns;
- Establishes goals for improving the neighborhood;
- Provides recommendations for how to reach those goals;
- Guides future development; and
- Directs the policy and financial decisions of local government.

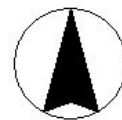
SETTING

Jungle Terrace is a neighborhood found in the western part of the City of St. Petersburg, Florida (see Map 1, Neighborhood Location). It is bound by Boca Ciega Bay on the west, 40th Avenue on the north, 66th Street on the east, and 22nd Avenue on the south.

MAP 1



NEIGHBORHOOD LOCATION MAP



The JTN contains approximately 3,000 single-family homes and includes Tyrone Square Mall as well as much of the Tyrone shopping district. The JTN is one of the most convenient locations in the City. The area has major department stores and numerous restaurants nearby. In addition, residents have easy access to the beaches and I-275 is just ten minutes away.

Schools

Children in the neighborhood attend the following schools: 74th Street Elementary, Azalea Elementary, Tyrone Elementary, Azalea Middle, Tyrone Middle, Dixie Hollins High School and Boca Ciega High School.

Amenities

Neighborhood amenities include Walter Fuller Park which features a pool, the Tampa Bay Devil Ray's spring training camp, day care and after school care, summer camp programs, tennis and basketball courts, a BMX bike track, the Azalea Youth Soccer League, the Azalea Little League, playground, walking track and a scenic lake . Abercrombie Park features wildlife and nature preserves. In addition, the Fred E. Marquis Pinellas Trail traverses the center of the entire neighborhood.

Character

Many of the single family homes were built in the 1950s, 60s and 70s, featuring single story masonry block style two and three bedroom houses. Fascinating homes from the 1920's and earlier are found throughout the area reflecting the area's rich history. Mansions selling for well over one million dollars can be found on the western edge of the neighborhood along Boca Ciega Bay.

History

Some historians have placed this area as the site where European explorers visited North America starting in 1528. Indian mounds dating back more than 2,000 years have been identified in the area and one archeological dig is currently underway. In the early 20th century, the JTN became one of the finest vacation destinations in Pinellas County. The Jungle Country Club (now the Admiral Farragut Academy), located just south of the neighborhood, was built

by Walter Fuller in 1925. A golf course and riding stable was located in the area that is now Walter Fuller Park. An airstrip was located in the area now occupied by Tyrone Square Mall.

One of the earliest houses in the neighborhood is located next to Abercrombie Park. It was built before 1912 by David Watts, a mining engineer who had migrated from England. David Watts married the daughter of Dr. Abercrombie, who was the first doctor in South Pinellas. They had no children and after the death of his wife, Mr. Watts was known as being quite eccentric and a recluse. He would not ride in an automobile and he would push a wheelbarrow up to the trolley line starting at the Jungle Prada to do his shopping in town. On returning, he would put his goods in his wheelbarrow and walk home.

Mr. Watts' house was the only good dwelling in this area. Other dwellings in the area included some fisherman shacks along the South shore of the bay. He owned all of the property between 36 Avenue and 42 Avenue. The house at that time, faced the water and had a fireplace at the end of the living room.

Mr. Watts wanted to will his property to the City of St. Petersburg, but the City was not willing to assume his debts. Upon his death, the property went to relatives living in England. Mr. Walter Fuller convinced the relatives to waive their rights to a piece of the property which is now known as Abercrombie Park. The use of the park was restricted to its being kept in its natural state with no automobiles allowed. The rest of the property, 36 Avenue to 42 Avenue, was sold by the relatives and plotted by Mr. Hunter, Walter Fuller and Alpine Lucas.

The Jungle Terrace Civic Association was formed in the early 1950's. In 1959, the City acquired the property where Walter Fuller Park is located from the Piper-Fuller Company. JTCA worked with City Council and eventually succeeded in having the land dedicated as a park. JTCA, the Council of Neighborhood Associations (CONA), and the *St. Petersburg Times* jointly sponsored a "name the park" contest and awarded a \$100.00 savings bond to the person suggesting Walter Fuller Park.

CITY OF ST. PETERSBURG NEIGHBORHOOD PLANNING

The City of St. Petersburg (hereinafter referred to as “the City”) has been actively involved in neighborhood planning since late 1988 through the Neighborhood Partnership Program. The content of the plans and the process for preparing and adopting them has evolved over the years. Originally, plans went through a 3-step process of developing a profile of conditions, adopting the plan and then implementation. Early plans took up to three years to develop. However, the process is now more streamlined and many projects and problems are addressed before full adoption. The neighborhood prepares plans with assistance from the City or a Consultant. The plans are as detailed as possible, however, by necessity they contain many recommendations that can only be started after further study, design, funding, or public hearing processes. Projects, programs, or changes to regulations are typically proposed in plans. However, the City follows the necessary procedures for notification and public hearings required of projects and amendments.



Three objectives of neighborhood planning were established: (1) Build a partnership between the City, neighborhood residents, institutions and businesses; (2) Address the goals, problems and opportunities of the neighborhoods at a level that is more responsive; and, (3) Reinforce the City’s economic and housing initiatives through neighborhood improvements and new rehabilitated housing.

JUNGLE TERRACE NEIGHBORHOOD PLAN

The Jungle Terrace Neighborhood Plan was prepared by the Jungle Terrace Civic Association (JTCA) with planning assistance from Wade-Trim and the City. The Plan is modeled after the Harbordale Neighborhood Plan dated August 1996. The Harbordale Neighborhood Plan is being showcased as an example of Holistic Neighborhood Revitalization (HNR) by the State of Florida Department of Community Affairs (DCA). The objectives of the Jungle Terrace Neighborhood Plan are to identify those areas of the neighborhood that need improvement from a functional, social and aesthetic standpoint and to identify ways and means of achieving desired goals.

JUNGLE TERRACE NEIGHBORHOOD SURVEY

On July 21, 2000, the JTCA mailed 2,247 resident opinion surveys to every address in the neighborhood using billing records from the City's Utility Department and data from the Pinellas County Property Appraiser's Office. The JTCA netted 268 surveys, a 12 percent response rate. Respondents were asked to evaluate the importance of 15 activities using a scoring range of 1–5 (score 1 being "*This is Very Important and Highest Priority*" and score 5 being "*Do Not Do This*"). Topics included crime, code enforcement, community character/identity, commercial development, parks, traffic, sidewalks, and signage. A copy of the survey and a compiled tabulation of responses ranked from most positive to most negative is included as Appendix "A".

The most favored response was to reduce crime in the neighborhood. This may mean that even though the crime rate is relatively low and declining, there may be a perception of crime in the JTN. The second most favored response was that landscaping of commercial properties is important to the neighborhood. During the planning process, several residents cited the restaurant Carrabba's (located on Tyrone Boulevard) as a positive example for other commercial properties to model. This sentiment was extended to residential areas (including rights-of-way) as evidenced by 81 percent of respondents favoring improved landscaping throughout the JTN. Strong support was also given to preserving the JTN, including Walter Fuller Park, as it is now. Residents also want to work more with area business owners to achieve a more "neighborhood friendly" business community. Overall, according to survey results, residents feel that a quiet relaxed neighborhood should be a primary goal for the area.

NEIGHBORHOOD PLANNING PROCESS

The neighborhood planning effort began with a project kick-off meeting on August 17, 2000. At this meeting, the proposed planning process was established, a schedule was set, and project elements were assigned to task group leaders. On September 9, 2000, an issue identification workshop was held with about 20 residents and business owners in attendance. The workshop was conducted in a roundtable format with two focus groups concentrating for approximately one hour on each designated element. The results of this workshop are included in Appendix "A". This information was compiled and presented at a subsequent meeting on October 14, 2000, in which participants were asked to formulate goals and objectives to strategically address identified issues. Residents then met again on November 18, 2000, to develop strategies to implement the set objectives. A draft report was prepared by Wade-Trim and presented to the JTCA on March 19, 2001. The draft was revised to reflect neighborhood comments and was endorsed by the JTCA on April 16, 2001. The City Council adopted the Jungle Terrace Neighborhood Plan on _____ upon recommendation from the Planning Commission.



Issues Identification Workshop

ELEMENT 1

CRIME AND PUBLIC SAFETY

A safe neighborhood environment is essential to protecting property values, encouraging social interaction, and allowing people to move freely without fear for personal safety.

A widely accepted and proven approach to combating crime is through shaping the physical environment in a manner that increases natural surveillance, provides natural access control, establishes territoriality, exhibits order maintenance, and supports neighborhood activities at appropriate times. This design intervention is termed Crime Prevention Through Environmental Design (CPTED) and is encouraged and supported by the City of St. Petersburg through grants and training.

NEIGHBORHOOD SAFETY ISSUES

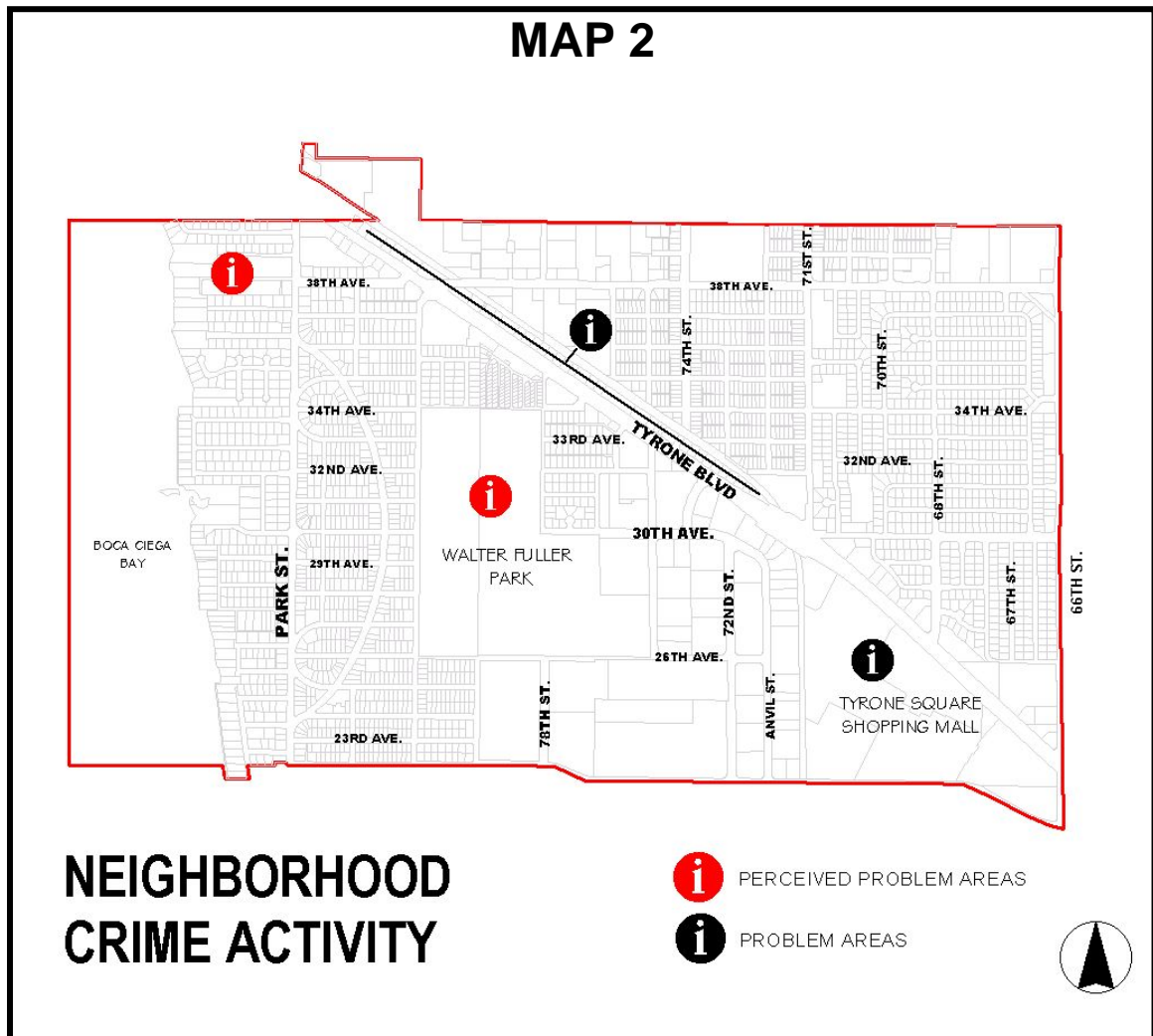
The JTN is generally a safe place to live and raise children. Map 2, Neighborhood Crime Activity, depicts problem areas as identified by the public during neighborhood meetings and from an interview with the Community Police Officer. Most of the concern expressed by neighborhood residents relate to traffic safety with an emphasis on speeding vehicles circulating through residential streets. According to resident input, actual or perceived illegal activity (under-aged alcohol consumption, narcotics usage, vandalism) is generally limited to Walter Fuller Park and Abercrombie Park.

According to data released by the St. Petersburg Police Department for 1998–1999, there was an 11.2 percent reduction in specified crimes committed in the JTN for the year (see Table 1). It should be noted that during this one year time frame, however, the incidence of robberies increased by 50%. A telephone interview was conducted by the Consultant with Community Police Officer Hladik to identify real or perceived problem areas.

| Table 1 1998–1999 UCR Index Crime Trend Analysis by Neighborhood Jungle Terrace | | | | |
|--|--------------|--------------|------------------|---------------|
| Crime | 1998 | 1999 | Change 1998–1999 | |
| | | | Number | Percent |
| Homicide | 0 | 0 | -- | -- |
| Forcible Sex | 9 | 10 | 1 | 11.1 |
| Robbery | 26 | 39 | 13 | 50.0 |
| Aggravated Assault | 43 | 23 | (20) | (46.5) |
| Burglary | 97 | 81 | (16) | (16.5) |
| Larceny | 1,116 | 969 | (147) | (13.2) |
| Auto Theft | 351 | 55 | (296) | (84.3) |
| Total | 1,326 | 1,177 | (149) | (11.2) |

Officer Hladik reported that the neighborhood is relatively safe. He acknowledges that there is a perception of crime in the neighborhood parks. During the year 8/28/00 to 8/28/01, there were 55 calls for service to Walter Fuller Park (which includes the entire park complex including the pool, recreation center, fields, etc). Of those calls for service, only 7 were for actual crimes such as criminal mischief and burglaries. Moreover, only 16 reports were written in response to the 55 calls. The non-emergency calls included situations such as car alarms going off, 911 hang ups from the pay phone, kids fighting, etc. He affirmed that no major crime or trends have occurred in the parks.

Other areas of resident concern involved the neighborhood's business areas. Officer Hladik indicated that the crime pattern is random which makes it difficult to address. The relatively high incidence of larceny may be attributed to shop lifters in Tyrone Square Mall and other businesses along the corridor. He noted that the Fred E. Marquis Pinellas Trail presents patrol challenges after dark due to the lack of lighting and vehicular access. This has been used as a cover for some break-in's to businesses along the trail.



CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED) STRATEGIES

CPTED builds on four key strategies: territoriality, natural surveillance, activity support, and natural access control.

Territoriality. People protect territory that they feel is their own and have a certain respect for the territory of others. Fences, pavement treatments, art, signs, good maintenance, and landscaping are some physical ways to express ownership. Identifying intruders is much easier in a well defined space.

Natural Surveillance. Criminals don't want to be seen. Placing physical features, activities, and people in ways that maximize the ability to see what's going on discourages crime. Barriers, such as bushes, sheds, or shadows, make it

difficult to observe activity. Landscaping and lighting can be planned to promote natural surveillance from the inside of a home or building and from the outside by neighbors or people passing by. Maximizing the natural surveillance capability of such “gatekeepers” as parking lot attendants and hotel desk clerks is also important.

Activity Support: Encouraging legitimate activity in public spaces helps discourage crime. A basketball court in a public park or community center will provide recreation for youth, while making strangers more obvious and increasing active natural surveillance and the feeling of ownership. Any activity that gets people out and working together – a clean up day, a block party, a Neighborhood Watch group, a civic meeting—helps prevent crime.

Natural Access Control: Properly located entrances, exits, fencing, landscaping, and lighting can direct both foot and automobile traffic in ways that discourage crime. Access control can be as simple as a neighbor on the front porch or front office. Other strategies include closing streets to through traffic or introducing neighborhood-based parking stickers.

The use of CPTED strategies is encouraged to reduce crime in neighborhoods. The City’s Neighborhood Partnership has also incorporated a CPTED education initiative into the neighborhood planning process which can help JTN residents learn about CPTED principles and their use as a home owner.

GOAL

TO CREATE A SAFE AND STABLE NEIGHBORHOOD ENVIRONMENT FREE FROM CRIME AND NEGLECT.

OBJECTIVE 1.1: Create a safe environment through the use of CPTED strategies.

RECOMMENDATIONS

1.1.1 Inform the public on CPTED strategies at events such as Green Thumb, JTCA meetings, etc. **(JTCA, City)**

1.1.2 Contact CPTED taskforce for flyers, seminars, videos for dissemination **(JTCA, City)**

1.1.3 Encourage residents to request a CPTED review of their properties or to use a CPTED checklist **(JTCA)**

OBJECTIVE 1.2: Decrease the amount of speeding vehicular traffic in the neighborhood, particularly on residential streets.

RECOMMENDATIONS

1.2.1 Install speed monitors in targeted areas to create driver awareness of posted speed limits **(City)**

1.2.2 Implement traffic calming measures as needed **(City)**

1.2.3 Educate residents on the dangers of speeding vehicles **(City, JTCA)**

OBJECTIVE 1.3: Reduce nuisance activity in neighborhood parks–Walter Fuller and Abercrombie Parks.

RECOMMENDATIONS

1.3.1 Perform a CPTED review of the neighborhood parks **(City)**

1.3.2 Assess the feasibility/effectiveness of installing motion detectors to lighting fixtures to deter unlawful/nuisance activity (JTCA, City)

1.3.3 Request the CPO to provide periodic updates on unlawful/nuisance activity in neighborhood parks (JTCA, City)

OBJECTIVE 1.4: Reduce break-ins of businesses and residential properties along the Fred E. Marquis Pinellas Trail.

RECOMMENDATIONS

1.4.1 Educate merchants on CPTED strategies and advertise the availability of on-site CPTED reviews by City staff upon request of property owner (JTCA, City)

1.4.2 Request separate crime statistics for the Tyrone Square Shopping Mall (JTCA, City)

ELEMENT 2.0

HOUSING, COMMUNITY CODES, AND APPEARANCE

Physically, socially and economically, housing is one of the most important elements in our lives. Unsafe, unsanitary, and inadequate housing can affect our physical and mental health, privacy and security. The physical condition of housing is a matter of public health, and the regulation of housing through zoning, subdivision controls, building and housing codes, and sanitation ordinances has been an accepted part of local government activities for many years.

This section examines the composition of the housing stock found in the JTN in terms of density, value, quality, and appearance. This is generally done according to census tract boundaries with the exception of the structural quality survey and site conditions assessment which was conducted at the parcel level through field inspection.

HOUSING STOCK

The JTN has approximately 3,000 homes of varying sizes, architectural styles and vintage. The vast majority of homes east of 80th Street are post World War II construction. The oldest homes in the neighborhood are found in the vicinity of Boca Ciega Drive and west of Park Street, north of 30th Avenue.



A JTN Home

Many of the homes were built during the 1950s, 60s, and 70s. These commonly feature single story masonry block style two and three bedroom houses. Fascinating homes from the 1920's and earlier are found throughout the area remind residents of the area's rich history. Mansions selling for well over one million dollars are found along Boca Ciega Bay which makes up the JTN's western border.

COMMUNITY CODE VIOLATIONS

Table 2 reports the number of active code cases by type handled by the City's Codes Compliance Assistance Division as of August 29, 2001. Parking and property maintenance violations comprise 48.1 percent of the caseload. This reinforces several residents reports at neighborhood workshops of improper parking and poor property maintenance at some locations in the JTN.

| Table 2 Active Cases as of August 29, 2001 Jungle Terrace Neighborhood | | |
|---|---------------|-------------------|
| Type | Number | Percentage |
| Board of Adjustment | 2 | 1.1 |
| Demolition | 1 | 0.5 |
| Inoperative Motor Vehicle | 8 | 4.4 |
| Overgrowth | 18 | 10.0 |
| Other | 6 | 3.3 |
| Parking | 51 | 28.0 |
| Work without Permit | 10 | 5.5 |
| Property Maintenance | 38 | 20.1 |
| Signs | 4 | 2.2 |
| Zoning Violations | 44 | 24.2 |
| TOTAL | 182 | 100.0 |

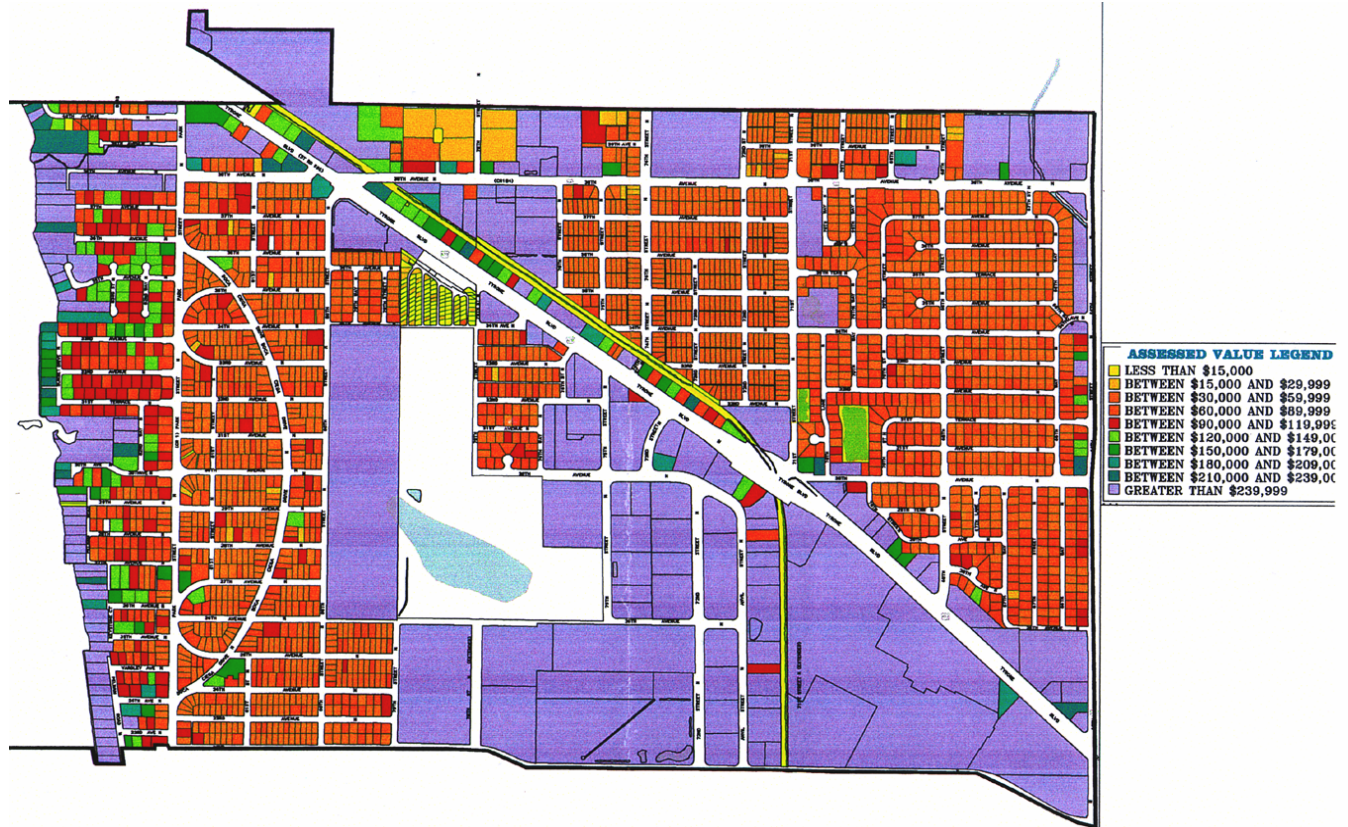
TAXABLE ASSESSED VALUES

Taxable assessed values found in the JTN are shown on Map 3. The neighborhood provides opportunities for nearly any homebuyer. Taxable assessed values range from less than \$15,000 to more than \$240,000. Most homes are valued between \$30,000 and \$90,000. The highest taxable assessed valued residential properties are found west of Park Street along the Boca Ciega Bay waterfront. Homes valued above \$90,000 are scattered throughout the JTN.

It is important to note that the taxable assessed value for a home (including property) does not always match the fair market value. The Florida Constitution was amended effective January 1, 1995, to limit annual increases in assessed value of property with Homestead Exemption to three percent or the amount of

the Consumer Price Index, whichever is lower. No assessment, though, shall exceed current fair market value. This limitation applies only to property value, not property taxes. When a house is sold, the new owner is assessed at the current fair market value. The property will fall under the limitations the year after the new owner receives their new Homestead Exemption.

MAP 3 ASSESSED TAXABLE VALUES



SITE CONDITIONS AND STRUCTURAL QUALITY ASSESSMENT

According to CPTED principles, the presence of unkempt lawns and trash strewn streets indicate a retreat from the street by residents and signals to strangers that criminal activity is not likely to be interfered with.¹ Conversely, parcels that rate sound in maintenance condition, look tidy and are free of trash which communicates high resident “ownership” of the neighborhood. Properties in the JTN are generally well maintained yet, residents feel properties can be improved through stricter code enforcement particularly with respect to outdoor storage and yard maintenance.

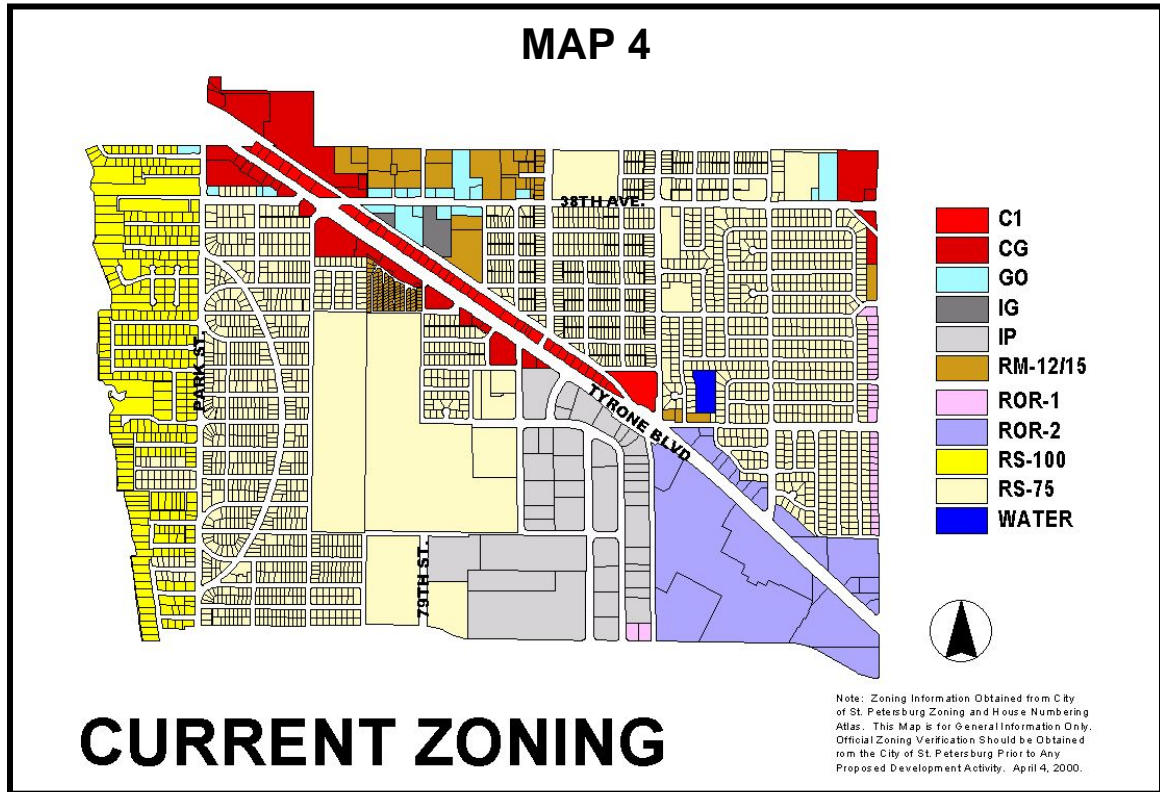
A group of neighborhood residents conducted a windshield survey of the neighborhood to identify structures that need removal or rehabilitation. No such structure was identified as warranting demolition or substantial rehabilitation work. Landscaping on some properties suffered from drought conditions. This created a negative visual appearance. Improving irrigation through the provision of reclaimed water should mitigate this problem.

FUTURE LAND USE AND ZONING

The location and extent of City zoning districts in relation to the JTN is displayed on Map 4, Current Zoning. Permitted uses for each zoning district and associated development standards are based upon recommendations contained in the City’s Comprehensive Plan which generally designates future land use areas (see Map 5, Future Land Use).

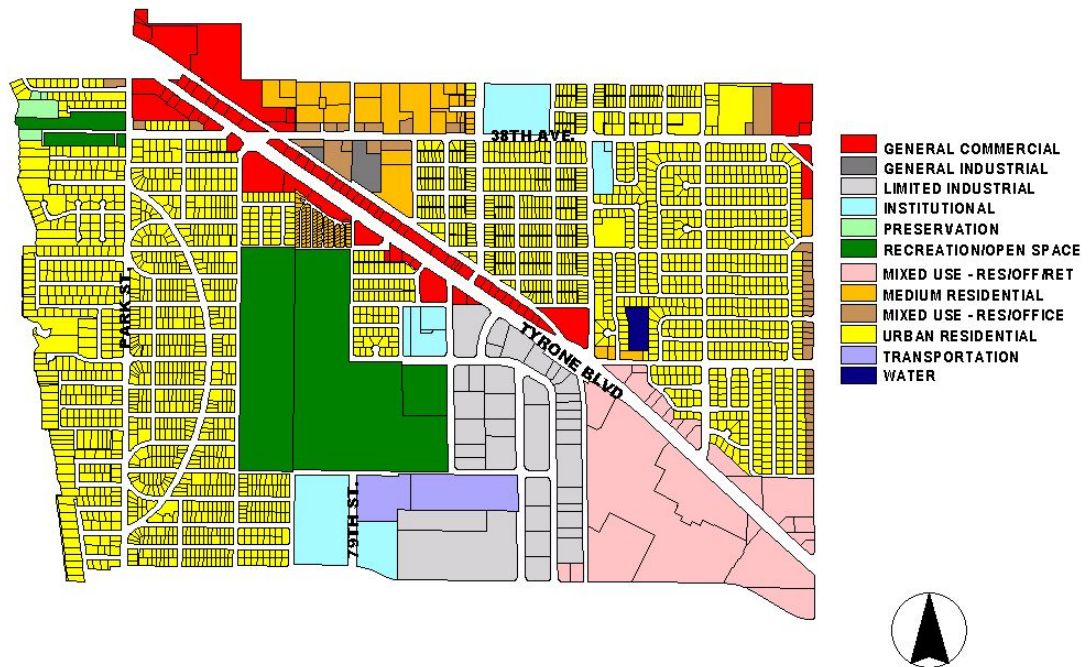
There are two major residential Future Land Use categories found in the JTN: Residential Urban (RU) and Residential Medium (RM). The RU designation permits low density residential uses not to exceed 7.5 dwelling units per acre. The existing average lot size within the RU Future Land Use category is 8,433 square feet (equivalent to 5 dwelling units per acre). The RM designation allows medium density residential uses not to exceed 15 dwelling units per net acre. The existing average lot size within the RM Future Land Use category is 13,380 square feet (equivalent to 3.3 dwelling units per acre). This may indicate that future residential infill development opportunities are present in the JTN.

¹ Crowe, Timothy D.; Crime Prevention Through Environmental Design; Butterworth–Heinemann, Stoneham, 1991.



The physical appearance of the JTN impacts how residents associate their neighborhood with the rest of the City, it projects to outsiders the degree of ownership and pride, and communicates a sense of place. The outward appearance of the JTN is regulated, to an extent, by the City's Municipal Code. A property maintenance checklist and diagram brochure is included in Appendix "B". This brochure may be used by JTN residents to evaluate the condition of their properties.

MAP 5



FUTURE LAND USE

Note: Future Land Use Obtained from City of St. Petersburg Future Land Use Map. This Map is for General Information Only. Official Future Land Use Verification Should be Obtained from the City of St. Petersburg Prior to Any Proposed Development Activity. April 4, 2000.

GOAL

TO CONSERVE AND ENHANCE THE QUALITY, CONDITION AND APPEARANCE OF THE EXISTING HOUSING STOCK.

OBJECTIVE 2.1: Encourage residents to improve, where needed, the appearance and structural quality of their homes.

RECOMMENDATIONS

2.1.1 Form a beautification committee that periodically recognizes and rewards well groomed/attractive properties **(JTCA)**

2.1.2 Form a neighborhood welcoming committee greet new residents with a gift (plant or tree) and to provide general information on the JTN and surrounding area **(JTCA)**

2.1.3 Utilize the City's neighborhood clean-up program which allows one curb-side clean up per neighborhood, per year **(JTCA, City)**

OBJECTIVE 2.2: Eliminate unlawful outdoor storage/illegal parking of recreational vehicles, boats, junk cars, and commercial vehicles.

RECOMMENDATIONS

2.2.1 Request the Codes Investigator to continue to attend JTCA meetings to report on code violations **(JTCA, City)**

2.2.2 Periodically publish code compliance strategies and penalties for the top most frequent type of violations in the neighborhood newsletter **(JTCA)**

ELEMENT 3

COMMERCIAL AND INDUSTRIAL AREAS

JTN residents live in close proximity to an array of places to work, shop, eat, and be entertained. The economic health of the Neighborhood is excellent and improving. Just about any product one needs for daily living can be found inside the JTN. This Element seeks to identify improvements that can be made to the JTN's commercial and industrial areas (see Map 6) to make them more attractive, accessible, viable, and reflective of neighborhood interests.

Tyrone Boulevard, the JTN's main center of commerce, is lined with large and small businesses, shopping centers, and offices. The business environment is generally thriving with economically underutilized properties being redeveloped/improved. Existing businesses include: Wal-Mart, Carrabba's Italian Grill, Crabby Bills Seafood, Sport's Authority, BP Gas Station, and Tyrone Square Shopping Mall (the largest and well known shopping attraction in the JTN). Businesses along Tyrone are sited individually as well as in strip commercial/office centers.



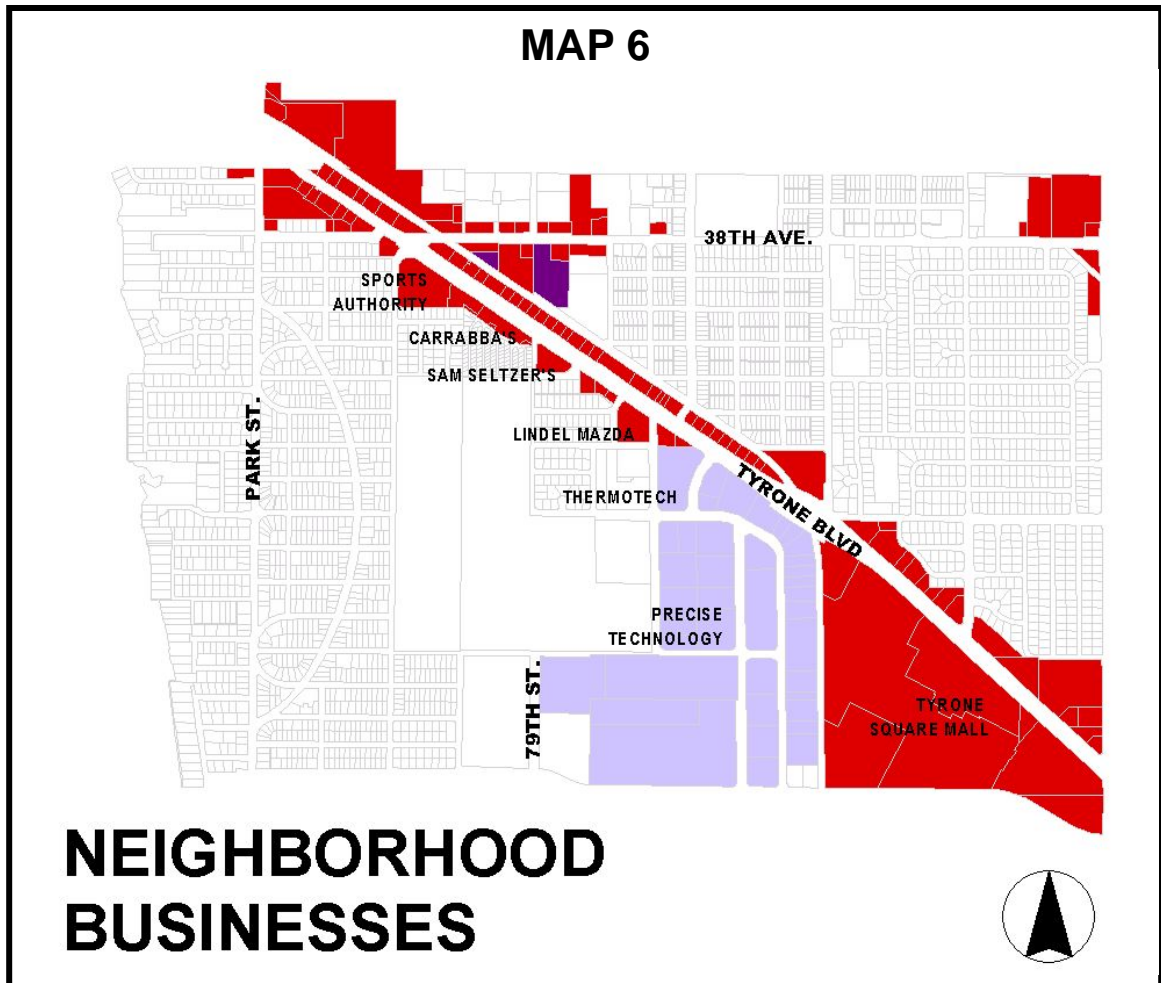
A Tyrone Boulevard Restaurant

The JTN also supports a viable amount of light industry which is predominantly contained in an area just west of Tyrone Square Shopping Mall. These include: Precise Technology, Bovie Arron Medical, Vernitron, Cavaform, among others. This area is set up much like a conventional industrial park without much delineation. The area should be reinforced with entry signage and enhanced with landscaping to create a more identifiable unit within the neighborhood.



Neighborhood Industry

The JTCA would like to take a more active role in development decisions affecting the commercial areas. It was suggested by workshop participants that a task force be formed to focus on improving the Tyrone Boulevard corridor. This group would be inclusive of all the interests found in the Neighborhood and serve as a voice to issues specific to Tyrone Boulevard.



GOAL

IMPROVE THE ATTRACTIVENESS AND VIABILITY OF THE NEIGHBORHOOD'S COMMERCIAL AND INDUSTRIAL AREAS THROUGH CREATING AND MAINTAINING A CLOSE PARTNERSHIP ARRANGEMENT WITH RESIDENTS, BUSINESS LEADERS AND CITY GOVERNMENT OFFICIALS TO COORDINATE AND IMPLEMENT DEVELOPMENT/REDEVELOPMENT ACTIVITIES IN A LOCALLY DESIRABLE MANNER.

OBJECTIVE 3.1: Encourage the formation of a team of business owners, residents, City staff, and other interested citizens to promote and guide the redevelopment/improvement of the Tyrone Boulevard business district.

RECOMMENDATION

3.1.1 The JTCA will work with the business community and City staff to organize and develop a redevelopment team for the Tyrone Boulevard business district.

OBJECTIVE 3.2: Promote redevelopment/improvement projects that will serve to enhance the form, function, character and viability of the Tyrone Boulevard business district.

RECOMMENDATIONS

3.2.1 Develop and implement a common, coordinated design theme along Tyrone Boulevard that recognizes the different shopping environments found along the corridor **(JTCA, Redevelopment Team, City)**

3.2.2 Request the City to perform market, recruitment and promotion studies for underutilized/vacant properties along the corridor **(JTCA, Redevelopment Team, City)**

3.2.3 Maintain communication with FDOT on enhancement and reconstruction/rehabilitation projects (i.e. resurfacing project along Tyrone Boulevard between Park Street and 5th Avenue and bridge removal at overpass) **(JTCA, FDOT)**

OBJECTIVE 3.3 Promote business activity towards the Fred E. Marquis Pinellas Trail to create a pedestrian friendly shopping environment.

RECOMMENDATION

3.3.1 Promote business activity along the Fred E. Marquis Pinellas Trail using the City of Dunedin as a model **(JTCA, Redevelopment Team)**

OBJECTIVE 3.4: Encourage light and environmentally clean industrial development/redevelopment in areas compatible with the surrounding context.

RECOMMENDATION

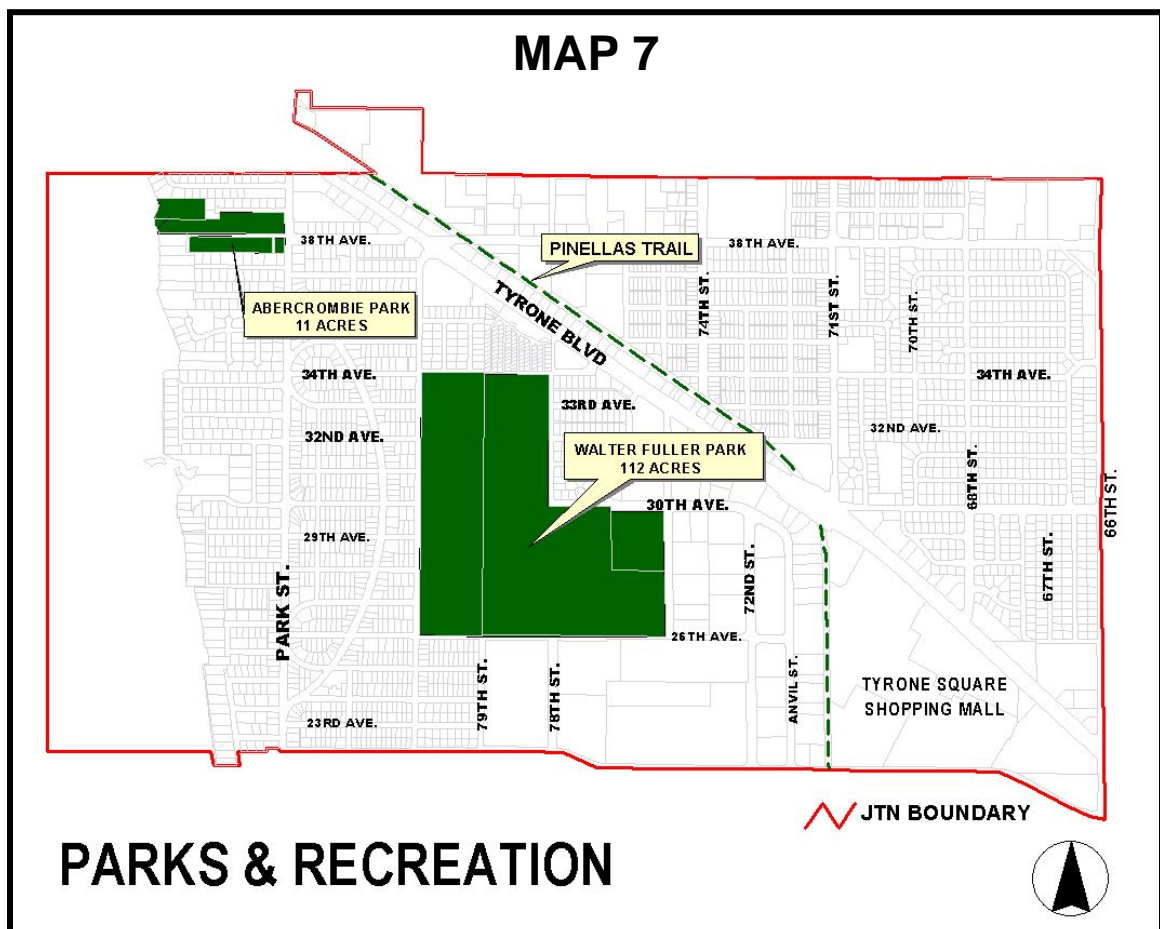
3.4.1 Better utilize the concept of an “industrial park” that emphasizes access control, building and site design, and controlled signage and lighting for the established industrial area just west of the Tyrone Square Shopping Mall area **(JTCA, Industrial Area Tenants, City)**

ELEMENT 4

PARKS AND RECREATION

An important quality of life measure for any community is the presence of well sited and developed park and recreation facilities. Places where all residents, young and old, active and inactive, can fully participate in a range of activities that meet their needs.

Jungle Terrace is fortunate when it comes to Parks and Recreation. Neighborhood and area residents have access to a Community/Neighborhood Park (Walter Fuller), a Nature Park (Abercrombie) and a Linear Park (Fred E. Marquis Pinellas Trail) – see Map 7.



Walter Fuller Park

Walter Fuller Park lies at the heart of the neighborhood generally between 80th Street N. to the east, 75th Street N. to the west, 26th Avenue N. to the north and 34th Avenue N. to the south. Walter Fuller's central location makes it an easy walk/bicycle ride for most JTN residents. Active recreation facilities offered at the park include a basketball court, 4 athletic fields, and 6 tennis courts. Special facilities include a bicycle motor cross (BMX) track, a 2 mile long exercise trail, and the Bush Complex. Training facilities for the Tampa Bay Devil Rays major league baseball team (Ray Namoli Field) are found in connection with Walter Fuller.

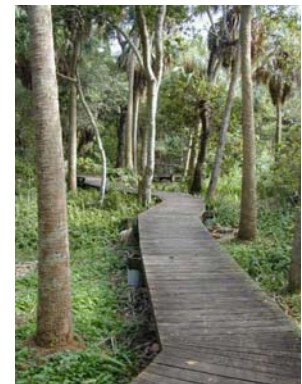


A Playground at Walter Fuller Park

Several years ago, a formal agreement was executed between the City and the neighborhood for Walter Fuller Park. A copy of this agreement is included in Appendix "C" of the JTN Plan. The agreement states that there will be no further reduction in "open space" and that the "north practice fields" will not be lighted. Changes in this agreement can be made only with the written consent of two-thirds of the property owners within 200 yards of the Park. The City is currently preparing a Master Plan for Walter Fuller Park. Preliminary public input into the Master Plan is included as Appendix "D". The Master Plan was presented to the neighborhood in February 2000 and again in December 2000 at public meetings for comment.

Abercrombie Park

Abercrombie Park is a small nature park situated in the northwest corner of the neighborhood between Boca Ciega Bay and Park Street. The Park was built in 1912 by David Watts, a mining engineer who had migrated from England. The park is pedestrian oriented and is intended for passive recreation such as picnicking and wildlife observation.



Abercrombie Park

Fred E. Marquis Pinellas Trail

The Fred E. Marquis Pinellas Trail celebrated its 10th anniversary in November 2000. It took seven years of planning before the trail's first section opened on December 1, 1990 – a five mile segment connecting Seminole Park to Largo's Taylor Park. Since then three other sections of the Trail have been completed: from St. Petersburg to Seminole, from Largo to Dunedin, and from Dunedin to Tarpon Springs.



Fred E. Marquis Pinellas Trail

The Fred E. Marquis Pinellas Trail runs through the JTN primarily along the north side of Tyrone Boulevard.

Trail amenities, such as benches, water fountains, rest areas, and landscaping, are paid for by Pinellas Trails, Inc., a citizen fund-raising group. The Fred E. Marquis Pinellas Trail currently extends approximately 35 miles from St. Petersburg to Tarpon Springs along what was once a CSX railway bed. An estimated 90,000 people use it each month. When completed, the Fred E. Marquis Pinellas Trail will convert approximately 47 miles of unused railroad easement and other rights-of-way into a trail for runners, bicyclists, walkers, skaters, and other outdoor enthusiasts.

On April 17, 1999, a group of individuals representing area residents, the business community and local government walked the Fred E. Marquis Pinellas Trail from Park Street to 22nd Avenue North to determine the impression made on trail users. An evaluation was prepared from which recommendations to upgrade the appearance of the trail were made. A copy of this evaluation and suggested improvements are included as Appendix "E".

GOAL

IMPROVE AND ENHANCE THE QUALITY AND EXTENT OF BOTH PASSIVE AND ACTIVE RECREATIONAL OPPORTUNITIES FOR JTN RESIDENTS OF ALL AGES AND ABILITIES IN A MANNER THAT CONSERVES NATURAL FEATURES AND WILDLIFE HABITATS, PROTECTS THE HIGH QUALITY OF LIFE OF JTN RESIDENTS AND IS CONSISTENT WITH THE SETTLEMENT AGREEMENT.

OBJECTIVE 4.1: Provide a range of recreation programs intended to draw participation from persons of all ages and abilities.

RECOMMENDATIONS

4.1.1 Conduct a neighborhood interest survey on needed recreation programs and facilities (JTCA, City)

4.1.2 Develop and improve recreation programs and facilities that are most desired by JTN residents (JTCA, City)

OBJECTIVE 4.2: Ensure that all park and recreation facilities are in compliance with the Americans with Disabilities Act (ADA).

RECOMMENDATIONS

4.2.1 Conduct an ADA compliance review of neighborhood parks to identify deficiencies/issues (City)

4.2.2 Work to eliminate identified accessibility issues (JTCA/City)

OBJECTIVE 4.3: Better promote available JTN Parks and Programs to neighborhood residents.

RECOMMENDATIONS

4.3.1 Periodically publish information relating to parks and recreation in the neighborhood newsletter (JTCA)

4.3.2 Partner with the City and Azalea to do direct mail outs (JTCA, Azalea)

OBJECTIVE 4.4: Enhance pedestrian/support facilities at JTN parks.

RECOMMENDATIONS

4.4.1 Provide for new pedestrian park amenities, such as pathways, benches, picnic shelters, gazebo, restrooms, in Walter Fuller Park Plan (JTCA, City)

4.4.2 Evaluate the need for additional pedestrian support facilities along the Fred E. Marquis Pinellas Trail (JTCA, County)

OBJECTIVE 4.5: Conserve and enhance environmental features/open space found in neighborhood parks.

RECOMMENDATION

4.5.1 Enhance the natural character of Walter Fuller Park, particularly around the lake, by adding native landscaping/vegetation (JTCA, City)

OBJECTIVE 4.6: Increase education of natural habitats and historical significance of Abercrombie Park.

RECOMMENDATION

4.6.1 Develop educational signage/interpretive center/literature (JTCA, City)

OBJECTIVE 4.7: Improve and protect the shoreline from degradation and preserve native seagrasses and coastal plants when possible.

RECOMMENDATION

4.7.1 Investigate the availability of SWIM project funding (JTCA)

OBJECTIVE 4.8: Prevent vehicles from entering into public beach areas.

RECOMMENDATION

4.8.1 Install bollards/barrier in Abercrombie Park near the parking lot **(City)**

OBJECTIVE 4.9: Promote the Fred E. Marquis Pinellas Trail as a safe and pleasant way to travel through the JTN.

RECOMMENDATIONS

4.9.1 Investigate the feasibility of creating more fence openings **(JTCA, County)**

4.9.2 Investigate the feasibility of replacing wire fencing with natural screening
 (JTCA, County)

OBJECTIVE 4.10: Design and construct a trail head that provides additional short term parking.

RECOMMENDATIONS

4.10.1 Explore the feasibility of developing a trail head at Tyrone Square Shopping Mall and Wal-Mart **(JTCA, County, Businesses)**

4.10.2 Investigate the feasibility of converting the 80 foot right-of-way strip at intersection of 74th Street and Tyrone Boulevard to rest area **(JTCA, City)**

ELEMENT 5

LANDSCAPE AND NEIGHBORHOOD IDENTITY

Neighborhood identity may be described as the mental image that is formed from viewing and connecting with a place. This connection with the natural and physical landscape over time instills a sense of place and belonging. Successful neighborhoods adaptively mature over time and distinguish themselves by their age.

Physical improvements and natural reinforcements, such as landscaping, gateways, sidewalks, signage, and street trees may be used to help to define community territory and discourage crime. CPTED principles advocate that such neighborhood enhancements raise the sense of community “ownership” and deter potential criminal activity more than neglected areas. While often viewed as “luxuries,” such improvements provide tangible proof to neighborhood stakeholders that their personal, financial, and emotional investment will pay off in the future

EXISTING CHARACTER

The JTN contains an array of land uses that are generally arranged to support the daily and long-term needs of the neighborhood residents. The neighborhood is framed by 38th Avenue N. on the north, 66th Street N. on the east, 22nd Avenue W. on the south, and by Boca Ciega Bay on the west.



Tree Canopied Street

The west side of the neighborhood has a high number of mature canopy street trees and vibrant front-yard landscaping. It also contains a number of homes constructed prior to World War II that add historic value to the street. The street pattern between Park Street and 80th Street departs from a rectangular grid pattern with curves at some of the entry points from Park Street. The most unique



“Jungle Like” Appearance

feature is Boca Ciega Drive which forms a broad crescent shape to connect 36th Avenue with 24th Avenue N.

West of Park Street (closer to Boca Ciega Bay) property values sharply increase. The street network is somewhat fragmented which limits connectivity. Waterfront property is generally built out with upscale homes. Unrestricted views of the Bay are found at the terminus of 36th Avenue and at Abercrombie Park.

Conventional single-family residential development dominates the northeast corner of the JTN. The density is generally the same as that found in the Boca Ciega Drive area (between 2.1 and 4 dwellings per acre). Nearly all of the housing stock was built in the last 50 years.

SPECIAL FEATURES

Map 8 depicts the location of entry points to the JTN. Entry points are recognized as gateway locations that should be improved with signage and landscaping to better define the edges of the neighborhood and to enhance place recognition.

Abercrombie Park should be recognized as a landmark that possesses historical significance. One of the starting points of North America's exploration is marked at Abercrombie Park where the 400 man expedition led by Panfilo De Narvaez landed on April 15, 1528. Indian mounds dating back more than 2000 years have been identified in the vicinity of Abercrombie Park. Special protection should be placed on preserving the historical significance of these locations.



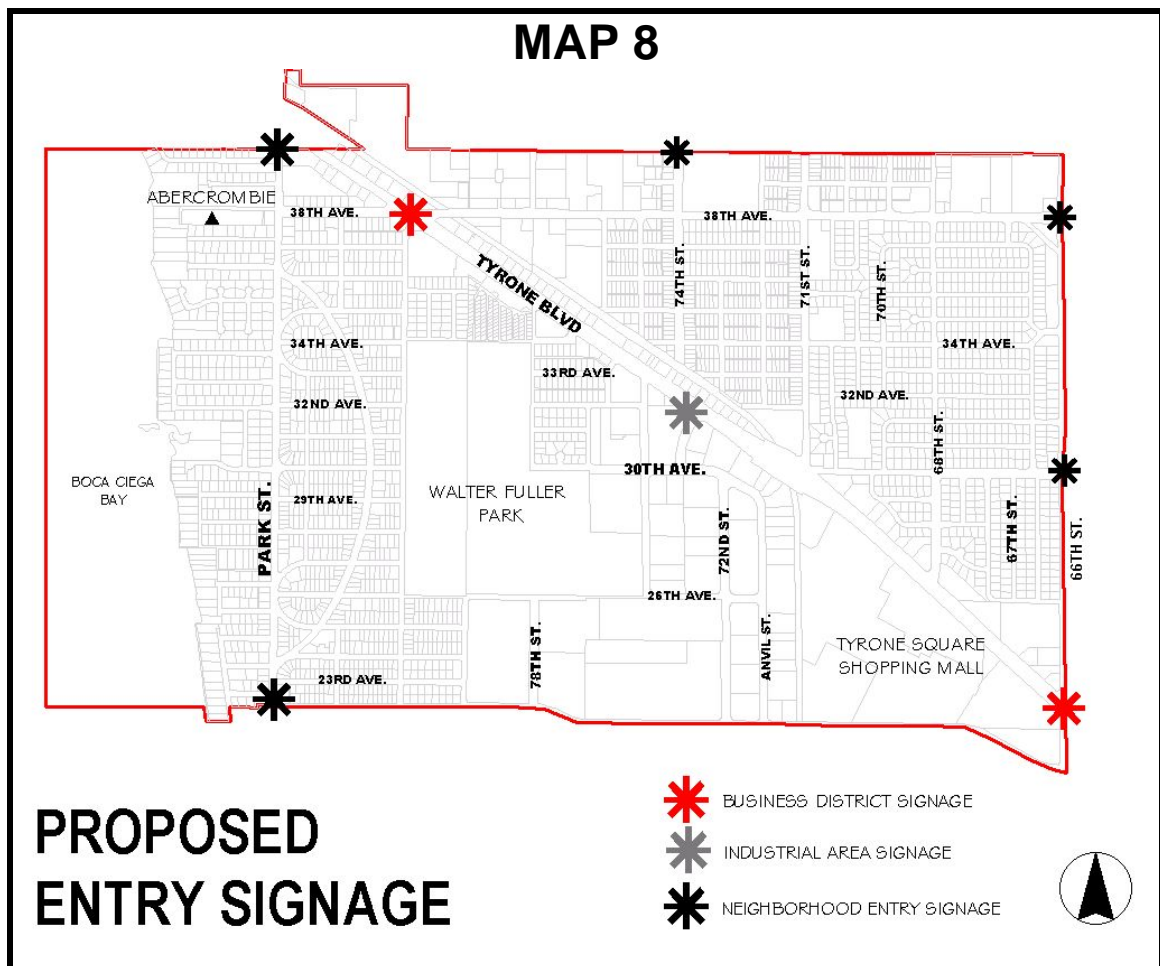
**Historic Landmark at
Abercrombie Park**

OPERATION GREENSCAPE/TREESCAPE

Former St. Petersburg Mayor David J. Fischer launched "Operation Greenscape" in 1993 with a commitment to beautify St. Petersburg roadways and neighborhoods with rows of tropical palm trees and oaks, oleanders and other landscaping. Since that time, 15,000 trees have been planted city-wide. Under this program,

Tyrone Boulevard has been improved with greenery through the JTN, which also included an entryway located in proximity of the 38th Avenue intersection.

The “Operation Treescape” program is temporarily unavailable due to increased costs. If reactivated, trees are ordered through individual neighborhood associations. Trees previously cost \$115 each. Trees ranged from 8 feet to 10 feet and were delivered to homeowners in 30-gallon containers. They are planted under the guidance of the City’s Parks Department that determines the best location to achieve the desired canopy effect throughout the neighborhood. Trees are placed in the right-of-way, with uniform spacing five to seven feet from the curb.



GOAL

CREATE AND MAINTAIN A VIBRANT, ATTRACTIVE AND WELL ORDERED COMMUNITY THAT SERVES TO STRENGTHEN AND ENHANCE THE NEIGHBORHOOD'S UNIQUE IDENTITY.

OBJECTIVE 5.1: Strengthen and Improve the Physical and Natural Appearance of the Neighborhood

RECOMMENDATIONS

5.1.1 Develop a landscaping plan for improving the aesthetic character of the streets and roadways in the JTN. Add emphasis to improving Park Street, Anvil Street, frontage roads along Tyrone, 80th, 71st, 74th, 38th, and the median along 30th between 66th and 68th (JTCA, City)

5.1.2 Conduct an architectural survey of the neighborhood and educate residents on what features are important to preserve (JTCA, City)

5.1.3 Encourage future additions of homes to be compatible with respect to the scale, texture, and character of the original structure (JTCA, City)

5.1.4 Form a Beautification Committee to research potential funding sources (JTCA)

OBJECTIVE 5.2: Encourage home/business owners to improve structures and landscaping on their properties.

RECOMMENDATION

5.2.1 Set up a monthly award to be presented by Beautification Committee for outstanding properties in the neighborhood (JTCA)

OBJECTIVE 5.3: Promote a "jungle like" theme in the JTN as dictated by local preferences.

RECOMMENDATIONS

5.3.1 Develop a suggestion list of landscaping materials and plantings that are common to the JTN (JTCA, City)

5.3.2 Encourage the merchant association to develop self guiding landscaping standards for properties along Tyrone Boulevard (JTCA, Business Community)

OBJECTIVE 5.4: Reinforce the edges of the JTN by installing entry signage at identified gateway locations.

RECOMMENDATIONS

5.4.1 Develop a standard design for entry signage for the JTN that is consistent with the community character and neighborhood desires (JTCA, City)

5.4.2 Work with affected jurisdictions and property owners to secure approval to install entry signage at identified locations (JTCA, City)

5.4.3 Apply for City funding to construct entry signage (JTCA)

OBJECTIVE 5.5: Better define a sense of place for the Tyrone Boulevard Business District

RECOMMENDATIONS

5.5.1 Conduct an architectural survey of existing structures in the neighborhood commercial areas (JTCA, Redevelopment Team, City)

5.5.2 Explore the feasibility of developing design guidelines that follow a coordinated theme (JTCA, Redevelopment Team, City)

OBJECTIVE 5.6: Improve the definition and attractiveness of the neighborhood industrial/technology park.

RECOMMENDATIONS

- 5.6.1 Develop a name for the industrial/technology park area to increase its recognition as a distinct part of the JTN (**JTCA, Business Owners/Tenants**)
- 5.6.2 Install entry signage at the main access points to the industrial/technology park (Anvil Street and 30th Avenue, east of 75th Street) (**JTCA, Business Owners/Tenants**)
- 5.6.3 Enhance the appearance of the industrial/technology park area by adding street trees or other landscaping improvements (**JTCA, Business Owners/Tenants**)

ELEMENT 6

INFRASTRUCTURE

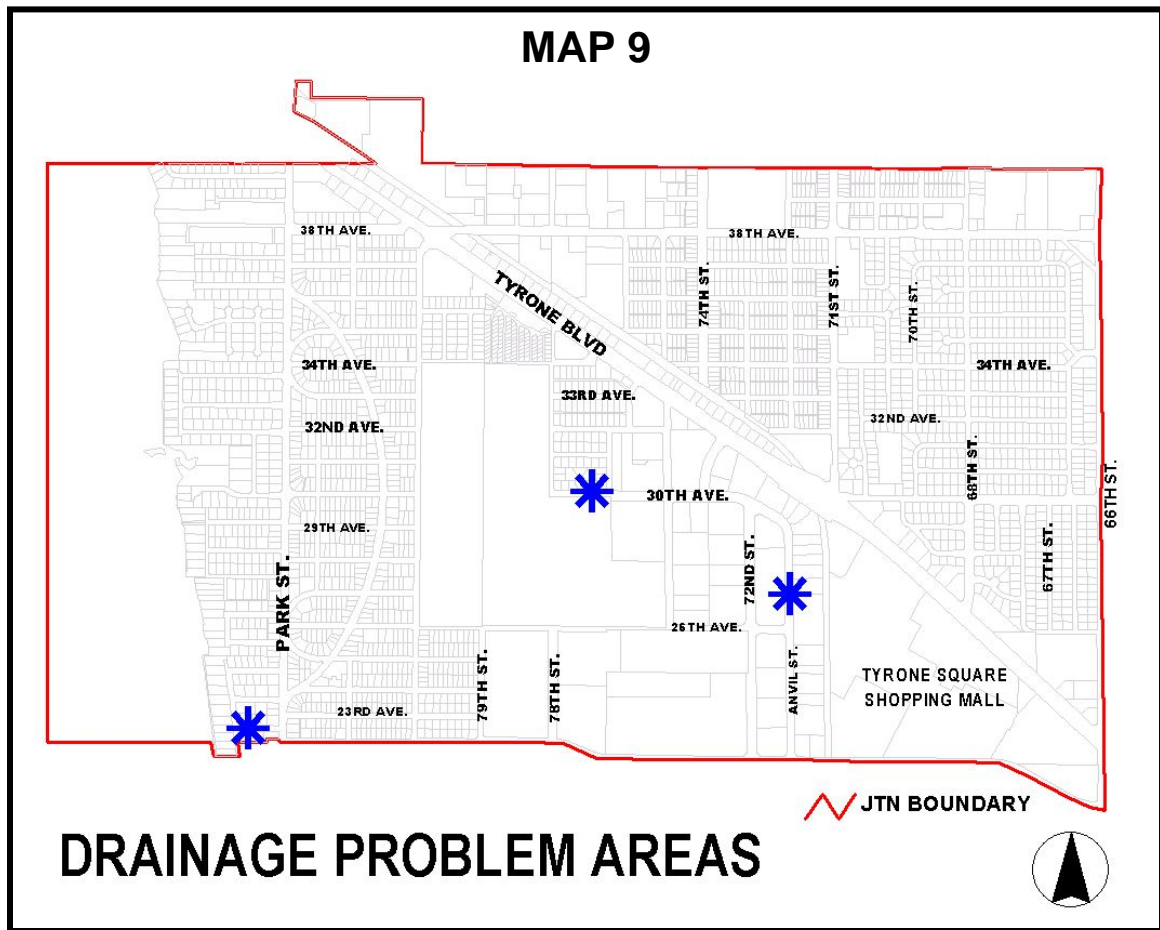
Infrastructure is the fundamental operational support to a neighborhood. It includes physical elements such as water and sewer lines and sidewalks and streets that make intensive neighborhood development possible and livable.

Infrastructure serving the JTN is deemed to be generally in good condition by workshop participants. The most pressing need identified by residents is expanding the availability of reclaimed water in the JTN. Currently, City Public Utilities is not accepting petitions for main line extensions. Hook-up's are only available along existing lines.

Residents also see vacating undeveloped alleyways as needed to improve maintenance conditions. Adjacent property owners should be contacted to survey interest and to inform them of City dedication procedures.

Although many participants of the workshop series expressed a desire to make the JTN more pedestrian friendly, the need to interconnect the internal sidewalk network was not strongly supported.

Generally, drainage is not a problem except for a few areas which retain water during medium to heavy storm events. These problem areas (shown in Map 9) are found along 23rd Avenue, west of Park Street, on Anvil Street, just north of 26th Avenue, and on 30th Avenue, west of 75th Street. There is also some concern that too much stormwater enters the drainage system and too little stormwater percolates into the aquifer.



GOAL

PRESERVE THE INTEGRITY OF THE EXISTING INFRASTRUCTURE TO PROVIDE A SOUND AND SUPPORTIVE FOUNDATION FOR THE SAFE UTILIZATION OF PUBLIC SERVICES ESSENTIAL TO JTN RESIDENTS AND SUPPORT NECESSARY UPGRADES THAT WILL MAINTAIN ADEQUACY AT A LEVEL CONSISTENT WITH NEIGHBORHOOD DEMAND.

OBJECTIVE 6.1: Investigate the feasibility of expanding the availability of reclaimed water in the neighborhood.

RECOMMENDATION

6.1.1 Document property owner support for reclaimed water expansion in the JTN through conducting a neighborhood survey (JTCA, City)

OBJECTIVE 6.2: Vacate undeveloped alleyways to improve maintenance conditions.

RECOMMENDATION

6.2.1 Educate adjacent property owners on City alley dedication procedures (JTCA)

OBJECTIVE 6.3: Support measures that will serve to improve the drainage system in flood prone areas as identified in this Plan and encourage opportunities to percolate rainwater into aquifer.

RECOMMENDATION

6.3.1 Communicate identified drainage issues to JTN Public Service Representative for remedial action (JTCA)

OBJECTIVE 6.4: Support measures that will improve stormwater retention and enhance aquifer recharge in appropriate areas.

RECOMMENDATIONS

6.4.1 Conduct informational forums concerning aquifer recharge **(JTCA, City)**

6.4.2 Review development and redevelopment proposals to insure that appropriate green space and stormwater retention provisions are included **(JTCA, City)**

ELEMENT 7

TRANSPORTATION

This Element evaluates the transportation system (streets, sidewalks, trail, bus routes, etc.) serving the JTN for its ability to safely and adequately accommodate its users.

STREET NETWORK

A safe and efficient vehicular circulation system provides for two primary types of traffic: local and through movements. To reduce friction between these two types, it is necessary to separate them to the greatest extent possible. The overall system, however, needs to be carefully integrated.

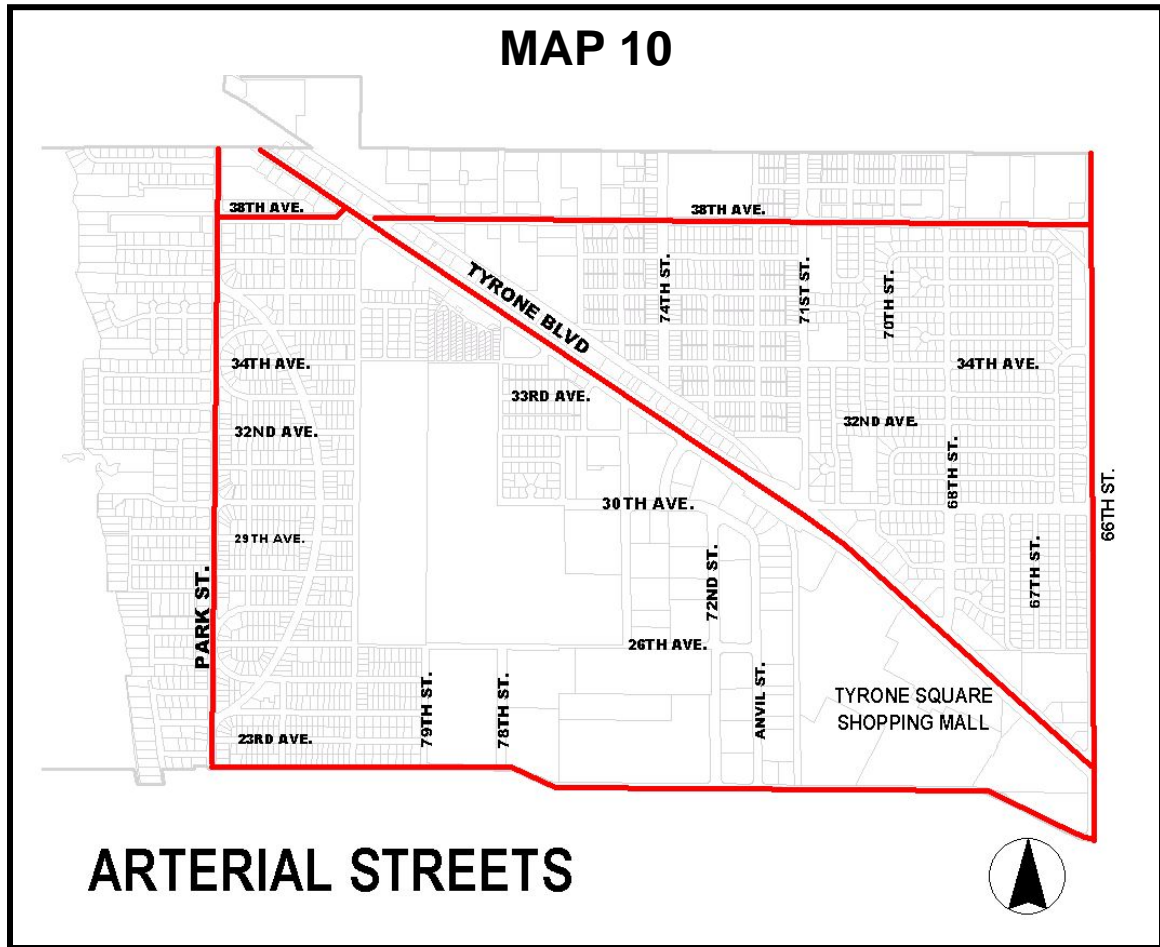
Local (minor) Streets

Local streets are primarily designed to provide access to immediately adjacent properties. Through movement may be possible, but is not encouraged through operational controls; it may be impossible in the case of cul-de-sacs. Part of the street width is usually allocated to vehicle parking without restrictions. Each abutting property may have a driveway connection to the street.

Arterial (major) Streets

Arterial streets are primarily designed for the efficient movement of through traffic at relatively high speeds that can be reasonably allowed in view of safety considerations and the amount of access being provided. Access management plans, described later in this section, are a popular method of limiting access point conflicts.

Arterial streets found in the JTN are Tyrone Boulevard, 22nd Avenue North, Park Street, and 38th Avenue North (see Map 10). These essentially form the frame from which local neighborhood streets stem. The internal local street network



varies from a tightly knit traditional grid to a more suburban pattern dominated by elongated streets, cul-de-sacs and curves.

PEDESTRIAN CIRCULATION

The pedestrian circulation system in the JTN is discontinuous. At some locations, hedgerows have been planted that extend to the curbside to prevent pedestrian movement across the property. Missing segments of sidewalk, or no sidewalks altogether, create breaks in circulation that disrupts movement. Little support for building new sidewalks on residential streets was expressed by residents due to low traffic volumes.

The JTN also possesses a segment of the Fred E. Marquis Pinellas Trail, a non-motorized pathway, that stretches approximately 35 miles north to Tarpon Springs. An estimated 90,000 people use the trail each month. The JTCA is

interested in better linking the Fred E. Marquis Pinellas Trail to Walter Fuller Park and making a more defined connection to Abercrombie Park. The JTCA should explore creating a network of “green streets” that provide internal neighborhood circulation that connects regionally with the Fred E. Marquis Pinellas Trail at designated locations. To accomplish this goal, pedestrian crosswalks will need to be improved at major intersections along Tyrone Boulevard.

PUBLIC TRANSIT

The JTN is served by public and para-transit from the Pinellas Suncoast Transit Authority (PSTA). Established in 1984, the PSTA is the agency primarily responsible for providing mass transit service throughout the County. The PSTA runs buses along fixed routes according to a regular daytime schedule (6 a.m. to 7:00 p.m. weekdays, 8:00 a.m. to 6:00 p.m. weekends). Buses are handicapped accessible. Para-transit operates during the same schedule for those with disabilities who can not utilize the fixed route system.

RECOMMENDED TRANSPORTATION IMPROVEMENT TECHNIQUES

Two techniques are widely used to effectively manage the development and operation of the local transportation system. The first deals with access management. The continued expansion of strip commercial development may create a need to apply the recommended practices outlined below. The second technique relates to traffic calming. This has been identified as a critical issue affecting the entire neighborhood except where traffic calming devices have already been installed.

Access Management

Access management is defined as “a process that provides or manages access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity, and speed.” The goal of access management is to achieve a safe and efficient flow of traffic along a roadway, while preserving reasonable access to abutting properties.

Six basic principles of access management are:

1. *Limit the number of conflict points:* When the number of potential conflict points between turning vehicles increases, so do the opportunities for traffic crashes. Intersections typically have the most points of potential conflict.
2. *Separate conflict points:* Traffic conflicts can be reduced by separating conflict points. Effective ways include establishing minimum distances between intersections and driveways and establishing corner clearance standards that separate driveways from critical approach areas of intersections.
3. *Separate turning volumes from through movements:* Vehicles typically slow before turning. When turning vehicles are removed from the main flow of traffic, traffic speed is better maintained. In addition to maintaining speed, roadway capacity is preserved and accident potential is reduced. Separate right and left turn lanes, and frontage roads are access management design tools that serve this purpose.
4. *Locate traffic signals to facilitate traffic movement:* When a major road has poorly spaced and uncoordinated signals, traffic safety, road capacity and traffic speed can be severely hampered. Distances of one-half mile or more between signals are desirable.
5. *Maintain a hierarchy of roadways by function:* Access management standards consistent with roadway function protect investments in existing roads, businesses and residential areas. When a road combines high traffic volumes with too many conflict points, roadway function and quality decline, along with the ability to safely access abutting properties.
6. *Limit direct access on higher speed roads:* Access on higher speed roads should be limited to only signalized intersections or other public streets along the road – rather than at each abutting property – to preserve the public investment in the road. Consequently, fewer road widenings will be needed.

These access management principles should be incorporated in reviewing redevelopment projects along Tyrone Boulevard.

TRAFFIC CALMING

Cut-through traffic in residential areas is a pressing problem that warrants further study. Speeding vehicles have caused concern for public safety and has prompted humps to be installed at intervals along 80th Street, 68th Street, and the intersection to be raised at Boca Ciega Drive and 26th Avenue. These streets, given their long continuous stretches into the neighborhood, unintentionally serve as collectors. Collector streets are primarily designed to provide access to abutting land parcels, and also enable moderate quantities of traffic to move expeditiously between local streets and the major network.

Traffic calming is a holistic, integrated traffic planning approach based on common sense which seeks to maximize mobility while creating a more livable place by reducing the undesirable side effects of that mobility.

Following are road design methods used to slow traffic taken from the Traffic Calming publication by the Citizens Advocating Responsible Transportation (CART):

- *Narrow Traffic Lanes:* Wide lanes encourage greater speed. The City of St. Petersburg is currently implementing a program to stripe bike lanes on wide boulevards to reduce lane width and slow traffic. The addition of landscaping can further reduce the visible width of lanes.
- *Interrupted Sight Lines:* If motorists can see a long way into the distance, their speed increases. The interruption of sight lines with changes in the roads direction, roundabouts, “neck-downs” or breaking the road into smaller visual units with paved strips across the road causes the driver to slow down. It also means they widen their vision field becoming more aware of pedestrians and cyclists.
- *Changes in Road Surface:* Paved or cobblestone strips across a road cause a slight vibration in the car which causes the driver to slow down.

- *Paved Speed Tables:* A speed table is a slightly raised section in the road. It varies from a speed bump in that it must be wide enough for both sets of wheels to be on the table at once. They can be placed at pedestrian crossings or whole intersections at the same level as footpaths.
- *Neck-downs:* Landscaped islands intrude into the roadway to form a narrow “gate” through which the driver must pass.

Employing the above techniques should be evaluated towards calming traffic in residential areas. Current traffic calming projects are shown in Map 11.

POOR LINE-OF-SIGHT DISTANCES

Poor line-of-site distances are instances where visual obstructions (trees, landscaping, fences, parked vehicles, etc.) severely limit a driver’s ability to safely see on-coming traffic, occurring most commonly as drivers enter or attempt to cross an intersection. This problem is particularly prevalent at certain street intersections along Park Street on the western side of the neighborhood. Those identified are 26th Avenue, 33rd Avenue, 35th Avenue, and 37th Avenue. Obstructions found in the visibility triangle include utility poles, tree canopies, and hedge rows. These interfere with clear corner vision of on-coming traffic along Park Street.

HIGH INCIDENT ACCIDENT LOCATIONS

According to Officer Hladik, most of the accidents occur along Tyrone Boulevard, 38th Street and 66th Avenue. Specific intersections needing attention are 38th Avenue and Tyrone Boulevard, 38th Avenue and 71st Street, and 66th Street and 38th Avenue. He reported that most accidents are traffic light related. Officer Hladik confirmed the speeding problem along Park Street, saying it is not uncommon for motorists to drive 50 m.p.h. in the 35 m.p.h. zone. Despite the speeding traffic, there are very few accidents along Park Street.

MAP 11



SOURCE: CITY OF ST. PETERSBURG
DEPARTMENT OF TRANSPORTATION
AND PARKING SERVICES

-  SPEED HUMP
-  RAISED INTERSECTION
-  NEIGHBORHOOD CIRCLE
-  TRAFFIC ISLAND

PROPOSED NEIGHBORHOOD TRAFFIC CALMING DEVICES



TYRONE BRIDGE PROJECT

A task force was created in early 2000 to study various alternatives to the Florida Department of Transportation's Plan for Tyrone Boulevard. This task force included residents from Jungle Terrace and many Tyrone Boulevard business owners/representatives. After months of meetings and an open house in October 2000, an agreement was reached to reconstruct Tyrone Boulevard at grade with the pedestrian bridge over Tyrone Boulevard for the Fred E. Marquis Pinellas Trail.

GOAL

PROMOTE AND SUPPORT A MULTI-MODAL TRANSPORTATION SYSTEM THAT FACILITATES THE SAFE AND EFFICIENT MOVEMENT OF BOTH PEDESTRIANS AND VEHICLES IN A MANNER THAT IS SENSITIVE TO THE CONCERNS OF RESIDENTS AND IS CONSISTENT WITH THE DESIRED CHARACTER OF THE JTN.

OBJECTIVE 7.1: Redirect traffic patterns in the neighborhood to reduce "cut through" traffic on residential streets.

RECOMMENDATION

7.1.1 Identify and prioritize cut-through streets that need corrective measures (JTCA Traffic Committee, City)

OBJECTIVE 7.2: Enhance pedestrian linkages and circulation in the neighborhood and create connectivity where possible with regional routes and other local points of interest (Walter Fuller Park, Abercrombie Park, Tyrone Mall.).

RECOMMENDATION

7.2.1 Identify missing sidewalks and complete network according to neighborhood priorities (JTCA, City)

OBJECTIVE 7.3: Study and improve the safety of pedestrian crossings at problem intersections in the neighborhood.

RECOMMENDATION

- 7.3.1 Investigate the feasibility of improving the following crossings: Tyrone Boulevard and Park Street, 71st Street and 38th Avenue, and 38th Avenue and Tyrone Boulevard **(JTCA Traffic Committee, City)**

OBJECTIVE 7.4: Monitor the development of mass transit systems; particularly a regional guideway (fixed rail) system and expanded bus routes.

RECOMMENDATION

- 7.4.1 Assign a liaison to attend public meetings relating to mass transit in the City/County to keep neighborhood residents informed and to communicate neighborhood positions **(JTCA)**

OBJECTIVE 7.5: Maintain required visibility triangles at obscured intersections as identified in this Plan.

RECOMMENDATIONS

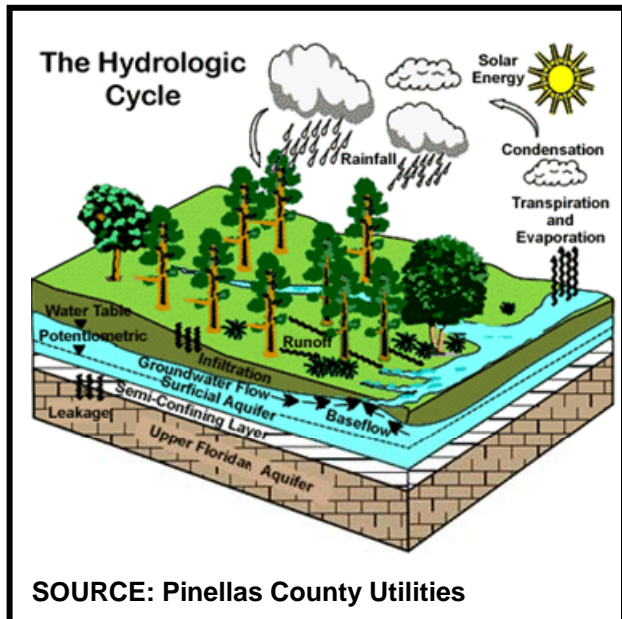
- 7.5.1 Inform Public Service Representative of street corners with poor visibility **(JTCA)**
- 7.5.2 Inform Codes Investigator of sight barriers at intersections that violate City Codes **(JTCA)**

ELEMENT 8

STORMWATER POLLUTION PREVENTION & AQUIFER RECHARGE

Stormwater runoff, pollution prevention, and aquifer recharge are important issues for the neighborhood. As a result of development, much of the rainwater that falls in the neighborhood drains into the storm sewers and eventually into Boca Ciega Bay. While this drainage system keeps homes and businesses from flooding, it also creates pollution problems and reduces the amount of rainwater available for aquifer recharge.

Florida's water supply is part of the hydrologic cycle that has repeated itself over and over throughout history and will continue to repeat itself millions of years into the future. The hydrologic cycle has four parts. The sun heats water in our rivers, lakes, and oceans, turning it into water vapor which rises into the air (called evaporation). When water vapor cools, it forms clouds (condensation) which become heavy with water and rains back to earth (precipitation). The last part of the cycle is the use and exchange of water by the environment itself (called transpiration).



The neighborhood has a longstanding commitment to improve the environment and believes much can be done to reduce pollution in Boca Ciega Bay, the western boundary of the neighborhood. Stormwater runoff is the major source of pollution in the Bay. The Neighborhood Association believes that with encouragement and information, many homeowners and business owners will take voluntary action to reduce pollution resulting from stormwater runoff.

"Best Management Practices" are techniques for economically preventing or reducing stormwater pollution. Some of these controls are structural, such as swales, infiltration devices and detention basins that capture runoff and allow stormwater to percolate into the ground instead of entering the storm sewer system. Some controls prevent pollutants from contaminating rainwater in the first place. Practices such as soil erosion control, litter prevention, and proper pesticide and fertilizer application are non-structural controls.

The reuse of stormwater offers significant opportunities to decrease the volume of water discharged into the Bay while increasing quantities of water available for irrigation. Stormwater that is collected in neighborhood lakes and ponds can be used to irrigate nearby landscaping. If Walter Fuller Park, for example, used Jungle Lake as a source of irrigation water, the reclaimed water currently being used in the Park would be available for other users. The "biofiltration" qualities of grass and other vegetation would eliminate or significantly reduce the pollutants in the lake water.

Aquifer recharge issues are synergistic with stormwater pollution prevention. The structural changes that can reduce stormwater runoff also provide opportunities to increase aquifer recharge. Increasing the quantities of water in the surficial aquifer is another important issue for the neighborhood. Shallow wells for irrigation are seen as an important part of neighborhood's plans for landscaping. Obviously, shallow irrigation wells will not work without substantial recharge of the surficial aquifer. No studies were found to determine the current condition of the surficial aquifer. Anecdotal reports, however, indicate that some shallow wells in the neighborhood are going dry and others are beginning to pump brackish water. As a result, surficial aquifer recharge issues are increasingly important.

GOAL

REDUCE THE VOLUME OF STORMWATER RUNOFF, RE-USE STORMWATER WHERE PRACTICABLE, AND INCREASE AQUIFER RECHARGE THROUGHOUT THE NEIGHBORHOOD.

OBJECTIVE 8.1: Reduce the volume of stormwater runoff through landscape enhancements such as swales, berms and depressed catchment areas.

RECOMMENDATIONS

8.1.1 Conduct forums to encourage the use of swales, berms, and depressed catchment areas on residential and commercial properties (JTCA, City)

8.1.2 Encourage development/redevelopment plans to retain and percolate stormwater (JTCA, City)

OBJECTIVE 8.2: Use lakes, ponds and retention areas for irrigation to reduce the volume of discharge into the bays.

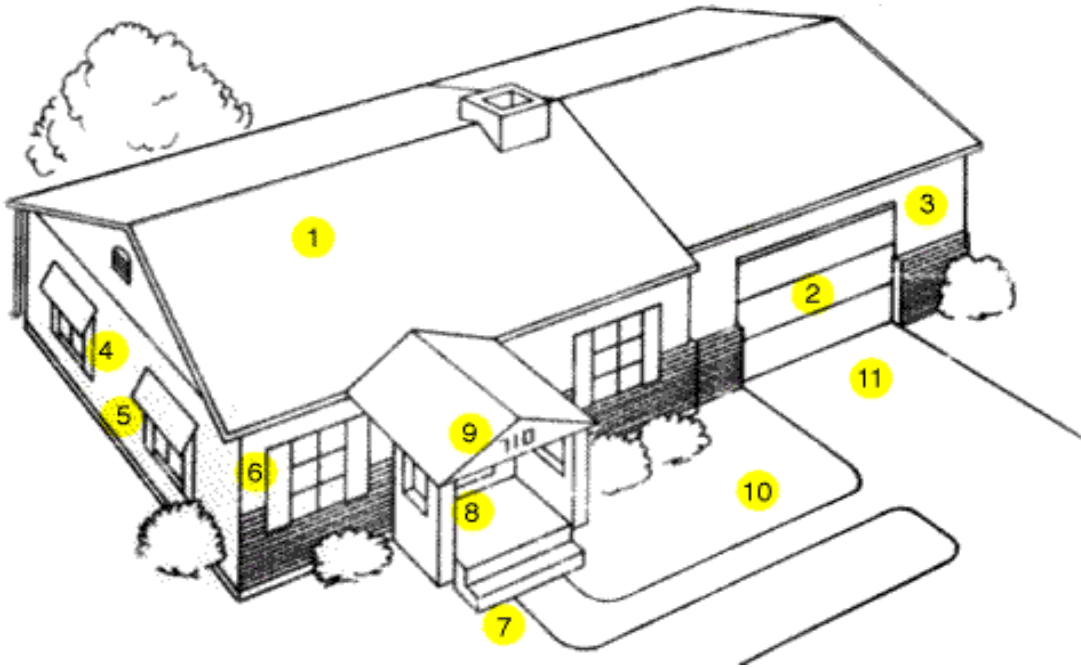
RECOMMENDATIONS

8.2.1 Investigate the potential to use Jungle Lake as a source of irrigation water for Walter Fuller Park (JTCA, City)

8.2.2 Encourage residents living near waterbodies to use those lakes and ponds as irrigation sources (JTCA, City)

OBJECTIVE 8.3: Improve aquifer recharge using methods described in Recommendations 8.1.1, 8.1.2, 8.2.1, and 8.2.2.

CITY OF ST. PETERSBURG PROPERTY MAINTENANCE CHECKLIST



- | | |
|--|--|
| 1.) Roof shingles or tiles weathertight & in good repair | 6.) No peeling paint (Fascia, soffit & siding) |
| 2.) Garage door in good repair | 7.) Steps in good repair |
| 3.) Exterior walls in good repair | 8.) Door weathertight and fits frame |
| 4.) Window trim painted | 9.) Address display clearly marked |
| 5.) Windows should operate and lock | 10.) Grass 6 inches or less |
| | 11.) Driveway clear of debris & in good repair |

PROPERTY CHECKLIST

Structures

Repair rotted wood, broken or missing boards, siding, or shingles and make all exterior parts weather tight, rodent proof and sound. Exteriors must be resistant to water and be covered with paint, siding, or brick that is in good condition.

Inspect::

- ☐ Exterior Walls
- ☐ Roof Parts including rafter, soffit, fascia
- ☐ Roof covering
- ☐ Railings on stairs, elevated landings and porches
- ☐ Fences (should be in good repair and of legal height)

Keep housing safe, sanitary, in good repair and sound condition. Inspect both interior and exterior:

- ☐ Walls, ceilings, floors
- ☐ Plumbing pipes and fixtures
- ☐ Windows and screens

Make sure that:

- ☐ Garbage is properly disposed of
- ☐ Insects and rodents are exterminated
- ☐ There are no areas where stagnant water collects and breeds mosquitoes

Yard Maintenance

- ☐ Mow the lawn so that the grass is six inches or less in height.
- ☐ Edge or remove growth from sidewalks, curb lines, gutters.
- ☐ Trim all shrubs in the public right-of-way that adjoins your property to a height of three feet or less.
- ☐ Trim hedges in front yards to a height of four feet or less.
- ☐ Shrubs and trees over the public right-of-way and sidewalks must be trimmed up to a height of eight feet.
- ☐ Trees over the street must be trimmed to a height of fourteen feet above the street surface.
- ☐ Provide ground cover, such as grass, for all areas where sand or soil is exposed.

Storage

- ☐ Store furniture, building materials, junk, disabled or untagged automobiles, refrigerators, freezers and auto parts inside a legally constructed, fully enclosed structure.
- ☐ Store lumber or fire wood in rear yard on open racks elevated to eighteen inches above the ground.
- ☐ No parking of domestic equipment (boat and trailer, utility trailer, camper, recreational vehicle is permitted on the street or the city right-of-way. Some storage may be permitted in private yards under special conditions.
- ☐ Check with your area codes investigator for details.

Paving/Parking

- ☐ Driveways, steps, sidewalks, other paved areas must be in good repair and free of debris.
- ☐ Vehicles and motorcycles in front yards must be parked on a legally recognized and approved parking surface.
- ☐ Commercial vehicles and equipment may never be parked or stored anywhere in a residential area except one commercially lettered .pick-up truck or van of less than twenty feet long and less than seven feet high may be permitted.

Business Activities

- ☐ Garage sales may be conducted, up to three a year and no more than one in any ninety day period.
- ☐ Home occupations (any business conducted from your home) must be properly licensed and must meet strict criteria. No traffic or outside display may occur and the occupation must be clearly secondary to the use of the property as a home.
- ☐ Any other business activity in a residential area is not permitted.

Rental Property

Rental property owners must have:

- ☐ If two units or more, a Certificate of Occupancy and Occupational License.
- ☐ In certain target areas, a Certificate of Inspection.
- ☐ A designated Legal Rental Agent form filed with the Planning and Community Codes Services Department

TOP 10 CODE VIOLATIONS CITY OF ST. PETERSBURG, FLORIDA

10. **Prohibited Businesses**

Most businesses are not allowed to operate in residential areas. This means that car and boat repairs, construction of cabinets and furniture, and other activities that are not normally carried on in a residential district are prohibited, except that you may work on your own car, boat, cabinets, etc., provided the activity does not disrupt or injure the nearby residents.

9. **Illegal Dwelling Units**

Dwelling units that have been added to the interior or the exterior of a structure without proper permits are illegal, regardless of how long the units have existed. The city will require closure of such units.

8. **Outdoor Storage**

Outdoor storage is prohibited. Generally, any equipment, materials, or furnishing that would ordinarily not be used outdoors may not be stored outdoors. For example, you may not keep indoor furniture, household appliances, auto parts, or building materials outside. You may not store firewood outside unless it is stacked on open racks eighteen inches above the ground. You may store a barbecue grill, lawn furniture, garden hoses, garden tools, outdoor play equipment for children, or a lawn-mower outside in an orderly fashion.

7. **Condition of Structures**

The maintenance of a structure is the responsibility of the property owner. Any wood, siding, shingles, roof covering, railings, fences, walls, ceilings, porches, doors, windows and screens, and other exterior parts of a structure must be maintained in weather-tight, rodent proof, sound condition and good repair. The property owner is responsible for maintaining secure windows, doors or other openings that cannot be readily opened from the outside. An owner may need to board up a vacant structure if a break-in occurs. Security boards must be made of exterior grade plywood painted in a neutral color that blends inconspicuously with the exterior colors of the building.

6. **Paint**

Paint or other water resistant treatment is required on the exterior of structures. Approved exterior siding or brick that is well maintained and water resistant will also meet the code. Any repairs to the exterior of a structure must be made with materials that match the balance of the structure. Therefore, siding or brick must be repaired using similar siding or brick. When damaged wood is repaired, the replacement wood must be painted the same as the surrounding wood.

5. **Commercial Equipment**

Generally, commercial equipment and commercial vehicles may not be parked in a residential area unless they are within a fully enclosed structure that was constructed with a permit. For each residential lot, one commercial vehicle designed as a van, pickup truck, or similar vehicle of up to 20 feet long and up to 7 feet high may be parked on a legally recognized parking area.

4. **Parking**

Parking is permitted for passenger cars and motorcycles in residential lots only on a legal driveway or garage. A driveway or parking areas must be constructed with approved parking surfaces. There are limits to the amount of yard area that can be used for a driveway or parking. Check with the Development Review Services Division at 893-7471 for more information about legally recognized parking areas.

3. **Junk, Trash & Debris**

Junk, trash and debris cannot be left in the yard and must be properly disposed of. This includes junk auto parts, appliances, furniture, building materials, and tires; trash such as discarded paper, cardboard, plastics, etc.; and debris such as tree trimmings and fallen limbs.

2. **Inoperative Motor Vehicles**

Inoperative motor vehicles cannot be stored except in a fully enclosed structure that was constructed with a permit. An inoperative vehicle is a vehicle that does not display a current license tag and/or is not equipped with all parts that are required to legally and safely operate on public streets and/or cannot be driven under its own power (whether or not designed for use on the public streets.)

1. **Yard Maintenance Standards**

Yard maintenance standards are the responsibility of every property owner and include the maintenance of plant material in any right-of-way abutting the property. Grass-type ground cover must be maintained at six inches or less. Hedges must be maintained at four feet or less in front and street side yards. All shrubs in the public right of way must be maintained at a height of three feet or less. The branches of a tree extending over any public sidewalk, street or other public way should be trimmed to a height of no less than eight feet above the sidewalk and fourteen feet above the street. Vegetation and trees must be trimmed so as not to impair vision or obstruct the travel of motorists.

Walter Fuller Park Master Plan

Written Description

The Master Plan for Walter Fuller Park was developed during 2000 and 2001. The City's Leisure Services Agency prepared the plan and Wannemacher Russell Architects served as the architect/consultant. The plan was developed through a series of public meetings conducted by Leisure Services Staff. In addition, the Leisure Services Staff worked with all of the organizations that are major users of the Park.

In accordance with the Settlement Agreement approved by City Council and Ordered by the Circuit Court on April 27, 1987, 65% of the property owners within 200 yards of Walter Fuller Park must review and consent to this Master Plan.

The Master Plan for the Park is described by the attached architectural drawing and clarified by the following written explanation:

A. New Features Included in the Walter Fuller Park Master Plan

1. A new park walkway system consisting of 6' to 8' wide concrete sidewalks will encircle Jungle Lake and link to the perimeter sidewalks.
2. New "overlook" shelters will be constructed at four locations along the walkway.
3. A 2,000 square foot program room (including kitchen) will be built onto the existing Walter Fuller Community Center. Air conditioning will be installed in the existing gymnasium.
4. A second paved multi-purpose court will be added to the south of the existing outdoor court located near the Community Center.
5. The existing two parking lots near the Community Center will be converted to a single lot with no reduction in parking spaces.
6. The existing parking lot between the soccer fields along 75th Street N. and the Azalea Little League Baseball Complex will be removed. A single lighted soccer field will be constructed in this space. Each lighted soccer field serves 100 to 140 older children per practice session.
7. Diagonal on-street parking will be provided on the west side of 75th Street N. and the north side of 26th Ave. N.
8. The existing unlighted soccer fields on the south side of 30th Ave. N. will remain unchanged and unlighted. Additional landscape buffering will be added to the northern edge of these fields.
9. If the BMX complex is relocated from the park, the BMX space may be used for other activities such as lighted soccer practice fields, parking lots, or other activities deemed appropriate.
10. A bike lane along 26th Ave. N., interior to the park, eventually connecting to the Pinellas Trail, is planned.
11. A proposed "dog park" may be constructed adjacent to the Devil Rays' complex as indicated on the plan drawing.
12. Acorn Decorative pedestrian-level street lighting will be installed around the perimeter of the Park and the parking lots of the pool and community center.
13. The following areas in Walter Fuller Park are dedicated for "active use". All other areas, including the shelters and interior walkways, are considered "passive".
 - The Community Center and nearby outdoor multi-purpose courts
 - The Swimming Pool Complex
 - The BMX Complex
 - The lighted soccer fields
 - Jungle Lake
 - Tennis Courts
 - Professional Baseball Complex
 - Dog Park (if constructed)

B. Features that will not be changed as a result of the Walter Fuller Park Master Plan.

Except as noted in Paragraph C., the Walter Fuller Park Master Plan does not change the terms of the 1987 Settlement Agreement. Features of that agreement are hereby reiterated and permanently incorporated into the Master Plan.

1. None of the five baseball fields at the professional baseball complex (currently used by the Devil Rays) shall be lighted.
2. The two "North Fields", located south of 30th Avenue, between the Little League Complex and the professional baseball complex, shall not be lighted.
3. Following the implementation of this Master Plan, there shall be no more loss of open space in Walter Fuller Park.
4. Public address systems, at the BMX and other facilities, shall be professionally designed to minimize noise levels to surrounding residential areas. All public address systems in Walter Fuller Park shall not be operated between the hours of 9:00 p.m. and 11:00 a.m.

C. Modifications and Clarifications to the 1987 Settlement Agreement

1. The term "open space" as it is used here and in the April 27, 1987 Settlement Agreement means all land in Walter Fuller Park that is not covered by an impervious surface.
2. Future minor modifications to the "open space" constraints included in the 1987 Settlement Agreement may be made by the City without obtaining the written consent of the property owners within 200 yards of the Park provided the following conditions are met:
 - Upon notification of proposed changes in open space, Jungle Terrace Civic Association, Inc. provides written consent to the proposed changes. (If in existence)
 - Upon notification of proposed changes in open space, Real Environmental Preserve Our Parks, Inc. (REPOP) provides written consent to the proposed changes. (If in existence)
3. If both of these organizations cease to exist, the notification and consent procedures currently contained in the settlement agreement will always prevail. In all cases, the City shall provide Jungle Terrace Civic Association, Inc., and Real Environmental Preserve Our Parks, Inc., with the proposed wording of any presentation to property owners, 30 days prior to the City beginning solicitation of the consent signatures.
4. Significant changes to open space, or significant changes to the professional baseball area, presently leased to the Devil Rays, will continue to require the written consent of 65% of all property owners within 200 yards of the Park.