



DOWN TOWN WEST

ACTION PLAN

**LAKE
LAND
CRA**

APRIL 2024



Downtown West Action Plan

APRIL 2024

Prepared for:



Prepared by:



A GAI Consultants, Inc. Service Group

GAI Consultants, Inc.
618 East South Street, Suite 700
Orlando, Florida 32801
(407) 423-8398

GAI Contact:
Blake Drury, Director, Planning + Urban Design
B.Drury@GAIConsultants.com

Planning | Urban Design
Landscape Architecture
Economics | Real Estate

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DOWNTOWN WEST ACTION PLAN AREA





NORTH LAKE WIRE NEIGHBORHOOD

DOWNTOWN AND LAKE WIRE NEIGHBORHOOD

Portion of Action Plan Area within the Dixieland CRA

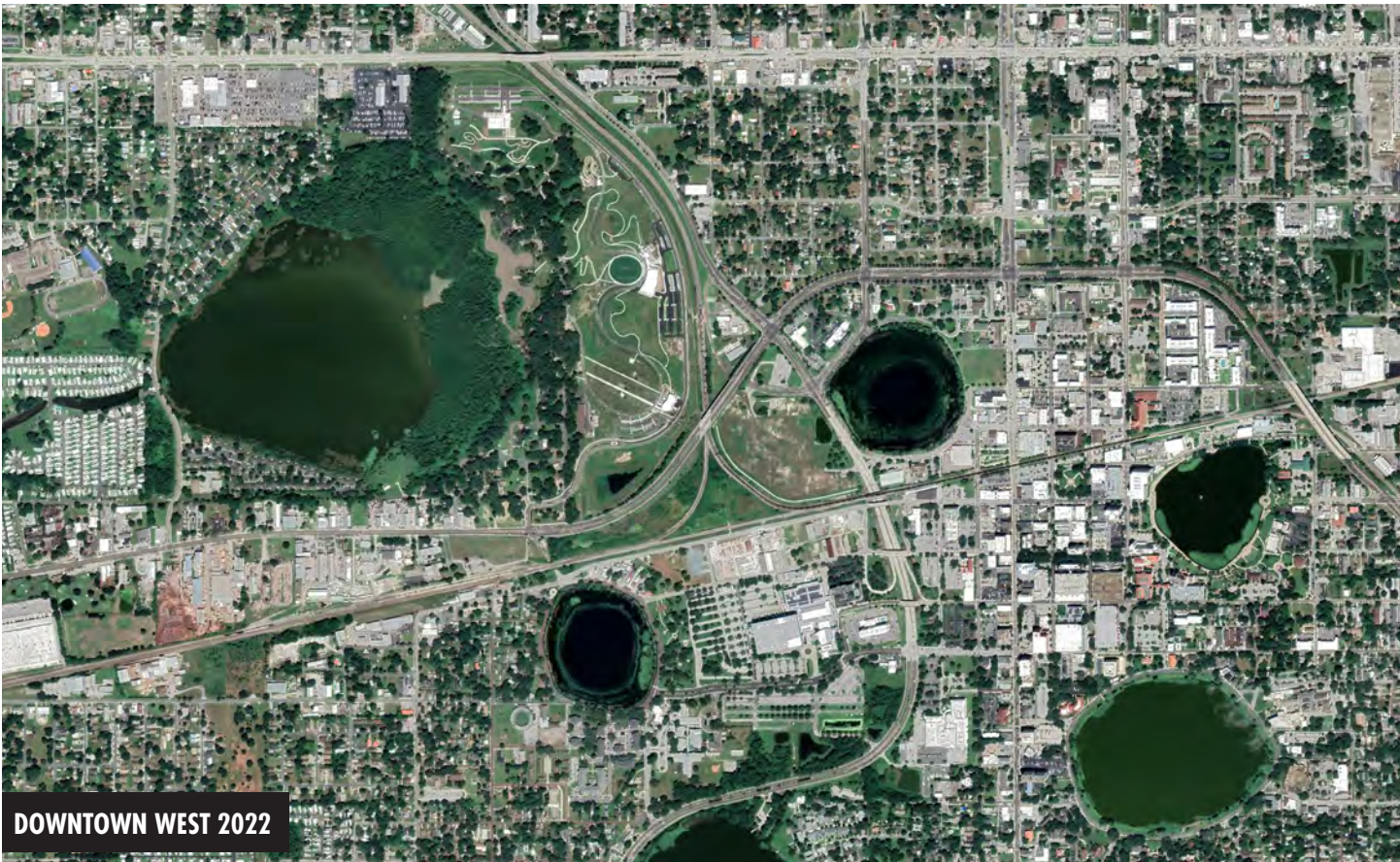
LAKE BEULAH NEIGHBORHOOD

Portion of Action Plan Area within the Downtown CRA

Portion of Action Plan Area within the Midtown CRA



DOWNTOWN WEST 1994



DOWNTOWN WEST 2022

THE NEED FOR AN ACTION PLAN IN DOWNTOWN WEST

Downtown West historically has not been a defined geographic area within the City of Lakeland, although it encompasses several distinct neighborhoods, three Community Redevelopment Areas, four larger Sector Plan Areas, and serves as a gateway to the central city. The area is also separated by major transportation facilities and these along with other physical attributes have resulted in the development of fragmented plans for the area rather than a unified approach to advance opportunities and overcome challenges. More recently, significant developments and planned infrastructure improvements have drawn attention to the area as a logical extension of downtown. This Action Plan sets out a unified vision for Downtown West and specific actions to integrate infrastructure, access, and land use.

The Action Plan reflects the aspirations of residents, neighborhood leaders, business owners, and the City of Lakeland in re-creating a thriving environment that connects neighborhoods and community assets. Through stakeholder group meetings and field work (Section 1 - Listening and Learning), the planning team spent time in Downtown West, conducting interviews, photo documenting, and creating maps to establish the community's hope for the future of the area (Section 2 - Shared Vision). This includes both short- and long-term initiatives for the future of Downtown West (Section 3 - Major Moves). It provides a clear set of strategies (Section 4 - Strategic Initiatives) to guide decision making and recommendations for budgeting (Section 5 - Action Framework).

ABOUT THE PLAN

The plan was made together with residents, community leaders, and the City's professional staff. The planning team spent time in Downtown West, talking to people, taking pictures, making maps, and, most importantly, listening to what the community had to say about their neighborhood and what they hope for its future. This plan includes ideas for what Downtown West could be like in the near and far-off future. It gives a clear set of ideas to help make decisions about how the community should grow and change. It also talks about how to put these ideas into action and how to pay for them.



LISTEN
and
LEARN

NING

nd

NING





KICK-OFF Stakeholder Interviews

FALL 2022 / WINTER 2023

LISTENING AND LEARNING

INSIGHTS

Analysis of Market and
Physical Conditions



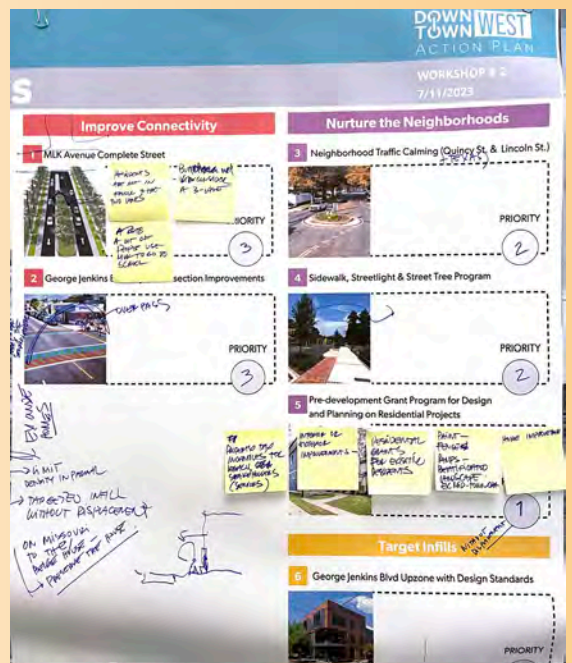
WORKSHOP #1 Insights

SPRING

VISION

MAJOR

Develop Scenario
Advance Major





WORKSHOP #2 Major Moves



PRESENTATION Plan Document



WHAT WE LEARNED: KEY INSIGHTS from ANALYSIS and COMMUNITY INPUT

- [1] Bonnet Springs Park is a community asset that needs better access from the community.
- [2] The emergent development projects on Lake Wire have the potential to change the face of the district.
- [3] The fabric of Downtown erodes significantly in the first two blocks west of Florida Avenue.
- [4] The land used for parking at the RP Funding Center is an underutilized asset and could be repositioned for development.
- [5] The district has the potential to provide important linkages between planned trail connections.
- [6] The North Lake Wire Neighborhood has made improvements but is held back by speculation.



Bonnet Springs Park is a community amenity that meets the needs better access from the community.

Bonnet Springs Park is a world-class community amenity, located in Downtown and surrounding neighborhoods. However, access to the park is challenging, especially for those who rely on walking or biking. Major barriers to access include Boulevard, Kathleen Road, and the CSX Railway (the latter being a significant barrier to access).



Community asset that
community.

located mere blocks from
accessing this urban oasis
biking. George Jenkins
(two seen here) are major

An aerial photograph of a city district, likely Downtown West, featuring a mix of residential and commercial buildings, a large lake, and a network of roads. The text is overlaid on the image.

New developments on Lake Wire district.

New residential developments approved alongside Lake Wire signify a new era for Downtown West, bringing with it new housing options and an evolving skyline. While new residents will add to the dynamism and vibrancy of the area, this next generation will change aspects of the community's identity.

are changing the face of the







The fabric of Downtown erodes significantly in the first two blocks west of Florida Avenue.

The absence of active building edges or street tree canopy contributes to an unappealing and barren urban environment. An abundance of surface parking lots, leading to a treacherous arterial road is very uninviting.

An aerial photograph showing a large parking lot area outlined with a yellow dashed line. The parking lot is situated between a road and a building complex. To the left of the parking lot is a large, dark, irregularly shaped area, possibly a pond or a large field. The surrounding area includes various buildings, roads, and green spaces. The text is overlaid on the left side of the image.

The land used for parking at the RP Funding Center is an underutilized asset and could be repositioned for development.



Reimagining underutilized surface parking around the RP Funding Center represents a major opportunity for the city to enhance the vibrancy of downtown. For instance, higher-density, mixed-use development could include much needed housing, retail spaces, and office space, all within walking distance of downtown.

An aerial photograph of Bonnet Springs Park and its surroundings. The park is a large green area with several ponds and walking paths. A purple dashed line traces a path from the bottom left towards the park, then curves around the park's edge, and continues towards the top right. Labels on the map include 'CSC Railroad' in the upper left, 'Katherine Wood' near the park's edge, 'Bonnet Springs Park' in the center, and 'Downtown West' in the bottom right. The background shows a mix of residential and commercial buildings.

The district has the potential to provide important linkages between planned trail connections.

As public support for walkability and bikeability grows, Downtown West is an important area for connecting a blossoming trail network that links Downtown with many surrounding neighborhoods.



Lake Parker

Lake Mirror

Lake Wire

Lake Beulah

Veterans Park

Lake Hunter Park

Lake Hunter

George Jenkins Boulevard


Lake Boulevard

CSA Blvd

W. Lake Street

Lake Street

W. Lake Street



***The North Lake Wire
Neighborhood has made
improvements but is held back
by speculation.***

A lack of new housing development is due, in part, to speculation, as investors and developers buy up land in hope of selling it later at a higher price. This practice can drive up the cost of land in the area, making it difficult for families and individuals to afford to buy or build homes.





SHARED

are

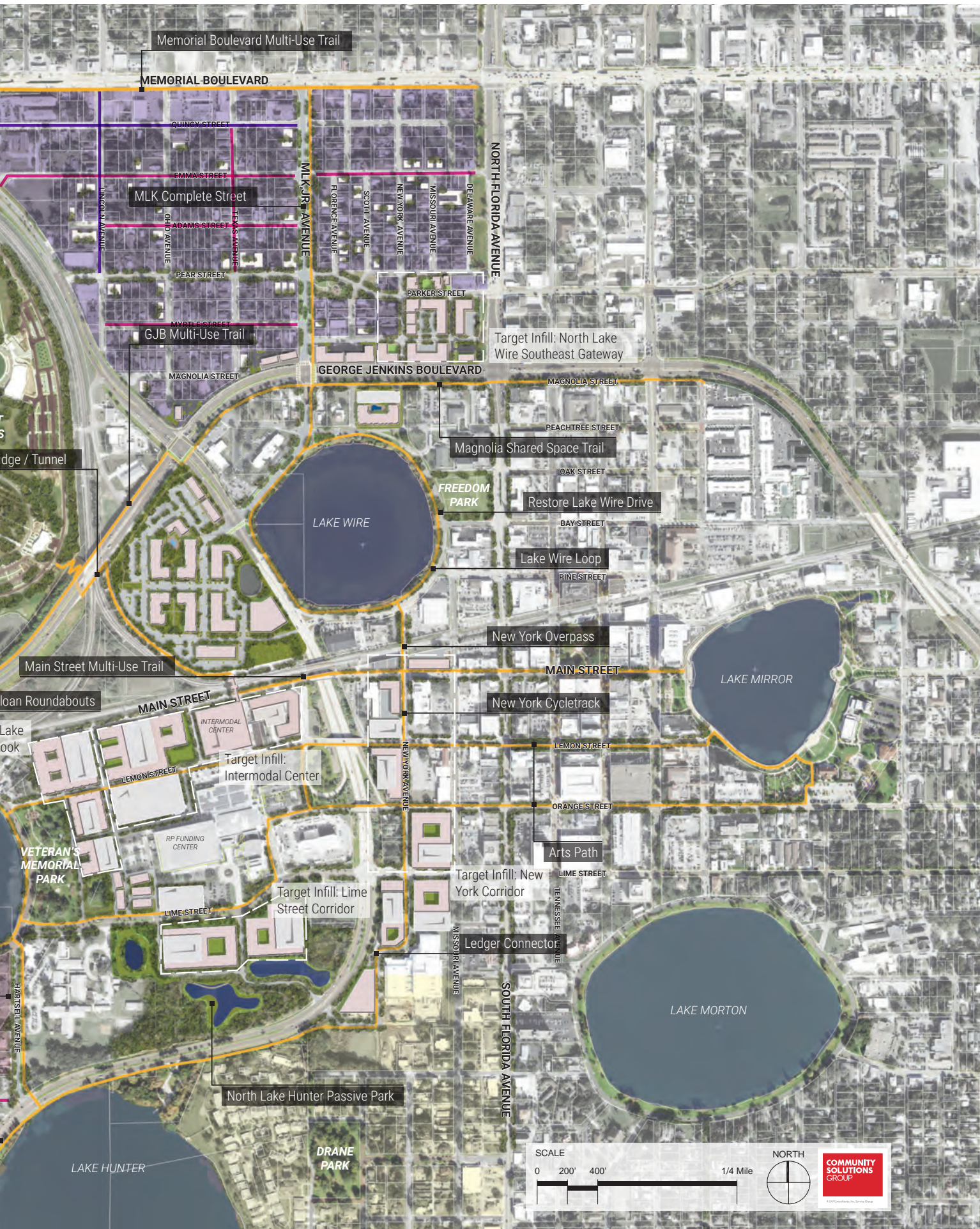
MAJOR



VISION and MOVES

DOWNTOWN WEST SHARED VISION PLAN





SCALE
 0 200' 400' 1/4 Mile

NORTH

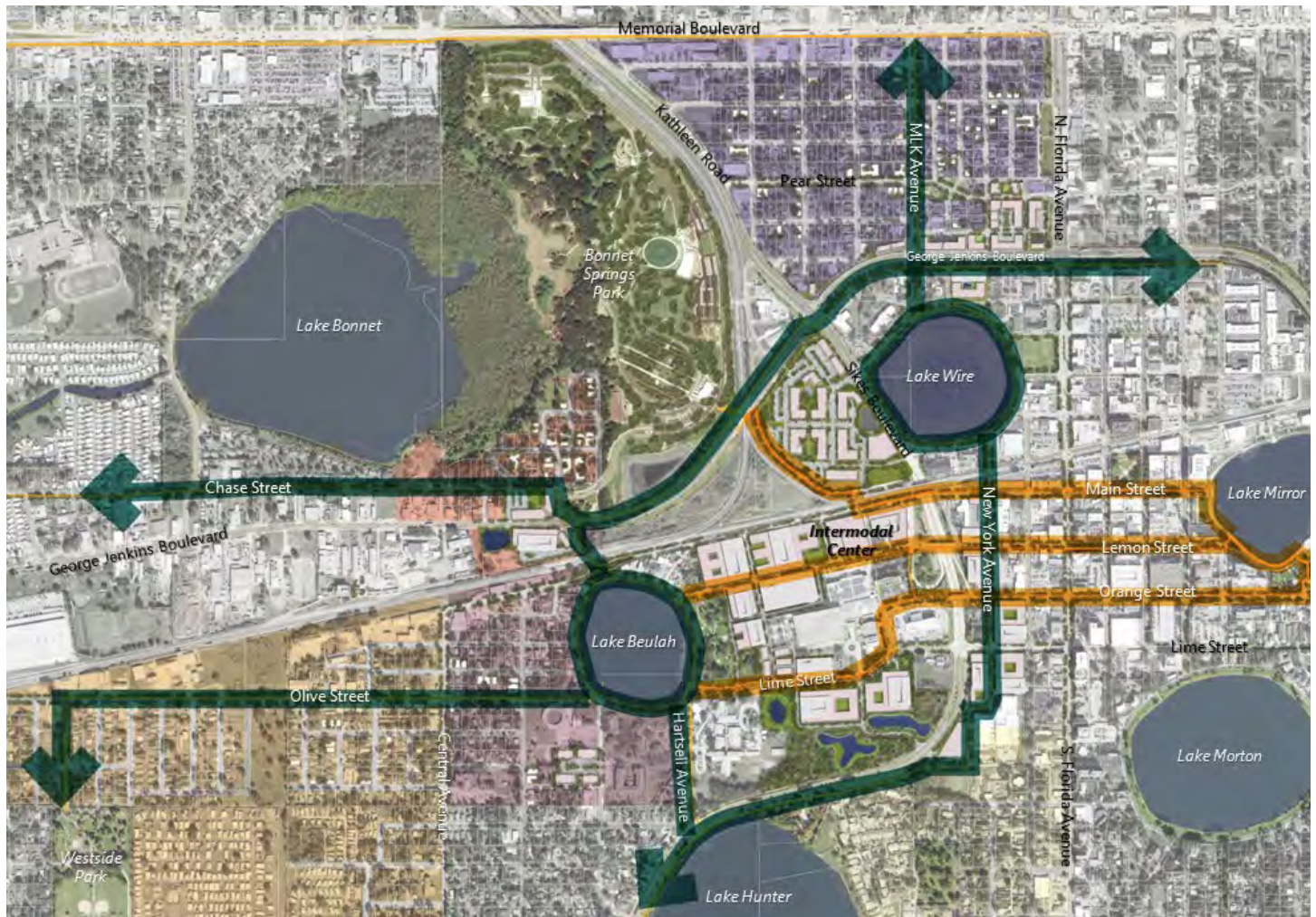
COMMUNITY SOLUTIONS GROUP

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IMPROVE CONNECTIVITY for ALL

IMPROVING TIME, STRESS, and EASE of USE for PEDESTRIANS and BIKES.

Create improved connectivity for everyone, everywhere. This initiative includes an east-west multi-use trail along Chase Street, George Jenkins Blvd, and Magnolia Street; a north-south connection via a complete street on MLK, Jr., sidewalk widening around Lake Wire, and a cycle track on New York Avenue; and a west connection via a Sloan pedestrian tunnel, sidewalk widening around Lake Beulah, and a complete street on Hartsell Avenue.



These INITIATIVES advance CONNECTIVITY for ALL by improving time, reducing stress, and creating a network that's easier to use for pedestrians and bikes:

- **East/West Bike and Pedestrian Spine** connecting from west of Brunell Parkway to Bonnet Springs Park, the North Lake Wire Neighborhood and ultimately across North Florida Avenue to Mirrorton.
- **North/South Bike and Pedestrian Spine** connecting the Lake Hunter Trail to the New York Avenue Cycletrack, an improved path around Lake Wire, and a trail contemplated as part of the MLK Avenue Complete Street.
- **Westside Connector** linking North/South and East/West Spines to Lake Beulah via the Hartsell Avenue Trail and an improved pedestrian underpass linking Lake Beulah to Bonnet Springs Park.
- **Olive Street Multi-Use Trail** connecting Westgate-Central Neighborhood to the Westside Connector.
- **Arts Loop Trail** on Main, Orange, and Lemon Streets linking Lake Mirror to Lake Beulah and a series of public art installations.



Potential MLK, Jr. Avenue Complete Street



Example Hartsell Avenue Trail character



Arts Loop Trail precedent and inspiration - Indianapolis Cultural Trail



Example rail underpass for pedestrians and bikes



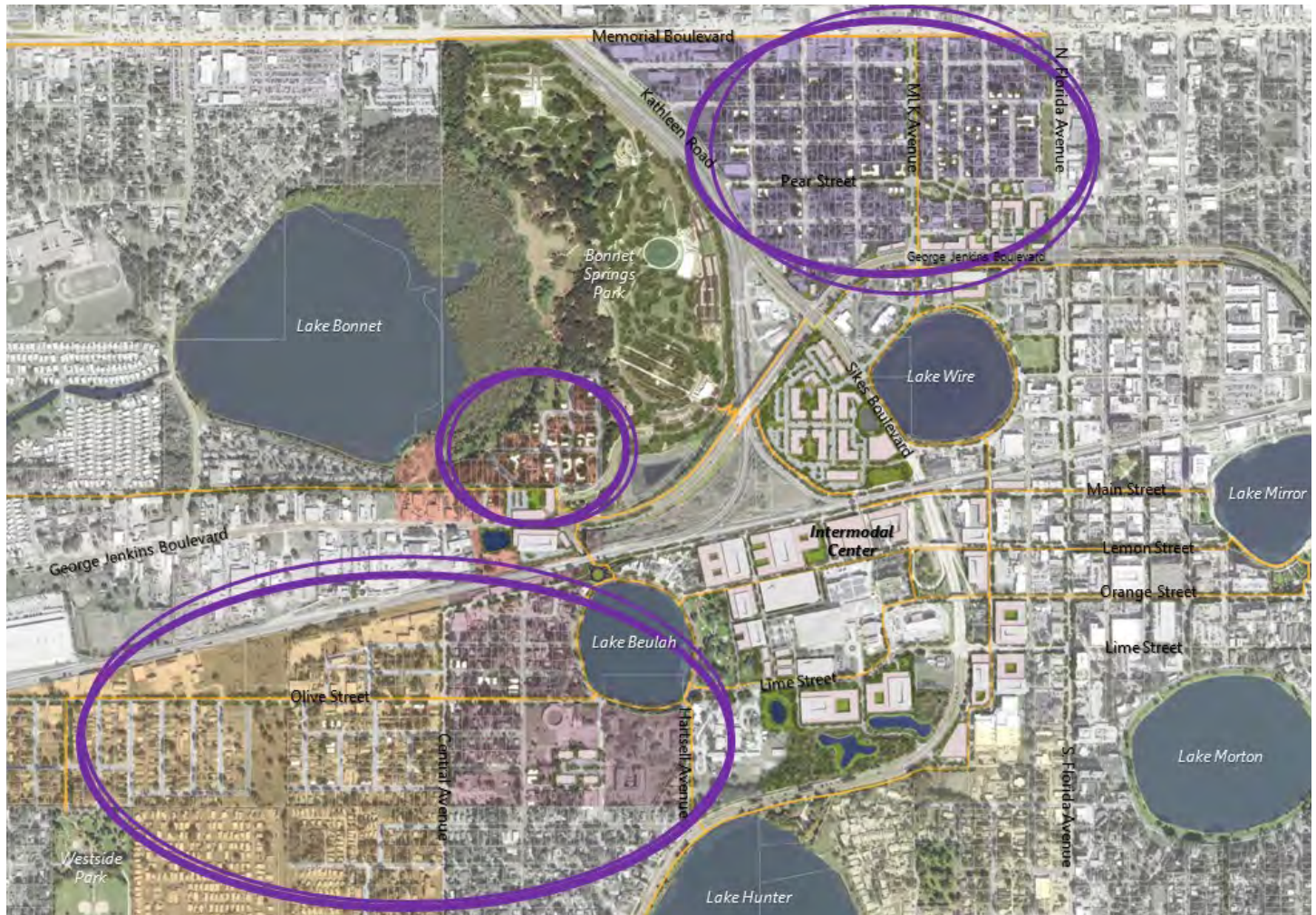
Existing Lake Wire sidewalk

Example Lake Wire path enhancements

NURTURE the NEIGHBORHOODS

INFRASTRUCTURE for NEIGHBORHOOD LIVABILITY

Prioritize neighborhood beautification like sidewalks, streetlights, and street trees together with sewer connections, neighborhood traffic calming, and an infill grant program. The plan leaves no communities behind! Neighborhoods in Downtown West include North Lake Wire, Crescent Heights, Westgate Central-Lake Beulah, and portions of western Downtown.



These INITIATIVES NURTURE the NEIGHBORHOODS through implementation of infrastructure that improves the livability of neighborhoods in Downtown West:

- **Extending wastewater service** throughout the Crescent Heights Neighborhood to support infill development.
- Implementing a **Pre-Development Grant Program** to support infill residential construction. The grant could be used to defray costs of design, survey, permitting, and other activities required prior to construction.
- **Sidewalk/Street Tree/Streetlight Program** throughout Downtown West neighborhoods to connect gaps in sidewalk coverage and support infill development and safety and walkability for all residents.
- **Neighborhood Traffic Calming** targeted in North Lake Wire Neighborhood and Crescent Heights Neighborhood to address speeding associated with cut-thru traffic without origins or destinations in the neighborhood.
- **North Lake Hunter Stormwater Park** designed as a passive open space reconfiguration/expansion of the wetlands and stormwater ponds on the south end of the RP Funding Center site.
- **I-Mix District** allowing compatible residential uses as a mixed-use option in lower-intensity industrial areas.



Infill Housing (Pre-Development Grant Program)



I-Mix District with "Workplace" Mixed-Use and housing



North Lake Hunter Stormwater Park precedent and inspiration - Lake Howard Nature Park (Winter Haven)



Example of neighborhood traffic calming device



Example of filling in a sidewalk gap

TARGET INFILL

PLANNING for POPULATION WHERE IT MAKES SENSE

Prioritize the facilitation of new residential options near community services, transit, and amenities in places where it complements existing neighborhoods. This targeted infill could include “missing middle” housing like duplexes and townhomes, and an Arts Gateway that mixes residential types compatible with light industrial uses.



These INITIATIVES help the City TARGET INFILL to add to the residential base of Downtown through increased density in Downtown West:

- Policy changes and design guidelines to encourage higher density residential/mixed-use development along **George Jenkins Boulevard** in the southeast corner of North Lake Wire Neighborhood.
- Consolidating parking on the RP Funding Center site to facilitate development along the **Lime Street Corridor** and the western portion of the site **overlooking Lake Beulah**.
- Encouraging infill development on the parking lots along the **New York Avenue corridor**.
- Preparing for next generation residential development on the sites adjacent to the proposed **Intermodal Center** to further the City's goals for transit-oriented development densities and forms.
- Facilitating the development of sites north and south of George Jenkins Boulevard at the entrance to Bonnet Springs Park, potentially as an **"Arts Gateway"** mixed-use development.



Example targeted infill character - Lime Street Corridor and integration with North Lake Hunter Stormwater Park



Example targeted infill character - Lake Beulah Overlook with open space fronting park



Example targeted infill character - scale and orientation of New York Avenue Corridor

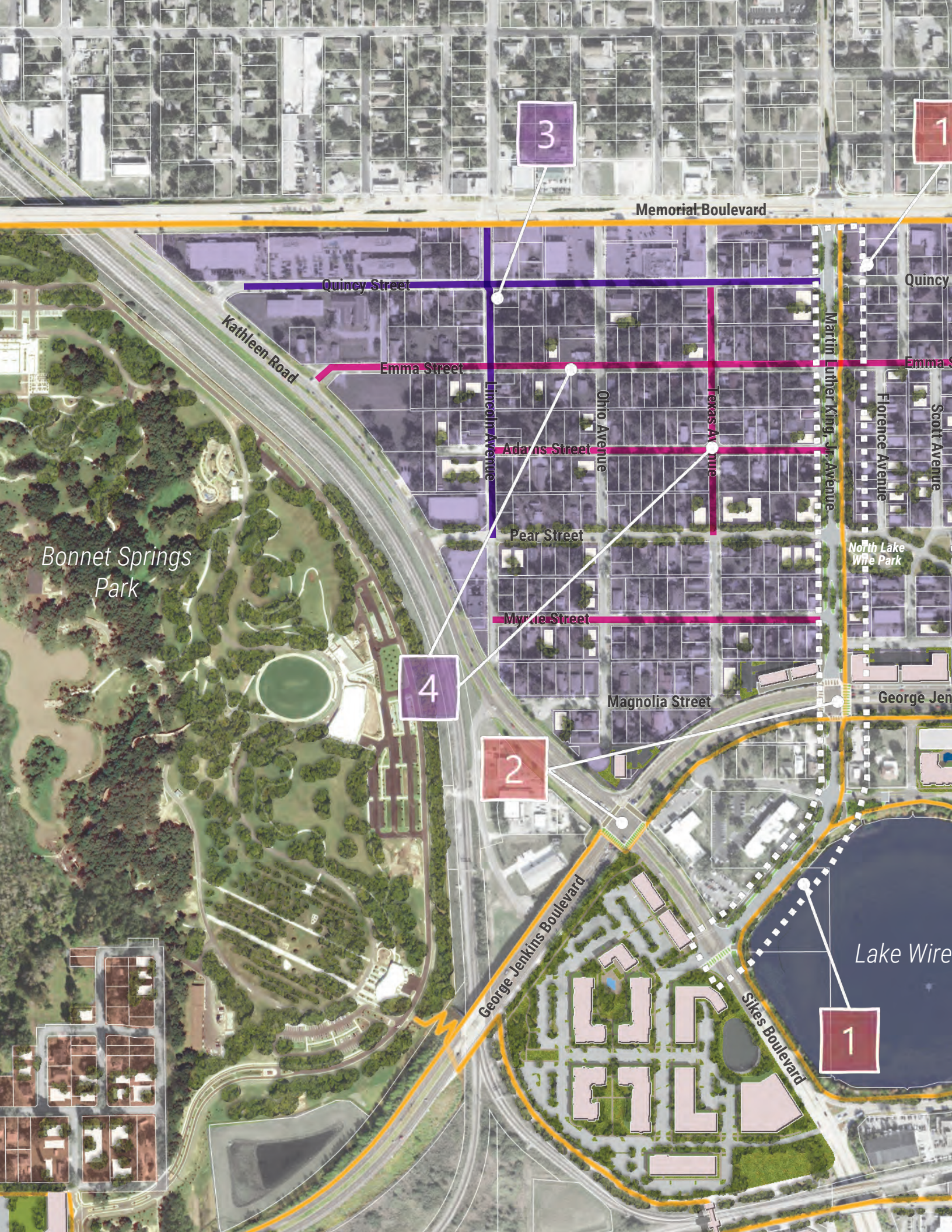
HOW
STRAT
INITIATE
DOWNTOWN
NEIGHBO

WATER
STRATEGIC

INITIATIVES for

DOWNTOWN WEST

NEIGHBORHOODS



3

1

Memorial Boulevard

Quincy Street

Quincy

Kathleen Road

Emma Street

Emma S

Lincoln Avenue

Ohio Avenue

Texas Avenue

Martin Luther King, Jr. Avenue

Florence Avenue

Scott Avenue

Bonnet Springs Park

Adams Street

Pear Street

North Lake Wire Park

4

2

Myrtle Street

Magnolia Street

George Jen

Lake Wire

1

George Jenkins Boulevard

Sikes Boulevard

NORTH LAKE WIRE NEIGHBORHOOD STRATEGIC INITIATIVES:

1. **Martin Luther King, Jr. Avenue Complete Street**

2. **George Jenkins Boulevard Pedestrian Intersection Safety Improvements**

3. **Neighborhood Traffic Calming: Quincy/Lincoln**

4. **Sidewalk/Streetlight/Street Tree Program: Emma, Adams, Myrtle, Texas**

5. **Targeted Infill: Southeast Gateway (Upzone with Design Standards)**

6. **Pre-Development Grant Program for Residential Infill**



SCALE

0 200' 400' 1/4 Mile

NORTH



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Bonnet Springs Park

1

George Jenkins Boulevard

Martin Luther King, Jr. Avenue

George Je

Peachtree

Lake Wire

7

Sikes Boulevard

Sloan Avenue

Lemon Street

Lake Beulah

Veteran's Memorial Park

Lake Beulah Drive

8

Jim Ct. Street

Blake Academy

6

Webster Avenue

Hartsell Avenue

Sikes Boulevard

DOWNTOWN AND LAKE WIRE NEIGHBORHOOD STRATEGIC INITIATIVES:

1. George Jenkins
Boulevard Multi-Use Trail
Retrofit

2. Magnolia Street Shared
Space Trail

3. Lake Wire Path Upgrades

4. New York Avenue
Bike/Ped
Connector/Bridge

5. Arts Loop Path

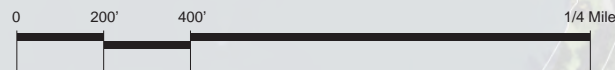
6. North Lake Hunter
Stormwater Nature Park

7. Targeted Infill: Intermodal
Center

8. Targeted Infill: Lime
Street Corridor

9. Targeted Infill: New York
Avenue Corridor

SCALE



NORTH



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WESTGATE-CENTRAL AND LAKE BEULAH NEIGHBORHOOD STRATEGIC INITIATIVES:

Lake Bonnet

1. Main Street/Sloan Avenue Roundabout and CSX Pedestrian Tunnel

2. Sidewalk/Streetlight/Street Tree Program:
Lime, Pinewood, Walnut, Herschell, Beech

3. Traffic Calming:
Beech/Walnut Cut-Thru

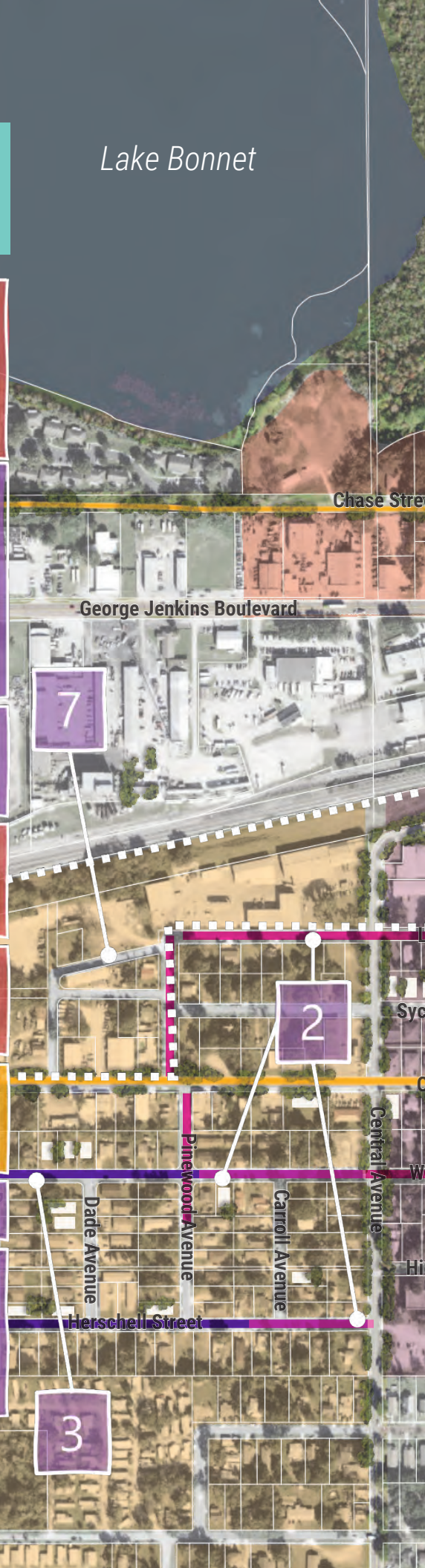
4. Hartsell Avenue Complete Street

5. Olive Street Multi-Use Trail

6. Targeted Infill: Lake Beulah Overlook

7. I-MIX District

8. Pre-Development Grant Program for Residential Infill



Chase Street

George Jenkins Boulevard

7

2

Dade Avenue
Pinewood Avenue
Carroll Avenue

3

Herschell Street

Westside Park



Bonnet Springs Park

George Jenkins Boulevard

Sikes Boulevard

Bonnet Springs Boulevard

6

1

Main Street

Orange Street

Lake Beulah

Veterans Memorial Park

Lime Street

Blake Academy

Cornelia Avenue

Webster Avenue

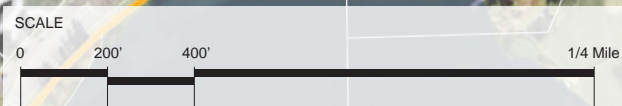
Hartsell Avenue

4

Herschell Street

Ruby Street

5



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Lake Bonnet

2

5

4

8

Chase Street

George Jenkins Boulevard

Main Street

Lime Street

Sycamore Street

Olive Street

Olive Street

Choctaw Avenue

Westgate Avenue

Kansas Avenue

Montana Avenue

Oregon Avenue

Beech Avenue

Dade Avenue

Pinewood Avenue

Carroll Avenue

Central Avenue

Walnut Street

Cornelia Avenue

Hickory Street

Herschell Street

Westside Park

Bonnet Springs
Park

Lake Wire

CRESCENT HEIGHTS NEIGHBORHOOD STRATEGIC INITIATIVES:

1. Neighborhood-wide
Sewer Connections

2. Chase Street Trail

3. Sloan/Bonnet Springs
Boulevard Intersection
Improvements

4. Sidewalk/Streetlight/
Street Tree Program:
Prospect, Sloan

5. Targeted Infill: The Arts
Gateway

6. Pre-Development Grant
Program for Residential
Infill

7. George Jenkins
Boulevard/Sloan Avenue
Roundabout

8. George Jenkins Safety
Improvements

3

7

Lake Beulah

Orange Street

Herschell Street

Ruby Street

Webster Avenue

Hartsell Avenue

Bonnet Springs Boulevard

Chase Street

Sloan Avenue

Webster Avenue

Sloan Avenue

SCALE

0 200' 400' 1/4 Mile

NORTH



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ASR Consulting, Inc. Service Group



ACT FRAME



ION WORK

ACTION FRAMEWORK FOR DOWNTOWN WEST

The plan is based on a set of **KEY INSIGHTS** that describe the situation in Downtown West. The **KEY INSIGHTS** are addressed by three **MAJOR MOVES** that are implemented in individual **STRATEGIC INITIATIVES**. The projects cover each neighborhood across the wide geography of Downtown West and have been loosely grouped into projects that should be considered now, soon (in 5 to 7 years), and later (beyond 7 years).

- [1] Bonnet Springs Park is a community asset that needs better access from the community.
- [2] New developments on Lake Wire are changing the face of the district.
- [3] The fabric of Downtown erodes significantly in the first two blocks west of Florida Avenue.
- [4] The land used for parking at the RP Funding Center is an underutilized asset and could be repositioned for development.
- [5] The district has the potential to provide important linkages between planned trail connections.
- [6] The North Lake Wire Neighborhood has made improvements but is held back by speculation.

IMPROVE CONNECTIVITY
for all starting with pedestrians and bikes.

IMPROVING TIME, STRESS, and EASE of USE for BIKES and PEDESTRIANS

- WCB-1 5-POINTS ROU
- LWD-1 GJB MULTI-USE
- LWD-3 LAKE WIRE PAT
- LWD-4 NY AVE BIKE PE
- CHN-3 SLOAN - BONN
- CHN-7 GJB - SLOAN RO
- CHN-8 GJB SAFETY IM

NURTURE the NEIGHBORHOODS
– North Lake Wire, Westgate Central / Lake Beulah, and Crescent Heights.

INFRASTRUCTURE for NEIGHBORHOOD LIVABILITY

- CHN-1 NEIGHBORHOOC
- NLW-4 SIDEWALK/STR
- NLW-6 PRE-DEV GRAN
- WCB-8 PRE-DEV GRAN
- WCB-2 SIDEWALK/STR

TARGET INFILL
to add to the residential base of Downtown through increased density in Downtown West.

PLANNING for POPULATION WHERE IT MAKES SENSE

- NLW-5 SE GATEWAY U

Consider Now

KEY INSIGHTS

MAJOR MOVES

STRATEGIC I

For additional information, presentations, and interactive GIS visualization, please visit the CRA's [Downtown West StoryMap](#).

<ul style="list-style-type: none"> ROUNDABOUT + CSX PED TUNNEL TRAIL BRIDGE RETROFIT STREET LIGHT UPGRADES TRAIL BRIDGE OVER RR STREET LIGHTS INTERSECTION ROUNDABOUT STREET LIGHT IMPROVEMENTS 	<ul style="list-style-type: none"> CHN-2 CHASE STREET TRAIL WCB-4 HARTSELL AVENUE COMPLETE STREET WCB-5 OLIVE STREET MULTI-USE TRAIL NLW-1 MLK AVE COMPLETE STREET NLW-2 GJB INTERSECTION IMPROVEMENTS 	<ul style="list-style-type: none"> LWD-2 MAGNOLIA SHARED SPACE TRAIL LWD-5 ARTS LOOP PATH MEMORIAL BLVD BICYCLE/PEDESTRIAN OVERPASS SUNRAIL EXTENSION/STATION US 98 BRT
<ul style="list-style-type: none"> ROAD-WIDE SEWER CONNECTIONS STREET TREE/LIGHT PROGRAM STREET LIGHT PROGRAM STREET LIGHT PROGRAM STREET TREE/LIGHT PROGRAM 	<ul style="list-style-type: none"> CHN-4 SIDEWALK/STREET TREE/LIGHT PROGRAM CHN-6 PRE-DEV GRANT PROGRAM NLW-3 QUINCY/LINCOLN TRAFFIC CALMING 	<ul style="list-style-type: none"> WCB-3 NEIGHBORHOOD TRAFFIC CALMING WCB-7 I-MIX DISTRICT LWD-6 N LAKE HUNTER STORMWATER PARK
<ul style="list-style-type: none"> ZONE W/ DESIGN STANDARDS 	<ul style="list-style-type: none"> WCB-6 LAKE BEULAH OVERLOOK LWD-9 NEW YORK AVENUE CORRIDOR 	<ul style="list-style-type: none"> CHN-5 ARTS GATEWAY LWD-7 INTERMODAL CENTER LWD-8 LIME STREET CORRIDOR

Consider Soon

Consider Later

INITIATIVES

PROJECTS CURRENTLY UNDERWAY

The plan builds on several key connectivity initiatives that are currently programmed or under construction. These initiatives include:

- **FIVE POINTS ROUNDABOUT [PORTION OF WCB-1] (UNDER CONSTRUCTION)**
 - City Construction Funding \$1.25M
 - CRA Contribution \$1.15M
- **CHASE STREET TRAIL [CHN-2] (CONSTRUCTION IN FY 2026)**
 - City Design Funding – Currently Under Bid
 - FDOT Construction Funding \$1.5M
 - CRA Contribution \$300,000
- **NEW YORK AVENUE BICYCLE/PEDESTRIAN OVERPASS [LWD-4] (CONSTRUCTION IN FY 2026)**
 - FDOT Design Funding – Currently Underway
 - FDOT Construction Funding \$9.2M
 - City/CRA Contribution \$85,000
- **HARTSELL TRAIL [WCB-4] (DESIGN FY24)**
 - FDOT Design Funding \$100,000
 - FDOT Construction Funding: Draft Tentative Work Program shows \$850,000 in FY 2026. Must be adopted by Legislature.
 - CRA Contribution \$75,000
- **WEST LAKE HUNTER TRAIL PHASE I (LIME TO HARTSELL) (CONSTRUCTION IN FY 2028)**
 - FDOT Design Funding \$805,000
 - FDOT Construction Funding \$1.7M
- **MEMORIAL BOULEVARD PROJECT DEVELOPMENT & ENVIRONMENTAL STUDY FROM WALKER AVE TO SR 33/ LAKELAND HILLS BOULEVARD (STUDY FY 2024)**
 - FDOT Study Funding \$1.3M
 - FDOT Construction Funding Pending Work Program Release 2033/32
 - CRA Contribution to construction could be significant, however project construction currently scheduled after Midtown sunset
- **LAKELAND INTERMODAL CENTER**
 - PD&E Study Scope Under Development
 - Funding \$2.0M
 - TPO has requested \$5M for Design
 - No funding available for construction at this time.
 - PD&E Study for SunRail Extension is requested for addition to FY 2024 of FDOT Work Program

RECOMMENDED ADDITIONAL PRIORITY PROJECTS

The following eight projects are recommended to be advanced within the next five years based on their ability to fundamentally alter the course of Downtown West toward the MAJOR MOVES and the City's perceived readiness for the activity. These projects have been developed through consultation with the community and vetted with respect to community priorities. Please refer to the description of the activities associated with each project included on the following pages.

- Crescent Heights Neighborhood-Wide Sewer Connections [CHN-1]
\$TBD
- Residential Pre-Development Grant Program [WCB-8 and NLW-6]
\$750,000 [Midtown CRA]
- Sidewalk/Street Tree/Light Program [NLW-4 and WCB-2]
\$1,000,000 [Midtown CRA]
- George Jenkins Boulevard Safety Improvements [CHN-8]
\$125,000 [Midtown CRA]
- George Jenkins Boulevard Multi-Use Trail Bridge Retrofit [LWD-1]
\$2,000,000 [Midtown CRA] \$200,000 [Downtown CRA]
- George Jenkins Boulevard/Sloan/Roundabout and Ped Connection [WCB-1, CHN-3, and CHN-7]
\$200,000 [Midtown CRA] \$200,000 [Downtown CRA]
- Lake Wire Path Upgrades [LWD-3]
\$700,000 [Downtown CRA]
- Southeast Gateway Upzone w/ Design Standards [NLW-5]
Not Applicable

Five Year Totals: \$4,325,000 [Midtown CRA] \$1,100,000 [Downtown CRA]

CRESCENT HEIGHTS NEIGHBORHOOD-WIDE SEWER CONNECTIONS [CHN-1]

Recommendation: Connect Crescent Heights to sewer. Potential redevelopment efforts in Crescent Heights are limited by the lack of sewer serving the neighborhood. With the Western Trunk line project, scheduled for completion in 2026, the system will have enough capacity to support sewer flows from the neighborhood.

Implementation Partners: Water Utility/Public Works lead

RESIDENTIAL PRE-DEVELOPMENT LOAN TO GRANT PROGRAM [WCB-8 AND NLW-6]

Recommendation: Prototype a pre-development loan to grant program to support infill residential construction. The grant could be used to defray costs of design, survey, and other activities required prior to construction.

Amount: up to \$15,000; must be repaid if construction does not commence within two years

Eligibility: New build single-family, duplex, or townhome projects within Downtown West Midtown CRA locations (renovations/expansions of existing homes not eligible)

Uses: Schematic design, design development (30%, 60%, 90%), construction documents, landscape design, civil site engineering, survey

Implementation Partners: CRA program development lead; support Community Planning and Housing

SIDEWALK/STREET TREE/LIGHT PROGRAM [NLW-4 AND WCB-2]

Recommendation: Target sidewalk, street tree, and streetlight improvements in North Lake Wire and Lake Beulah Neighborhoods as shown on Strategic Initiatives maps.

Implementation Partners: CRA organizational lead; Improvement design and implementation by Public Works Engineering, Construction and Maintenance, Transportation, Traffic Operations, Lakeland Electric; Community Planning for public engagement and neighborhood coordination

GEORGE JENKINS BOULEVARD SAFETY IMPROVEMENTS [CHN-8]

Recommendation: Develop safety study with FDOT on George Jenkins Boulevard west of Sloan. This is a four lane undivided section with no dedicated left turn lanes. Large volumes of truck turning movements create visibility impacts and other safety issues. The study should investigate character of traffic, new mobility impacts created by Bonnet Springs Park, and potential alternate roadway configurations such as a three-lane section.

Implementation Partners: Transportation lead; Support from Public Works Engineering, Traffic Operations, Community Planning; Corridor property owners and business owners/operators





Existing sidewalk at Lake Wire



Potential path improvements at Lake Wire could be similar to Lake Beulah (seen here)

LAKE WIRE PATH UPGRADES [LWD-3]

Recommendation: Widen the walkway to at least an 8' asphalt path and add amenities at key locations such as the end of terminating streets. The walk around Lake Wire is generally a 5' concrete sidewalk. With the increased population in the neighborhood from multiple new residential projects, a wider walk with increased amenities (benches, trash cans, bike racks, shade trees) is appropriate. Coordinate with FDOT for improvements along Sikes Boulevard edge and with MLK Avenue Complete Street concepts for adjacent walks.

Implementation Partners: CRA organizational lead; Improvement design by Parks, Recreation & Cultural Arts and implementation by Public Works Engineering, Construction and Maintenance, Transportation coordination with FDOT, Traffic Operations at intersections/crosswalks connecting path; Community Planning for public engagement and neighborhood coordination

GEORGE JENKINS BOULEVARD MULTI-USE TRAIL BRIDGE RETROFIT [LWD-1]

Recommendation: Work with FDOT and Bonnet Springs Park to fast track the GJB multi-use trail bridge retrofit to provide safe and comfortable pedestrian access over the CSX railroad.

Implementation Partners: Transportation organizational lead; Community Planning for public engagement and neighborhood coordination; Bonnet Springs Park for bike/pedestrian connection to park; CRA input and support



STRATEGIC INITIATIVE:

**George Jenkins Boulevard
Multi-Use Trail Retrofit**

1. Utilize existing overpass to cross railroad [major barrier to connectivity]
2. Westbound [north side] lane reconfiguration to create 10'-12' multi-use trail.
3. Add shade for pedestrian comfort during all seasons.
4. Add Special Emphasis Crosswalks

*Eliminate bike lane and
create 10' multi-use
trail with on north side*

*Narrow
Westbound
lanes*

*North Lake
Wire
Neighborhood*

**DOWN
TOWN WEST**
ACTION PLAN



Existing Sloan Avenue underpass without bike/ped facility

GEORGE JENKINS BOULEVARD/SLOAN/ROUNDBOUT AND PED CONNECTION [WCB-1, CHN-3, AND CHN-7]

Recommendation: Work with FDOT and CSX to develop a feasibility study for a roundabout at the George Jenkins Boulevard / Bonnet Springs Boulevard / Sloan Avenue intersection including options for roadway and pedestrian improvements to the Sloan Avenue underpass.

Implementation Partners: CRA organizational lead; Transportation lead and coordination with FDOT; Public Works Engineering, Traffic Operations; Community Planning for public engagement and stakeholder/neighborhood coordination (including Bonnet Springs Park and Crescent Heights residents)



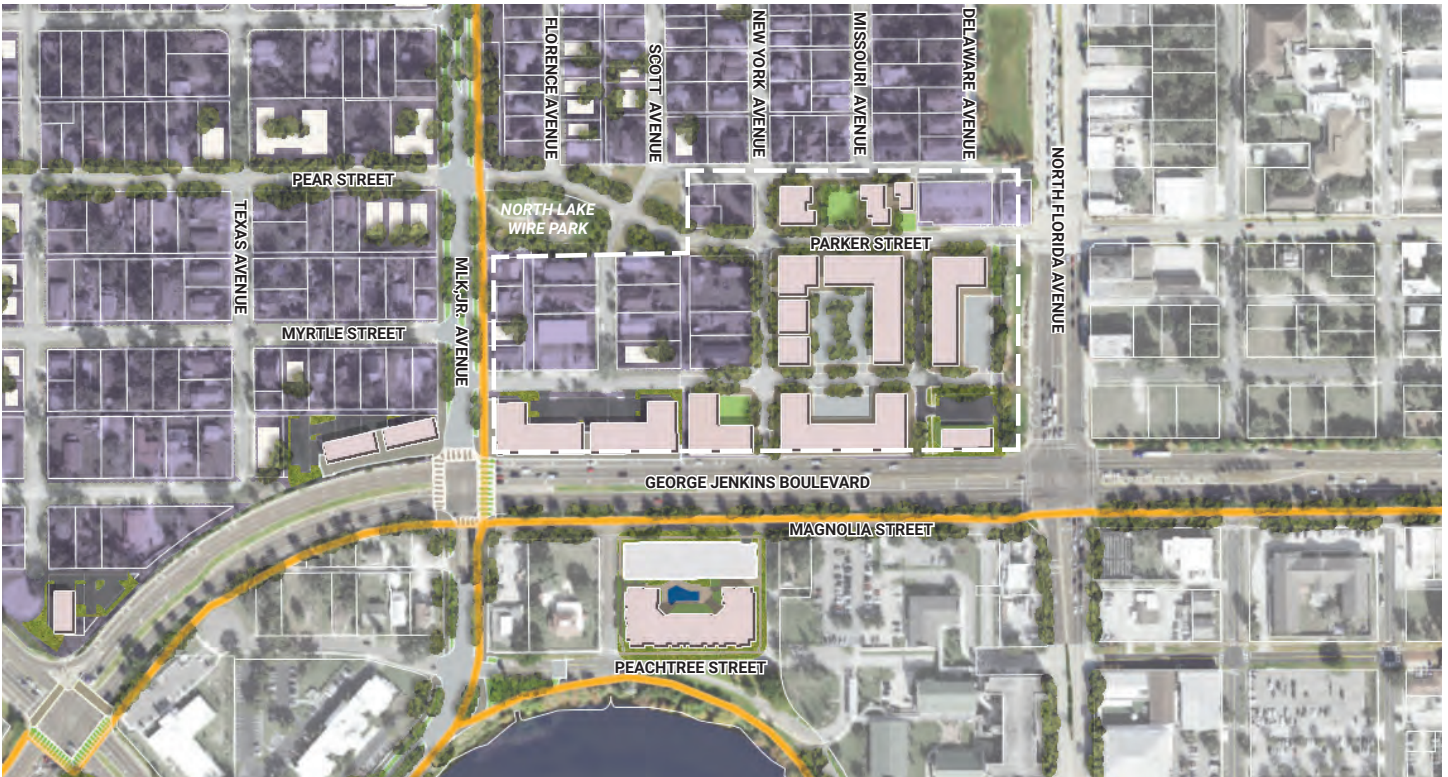
Example bike/pedestrian underpass



Existing conditions



View of potential roundabouts and trail connections (in orange)



**SOUTHEAST GATEWAY UPZONE W/
DESIGN STANDARDS [NLW-5]**

Recommendation: Rezone to MF-22 and develop design guidelines for the southeast corner of the North Lake Wire neighborhood bound by MLK, Jr. Avenue, Parker Street, North Florida Avenue, and George Jenkins Boulevard. This is a good location for increased density at the edge of the neighborhood. Development should target a density range of 24 to 30 units per acre and encourage higher densities adjacent to George Jenkins Boulevard transitioning to lower densities on the north more similar to the existing neighborhood.

Implementation Partners: Community Planning lead with support from CRA



ADDITIONAL PROJECTS



MLK, JR. AVENUE COMPLETE STREET [NLW-1]

Recommendation: Develop a neighborhood-based concept plan for a complete street on MLK, Jr. Avenue from Sikes Boulevard north to Memorial Boulevard. This street is potentially a significant bike and pedestrian connection from the neighborhood to Lake Wire and Downtown. As currently designed, the road is significantly under capacity and frequently above desired operating speed. During the public engagement process, the community recognized these issues that create a barrier through heart of the neighborhood. They were generally in favor of a complete street retrofit in principle, but differed on details. The concept plan process should evaluate the performance of the street for all users, including moving users like bikes, pedestrians, buses, and static users such as adjacent residents and businesses and consider mobility and placemaking goals of the neighborhood.



OLIVE STREET MULTI-USE TRAIL [WCB-5]: Continue planning for sidepath or multi-use trail in Olive Street right-of-way connecting the Westgate-Central Neighborhood to the north-south trail connections proposed from Lake Hunter along Hartsell Avenue to Lake Beulah and Bonnet Springs Park.

GEORGE JENKINS BOULEVARD INTERSECTION IMPROVEMENTS [NLW-2]: Plan for intersection improvements at George Jenkins and MLK to improve pedestrian safety and reduce the barrier effect of George Jenkins Boulevard for residents of North Lake Wire, allowing safer and more comfortable access to Lake Wire and Downtown.

MAGNOLIA SHARED SPACE TRAIL [LWD-2]: Study the reallocation of right-of-way space along Magnolia Street to introduce protected bike/pedestrian path. This is part of the major east west path system and could conceivably be a safe bike and pedestrian connection along the south side of the Intown Bypass all the way to Mirrorton.

ARTS LOOP PATH [LWD-5]: Develop “branded” trail loop of wide (8’ +) sidewalks/trails on Main, Orange, and Lemon Streets linking Lake Mirror to Lake Beulah. Punctuate loop with a series of public art installations (supplementing current locations) and include wayfinding and interpretive signage.

I-MIX DISTRICT [WCB-7]: Consider developing an overlay or other zoning mechanism to allow compatible residential uses as a mixed-use option in lower-intensity industrial areas. This can allow for certain types of residential to be feasible development options in areas near established neighborhoods that are transitioning from industrial uses.

NORTH LAKE HUNTER STORMWATER PARK [LWD-6]: Implement a passive open space reconfiguration and expansion of the wetlands and stormwater ponds on the south end of the RP Funding Center site. This may be supplemented with trails and boardwalks to create a larger-scale natural park space connecting open spaces around Lake Hunter to Veterans Memorial Park.

ADDITIONAL TARGET INFILL LOCATIONS

**BONNET
SPRINGS
PARK**

PROSPECT STREET

**S
N AVENUE**

WEBSTER AVENUE

GEORGE JENKINS BOULEVARD

Target Infill: Lake Beulah Overlook

Target Infill: Arts Gateway

SLOAN AVENUE

ORANGE STREET

**VETERAN'S
MEMORIAL
PARK**

LAKE BEULAH

CENTRAL AVENUE

LIME STREET

SYCAMORE STREET

OLIVE STREET

WALNUT STREET

HICKORY STREET

CORNELIA AVENUE

WEBSTER AVENUE

HARTSELL AVENUE

LAKE WIRE

PINE STREET

MAIN STREET

MAIN STREET

INTERMODAL CENTER

Target Infill:
Intermodal Center

LEMON STREET

Target Infill:
New York
Corridor

LEMON STREET

NEW YORK AVENUE

ORANGE STREET

RP FUNDING CENTER

LIME STREET

Target Infill: Lime
Street Corridor

LIME STREET

SOUTH FLORIDA AVENUE

MISSOURI AVENUE

NORTH LAKE HUNTER
STORMWATER PARK



**LAKE
LAND
CRA**

**COMMUNITY
SOLUTIONS
GROUP**