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**Largo.com**

Community Development Department  
Planning & Development Services Division

December 13, 2019

Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**Re: City of Largo Proposed 1<sup>st</sup> Ave NE Complete Streets Construction Proposal**

Dear Ms. Favero:

The City of Largo Community Development Department is pleased to submit the attached application for the 1<sup>th</sup> Avenue NE project as a candidate for the Forward Pinellas Complete Streets Construction Program. The proposed project is part of a strategic east-west corridor in Largo's downtown that will provide multimodal enhancements and buffering to the project corridor adjacent to Largo High School and support transformative redevelopment in the City's West Bay Drive Community Redevelopment District. The engineered design was completed in 2016 and the project is currently identified as an unfunded project in City of Largo FY2020-2024 CIP with a pending staff recommendation to advance construction to FY2024-2025 upon being awarded funding. A successful application for the Forward Pinellas Complete Streets Program funding will result in enhanced safety and multimodal connectivity and serve as a catalyst for redevelopment of the adjacent property.

This project identified as a priority in terms of establishing the "Community Streets" network envisioned in the 2018 Comprehensive Plan: Forwarding Our Future and the 2017 Strategic Plan as well as providing enhanced connectivity to our Downtown as emphasized in the 2012 Multimodal Plan. The letters of community support from various stakeholders included in the application emphasize the importance of the enhanced and safe connectivity, access to transit and opportunities for recreation that this project will bring.

Thank you for the opportunity to apply for assistance to move this complete streets project forward. We look forward to the possibility of working collaboratively to accomplish the goals of Complete Streets in the City of Largo and Pinellas County.

Sincerely,

Richard L. Perez, AICP, FRA-RP  
Planning Manager  
[rperez@largo.com](mailto:rperez@largo.com) | #(727) 586-7490





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# 1ST AVENUE NE

## COMPLETE STREETS CONSTRUCTION PROJECT

December 2019 / City of Largo

*Forward Pinellas  
Application for Complete Streets Program  
Construction Funding Category*

*Submitted By: City of Largo  
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Planning & Development Division  
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# PROJECT OVERVIEW

The City of Largo is submitting this application for the 2019 Forward Pinellas Complete Streets Grant and is asking for \$1,000,000 towards funding the 1st Avenue NE Complete Streets Construction Project. The Project starts at Missouri Avenue (Alt US 19) and ends at 4th Street NE approximately 0.26 miles to the east. Overall project construction costs are estimated to total \$4,395,000. The City has already spent \$111,366 on the design and evaluation of the existing multimodal functionality of the 1st Avenue NE corridor improvements (Appendix E - Construction Drawings)

The Complete Streets Project includes reconstruction of 1st Avenue NE which is comprised of red clay brick and is in a serious state of disrepair. The scope of work includes restoration of the failed brick surface, widening of concrete sidewalks along 1st Avenue NE and 2nd Street NE, enhancing landscape and lighting along the existing ten foot wide multimodal path as well as stormwater and wastewater infrastructure improvements.

The 1st Avenue NE Project is one phase of a larger local east-west corridor parallel to and north of West Bay Drive, connecting the Pinellas Trail to Largo High School and Largo Central Park. The east-west corridor includes 4th Avenue NW, Missouri Avenue (Alt US 19) and 1st Avenue NE. See Downtown East-West Corridor Map Exhibit.

The location of the 1st Avenue NE Complete Streets Construction Project is prime for connecting a variety of City facilities and will spur redevelopment and transformative changes in surrounding land use. Many parcels along the corridor are underdeveloped or underutilized and the City and community is investing in projects and improvements that will bolster the area and make it more attractive for redevelopment. The proposed improvements would also lead to a positive impact on the adjacent low-income community and vulnerable populations such as students that live in surrounding neighborhoods and attend Largo High or Largo Middle schools.



# APPLICATION CRITERIA

Criteria	Response
Application must include a letter or resolution from the elected Board, documenting community support for the project.	The City of Largo City Commission approved Resolution No. 225 on November 19, 2019 to support the 1st Avenue NE Complete Streets Construction project. A copy of signed resolution is attached (Appendix G). Letters of support were obtained from Largo High and Largo Middle Schools, Largo Recreation, Parks, and Arts Advisory Board, Arlis Construction, Square Peg Development , Friends of Pinellas Trail, and PSTA (Appendix H).
Project must provide/improve accommodations for multiple modes of travel.	The 1st Avenue NE construction project will accommodate and improve multiple modes of travel by addressing deficient vehicular, bicycle, and pedestrian accommodations along a community street that is essential to making a safe multimodal connection to and from cardinal points of interest that surround the neighborhood.
Application must demonstrate how the project will be a catalyst for transformative change.	The construction project will transform 1st Avenue NE from an uninspiring red clay brick street that is in a high state of disrepair into a viable asset for all modes of transportation and a catalyst for future development in the area.
Local Agency Program (LAP) Certification.	The City attained Project Specific LAP Certification for the West Bay Drive Trailhead project. The certification was granted by FDOT on August 8, 2018. Six employees are trained to manage LAP projects and the City will obtain Project Specific LAP certification for the 1st Avenue NE construction project.
100% of ROW has been acquired.	No additional right-of-way or easements are necessary for planned project improvements. The City of Largo owns 1st Ave NE and has a 60 foot wide public right-of-way along the majority of the street. Sidewalk improvement planned for the 4th Street NE spurs do not require an additional right-of-way.
Local Match	To date the City has invested approximately \$111,366 on Professional Engineering Services for the Design of Roadway Improvements associated with the 1st Ave NE Complete Streets Project. Construction Drawings and Costs compiled by George F. Young (dated June 3, 2016) are contained in Appendix E.



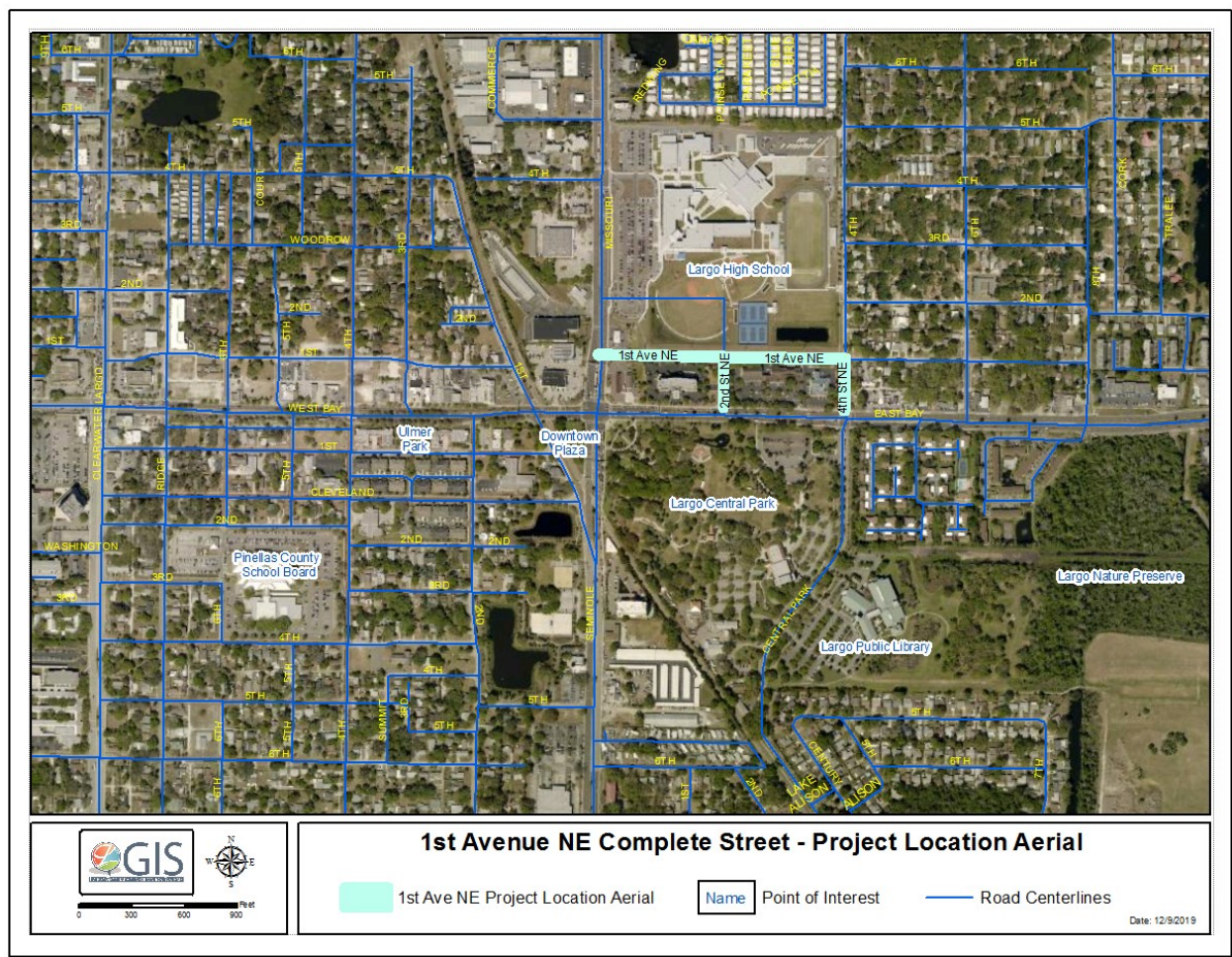
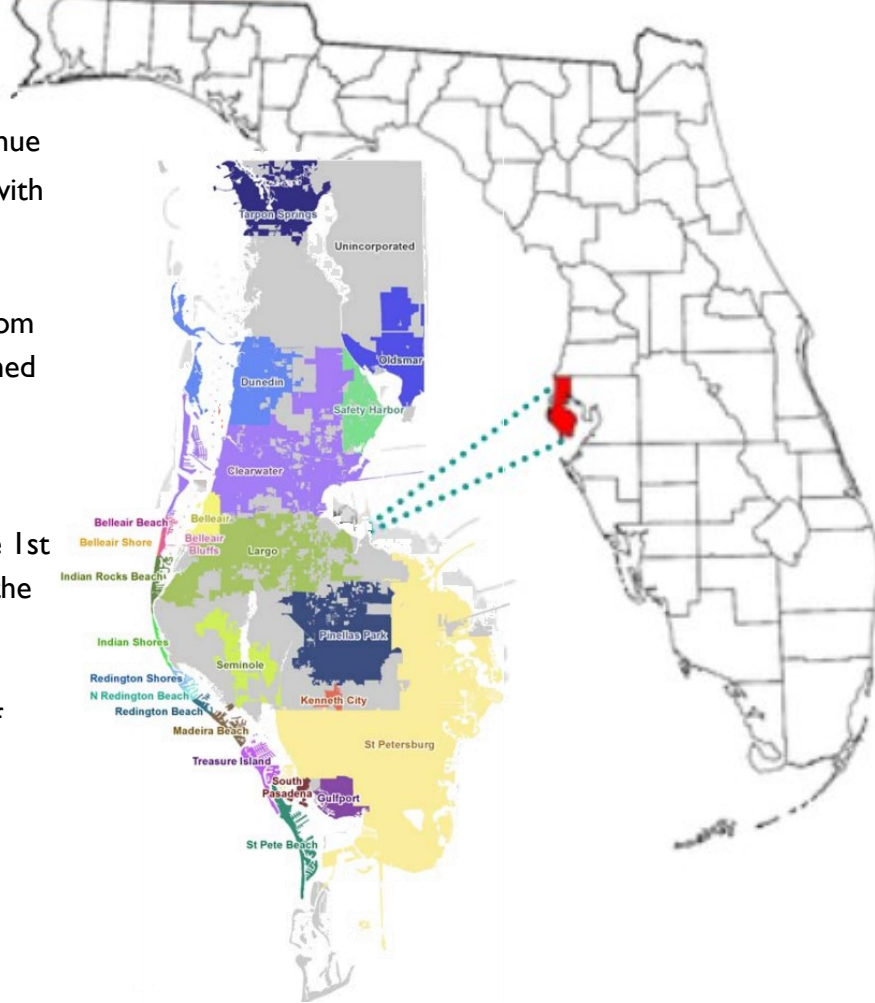
A black and white photograph of a paved path leading through a park-like area. The path is made of large, rectangular concrete slabs and runs straight towards the background. To the left of the path is a grassy area and a chain-link fence. To the right is a grassy area, a chain-link fence, and a large, leafy tree. In the background, there are more trees and a clear sky. The overall scene is bright and open.

# **OPPORTUNITIES**

# **FOR IMPROVEMENT**



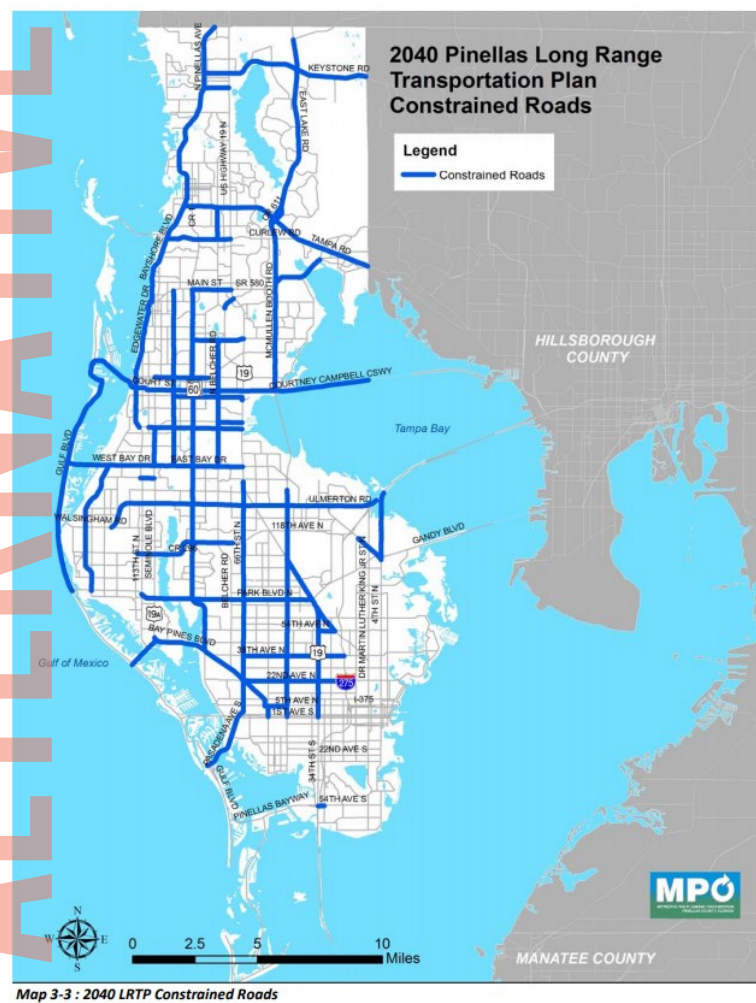
**PROJECT LOCATION** - The 1st Avenue NE Complete Streets Project is in Largo, a city with 82,244 residents. The third largest of 24 incorporated municipalities in Pinellas County. Largo is centrally located and easily accessible from all other parts of the county through an established network of highways and major roads. The Complete Street Project is in the northeast quadrant of the City and includes approximately 0.26 miles of roadway along 1st Avenue NE. The 1st Avenue NE Complete Streets Project begins at the intersection of Missouri Avenue (Alt US 19) and continues east to 4th Street NE. The Project includes 2nd Street NE and 4th Street NE as half block connections to East Bay Drive and Central Park Drive (see Project Location Aerial below).





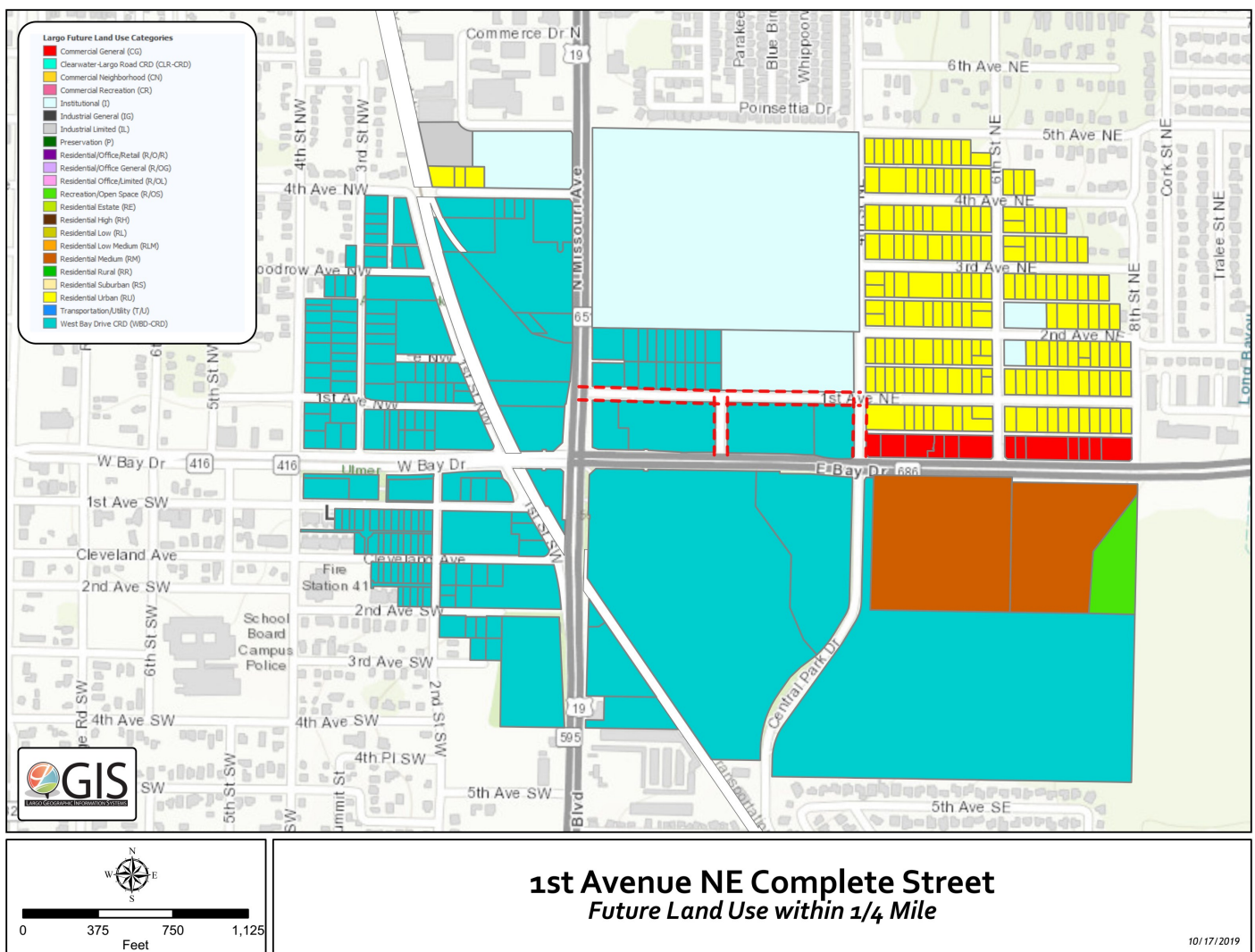
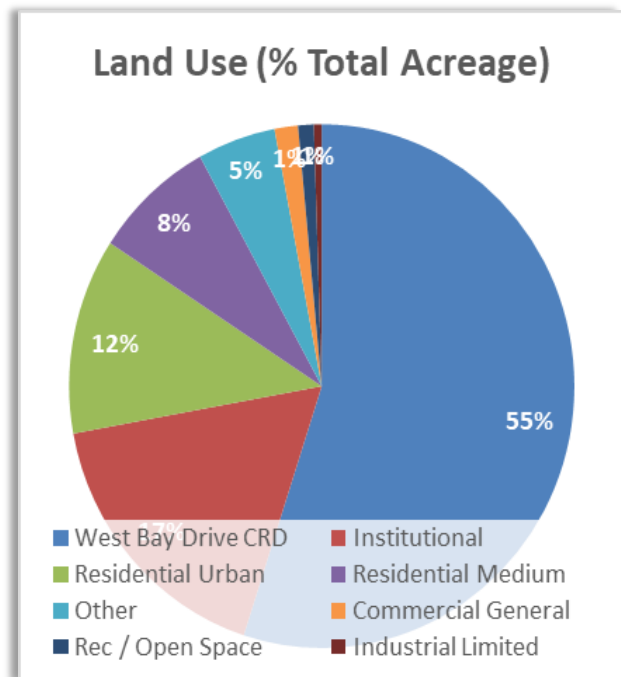
## ROADWAY JURISDICTION AND CLASSIFICATION -

Streets included in the 1st Avenue NE project are Local Roads used by students and the surrounding neighborhoods to get to and from Largo High and Largo Middle schools, Central Park, the Library, and nearby commercial businesses in Downtown Largo. The proximity to these points of interest generates a high volume of pedestrian and bicycle traffic and the 1st Avenue NE Complete Streets Project will provide a safer alternative multimodal route that circumvents adjacent East Bay Drive and Missouri Avenue (Alt US 19), which are both high traffic, six lane divided arterial collector roads (see Appendix A, Map 5: Major Road Network and Map 6: Roadway Functional Classification).



East Bay Drive which runs parallel to and 273 feet south of the 1st Avenue NE corridor and is recognized by Forward Pinellas as a constrained road that cannot be expanded to alleviate congestion because of physical or policy limitations, environmental concerns, or other factors (see above Map 3-3, 2040 Long Range Transportation Plan Congested Roads). Based on 2016 data, East Bay Drive was assigned an “F” Level of Service with forced flow and demand volumes greater than capacity resulting in breakdown in traffic flow (Appendix A, Map 7: Roadway Level of Service and Jurisdiction).

**EXISTING LAND USE** - The area within a ¼ mile of the 1st Avenue NE Complete Streets Project includes approximately 230 acres and consists of 374 parcels. There are eight different future land use categories that include a mix of residential, commercial, institutional and recreational lands. (see map below of Future Land Use). The West Bay Drive Community Redevelopment District (WBD-CDR) comprises the majority of land use within the ¼ mile radius. The WBD-CDR is further subdivided into Character Districts and present the greatest potential for redevelopment in the area. The Character Districts contained in the Project vicinity will be discussed in the subsequent paragraph.





Additional land use categories include Institutional, Residential Urban and Residential Medium, General Commercial, and a small percentage of Industrial Limited and Recreation / Open Space outside of the WBD-CRD. The “Other” land use category generally includes acreage in streets and right-of-ways, and surface water bodies. Allowable density and intensity for the WBD-CRD varies by Character District. (see Table below).

## COMMUNITY REDEVELOPMENT

**AREA (CRA)** – The 1st Ave NE Complete Streets Project is located on the eastern edge of the West Bay Drive Community Redevelopment District (WBD-CRD) which is recognized as Largo’s

historic downtown. The area has been the focus of redevelopment efforts dating back to the early 1980s. The WBD-CRD received official Community Redevelopment Area (CRA) designation in 1990 after a finding of slum and blighted conditions detrimental to the economic, environmental and social wellbeing of the community.

The most recent WBD-CRD Plan was adopted in 2009, to address the special assets, character, and identity that make Largo unique while seeking to create a mixed-use urban environment. This Plan reflects the community’s desire to regenerate the traditional downtown and make it the center and heart of the City. Major goals of the Plan include: a

Future Land Use	No. Parcels	Acreage	% Total Acreage	DU/Acre	FAR	ISR
West Bay Drive CRD	178	126.1	55.0%	Varies by Character District	Varies by Character District	Varies by Character District
Institutional	5	39.3	17.1%	12.5	0.65	0.86
Residential Urban	170	27.8	12.1%	7.5	0.40	0.65
Residential Medium	2	17.8	7.8%	15	0.50	0.65
Other	4	11.5	5.0%	N/A	N/A	N/A
Commercial General	13	3.4	1.5%	24	71	24
Rec / Open Space	1	2.3	1.0%	N/A	0.25	0.60
Industrial Limited	1	1.2	0.5%	N/A	0.65	0.85
<b>Total</b>	<b>374</b>	<b>229.4</b>	<b>100%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>



walkable downtown with mixed-use development neighborhood preservation and revitalization; and the creation of a livable downtown where families of different incomes can live, work, shop and play (see map below).

Approximately 55% of land use within ¼ mile of the 1st Ave NE Complete Streets Project is contained within the WBD-CRD and is subdivided into Character Districts assigned to promote redevelopment and transformative change needed to achieve the City's goal of a vibrant downtown.

Allowable density and intensity for the WBD-CRD varies by Character District. Specific areas within the WBD-CRD are based on physical attributes of the West Bay Drive corridor and provided for bonus densities and intensities in exchange for affordable housing provisions. Bonus densities are available in two increments: (1) a bonus of five du/a if 10% of the total housing are affordable; (2) a bonus of ten du/a if 20% of the total housing units are affordable. The redevelopment of eligible

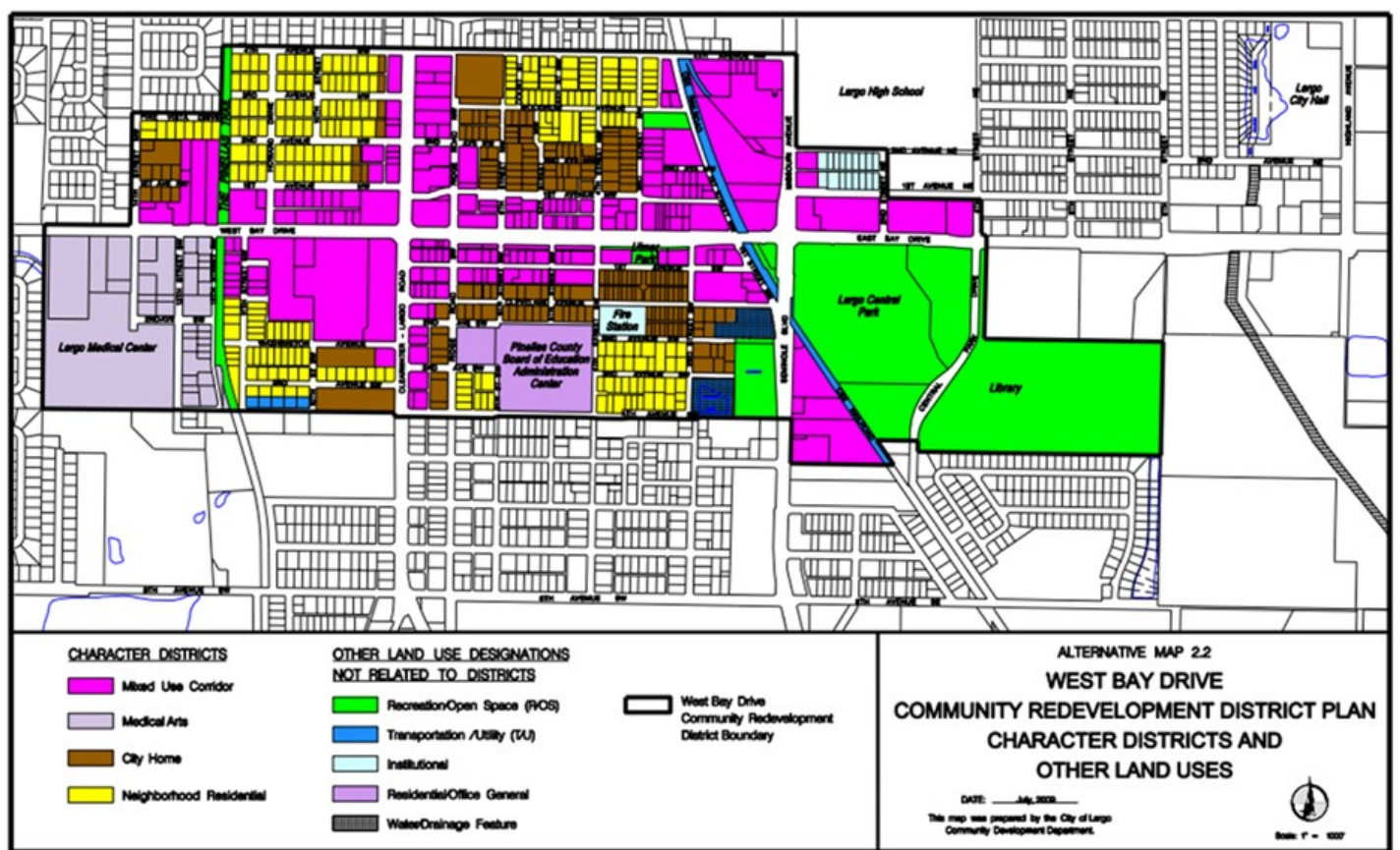
mobile home parks participating in the Mobile Home Park Relocation Assistance Program results in an intensity bonus of 0.5 FAR. Bonus height is available in the City Homes (CH) Character District by the inclusion of either an affordable housing component or a live/work component.

The affordable housing bonus provisions within the WBD-CRD Plan provide for levels of density/intensity not found elsewhere in the City and recognize the urban character of Largo's historic downtown.

Brief descriptions of Character Districts found within a ¼ mile of the Project are as follows:

Mixed Use Corridor (MUC) - The MUC Character District is intended to include the highest density and intensity development within the WBD-CRD.

City Home (CH) -The CH Character District is intended for multifamily residential uses with limited potential for live-work office use.





Neighborhood Residential (NR)- The NR Character District is intended for lower density single-family residential use and supports the preservation of existing neighborhoods.

The WBD-CRD acreage and range of density and intensity allowed in Character District found within ¼ mile of the 1st Ave NE Complete Streets Project is shown in the Table below. The “Other” category expressed represents other land use designations, consistent with the Countywide Future Land Use Map and Plan Rules that must be protected and are not currently considered as redevelopment opportunities.

The 1st Avenue NE corridor and surrounding vicinity has many challenges related to socioeconomic status of the population living in this area. It serves as one of the highest priority areas in Largo for the utilization of Community Development Block Grant (CDBG) funds administer by the City’s Housing Division.

The Housing Division focuses on improving low and moderate income neighborhoods and households

through increasing homeownership, maintaining existing housing, improving neighborhood infrastructure and providing incentives for the construction of new affordable housing. The primary focus of these efforts are within the CDBG Target Area, which encompasses the West Bay Drive and Clearwater-Largo Road CRD’s. In FY 2018-19, 49% of CDBG funds available were expended in the CDBG Target Area, which totaled an approximate investment of \$339,238.

## UNDERDEVELOPED PARCELS -

Based on data reported by the Pinellas County Property Appraiser, approximately 4.4% (11.1 acres) of the 230 acres contained within ¼ mile of the 1st Avenue NE Complete Streets Project, are vacant commercial properties. Data on the number of nonresidential properties that are partially vacant and underutilized was not readily available.

Specific land uses on abutting properties are a mixture of institutional and commercial business establishments.

First Avenue NE Complete Streets Project WBD-CRD Character Districts within 1/4 Acre *						
Character District	Acreage	% Total WBD-CRD	DU/Acre	FAR	Height+	ISR
Other	75.43	59.8%	N/A	N/A	N/A	N/A
Mixed Use Corridor	40.5	32.1%	30 - 50	1.0 – 3.0	6 –8 stories	0.90
City Home	8.7	6.9%	15 - 30	0.0	3 – 5 stories	0.90
Neighborhood Residential	1.4	1.2%	7.5	0.0	35 feet	0.70
<b>Total</b>	<b>126.1</b>	<b>100%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

\* Density and intensity range includes bonus provisions that may be granted by the City Commission.

+Except Neighborhood Residential (max base 35 feet), minimum height is 2 stories.



The 40 acre Largo High School campus is situated north of the project. Largo Sub Shops and a 7-11 gas station convenience store are located at the intersection of Missouri Avenue N and 1st Ave NE.

Heading east on 1st Avenue NE towards 2nd Street NE, the southern portion of the block is occupied by a Hampton Inn Hotel and Suites. East of 2nd Street NE, along the south side of the 200 and 300 block is a 36,564 square foot, two-story strip development that is occupied by a church and professional offices. This property is underperforming and has several vacancies. Arlis Construction USA, LLC purchased the site in 2017 with plans to construct a multi-story, mixed-use residential product with structured parking to accommodate the uses (please refer to Appendix for letter of support). East of the Arlis property is a 13,491 square foot, two-story building occupied by BB&T bank (photo right).

## CONDITION OF STREET

**AND RIGHT-OF-WAY** - The 1st Avenue NE is an east to west corridor in the City of Largo that starts at Missouri Avenue (Alt. US 19) and dead ends at 8th ST NE approximately 0.52 miles to the east. With proposed Complete Street improvements, this corridor could be used as a primary route to avoid congested east to west roadways such as East Bay Drive.

The 1st Avenue NE corridor is a two-way Local Collector street that connects Missouri Avenue to 8th Street NE. The corridor is constructed of red clay brick between Missouri Avenue and 4th Street NE and is a currently substandard and underutilized with numerous depressions and patches in the road surface.





The 1st Avenue NE corridor is City owned and has a 60 foot wide right-of-way but the roadway lined with granite curbs and no on-street parking (see next page for Map of Street Lights and Roadway Ownership within 1/4 Mile).

The 1st Avenue NE corridor has several driveway curb cuts used to access development along the south boundary and one driveway curb cut used to access the Largo Sub Shop on the north side where the road intersects with Missouri Avenue (Alt. US 19). The 4th Street NE roadway provides a direct connection to East Bay Drive and Central Park Drive with driveway curb cuts that service the Bank on the west side and commercial and residential development on the east side of the street. The 2nd Street NE spur provides a direct connection to East Bay Drive with driveway curb cuts that service the hotel on the west side and commercial development on the east side of the street.

The project right-of-way has the following characteristics.

Criteria	Existing Values
Functional Classification	Local
Posted Speed	30 mph
ROW Width	60 ft.
Lane Width	10.0 ft.
Sidewalk	4 ft.

**STREET LIGHTING** - There is existing public street lighting regularly spaced along the south side of 1st Avenue NE and at the intersections of 2nd Street NE and 4th Street NE where they intersect with East Bay Drive (see Map of Street Lights and Roadway Ownership within 1/4 Mile).

**BICYCLE PATHS** - A ten foot wide asphalt bicycle/ pedestrian path was constructed on Largo High School property along the north side of 1st Ave NE shortly after the new \$60 million dollar Largo High School was built in 2017. The path terminates into the existing four foot wide pedestrian sidewalk network which fans out into surrounding neighborhoods.



Existing 4 ft wide sidewalk on south side of 1st Ave NE (view west)

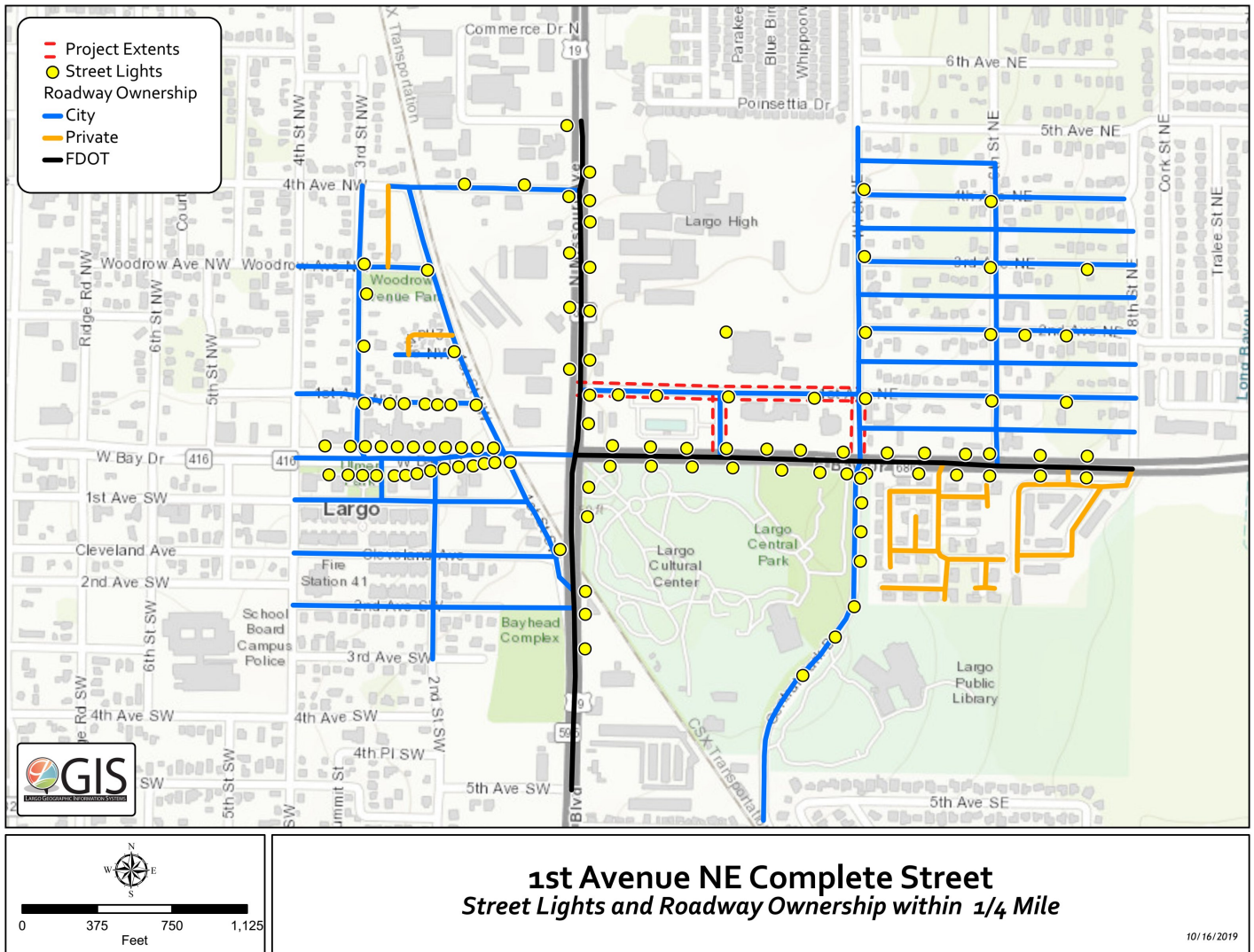


Condition of brick pavement 1st Ave NE (view north)



Existing 10 ft wide multi-use trail on north side of 1st Ave NE (view west)





There are existing dedicated bike lanes that run along the east and west sides of Central Park Drive. They start at East Bay Drive, directly south of the project area, and run 0.27 mile south along Central Park Drive and end at the Parks and Recreation Department’s Maintenance Yard. In addition, there are sharrows (Shared Bike Lanes) along East Bay Dr from Missouri Ave N to Central Park Drive and bike

lanes from Central Park Drive to US Highway 19 N (Appendix A, Map 11: Existing Urban Trails and Parks Network). Bicyclists who travel these routes would benefit from improvements along the 1st Ave NE construction project which will help them avoid the extremely hazardous intersection at Missouri and East Bay Drive.



**SIDEWALKS** - A continuous four foot concrete sidewalk runs along the south side of the 1st Ave NE corridor; however, the sidewalk is substandard and needs to be replaced with a 5 foot wide sidewalk. Also ADA

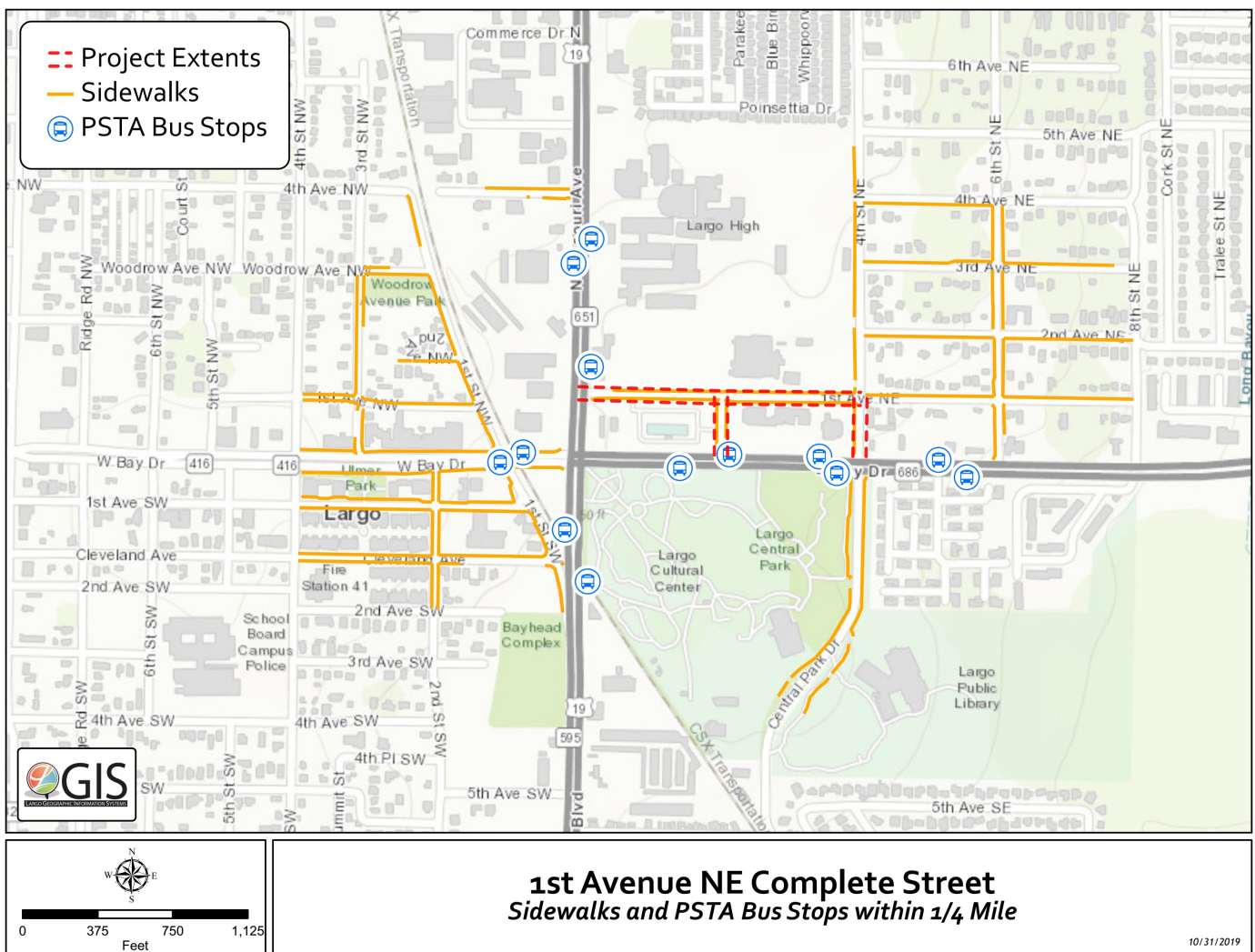


compliant ramps and curbcuts need refurbishing. Continuous four foot wide concrete sidewalks also runs along the west side of the 4th Street NE and both sides of the 2nd Street NE. The sidewalk network within ¼ mile of the 1<sup>st</sup> Avenue Complete Streets Project follows much of this same pattern with four foot concrete sidewalks on both or one side of streets; however, there are some gaps (see map below of Sidewalks and PSTA Bus Stops within ¼ Mile).

**TRANSIT** - Currently there are no PSTA bus stops directly on 1st Avenue NE but several stops with high ridership rates are in close proximity (Appendix A, Map 8, PSTA Network. Route connections include Routes 18, 52, and 61. The frequency of routes varies based on the time of day and day of the week, but generally run every 20-50 minutes during the week and every hour on weekends and holidays. Most of these stops have high ridership rates ranging from 497 to 3,288 daily average rides. Based on FY 2019 data, Route 52 has the highest ridership in the entire PSTA route network comprising 11% of total rides. Route 18 is the second highest ridership route in the network with 10% of total rides. There are 13 stops within ¼ mile of the project area along



Existing 4 ft wide sidewalk on south side of 1st Ave NE (view east)

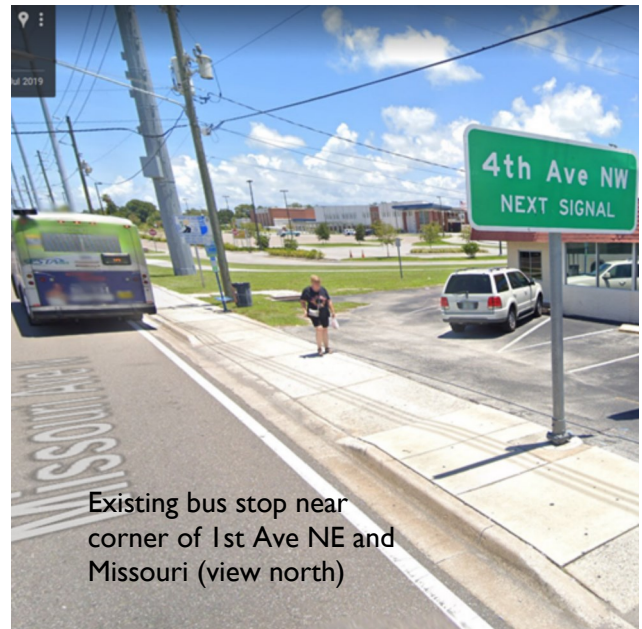


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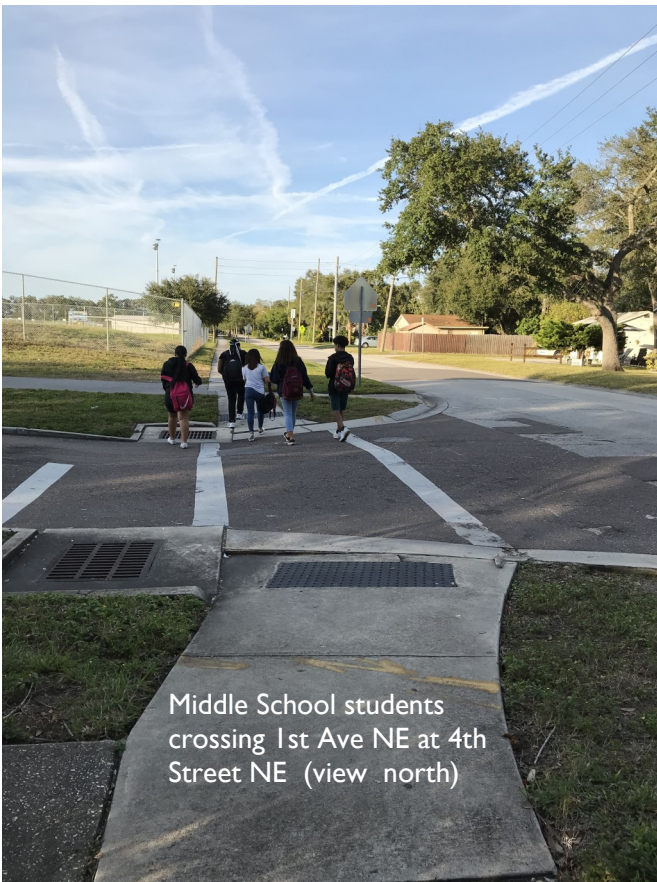


East Bay Drive and Missouri Avenue (see previous page for map of Sidewalks and PSTA Bus Stops within ¼ Mile).

**SCHOOL CROSSINGS** - A posted school zone crossing served by the Largo Police Department Crossing Guards is located at the intersection of East Bay Drive and 4th Street NE / Central Park Drive. The school crossing provides safe passage for children walking to and from Largo High School and Largo Middle School. According to Pinellas County School Board, 245 of the 879 (28%) of Largo Middle and 611 of the 2,098 (29%) of Largo High students are designated as “walkers”. A walker is defined as a student that does not ride the bus and lives in the school attendance zone, less than two miles from the school. Many of these students use the Central Park and the Largo Library for after school programs. Largo has a very active Teen Library Program and a dedicated library assistant and space for teen



Existing bus stop near corner of 1st Ave NE and Missouri (view north)



Middle School students crossing 1st Ave NE at 4th Street NE (view north)

services. The teen space is extremely busy after school hosting a consistent 30 plus teens between 2-6pm with slower, but consistent times before and after. There are about 60 teens who actively volunteer as part of the program as well. The Teen Services Library Assistant has stated, “the program is so active in part due to our location and ease of access by Largo Middle and Largo High School students”.

**SAFETY CONCERNS** - The City of Largo has conducted an engineering evaluation and has invested in final construction plans for 1st Avenue NE recognizing the importance of this corridor to the City's entire community streets network. The surrounding streets are major collectors that experience congestion with a high level of reported crashes.

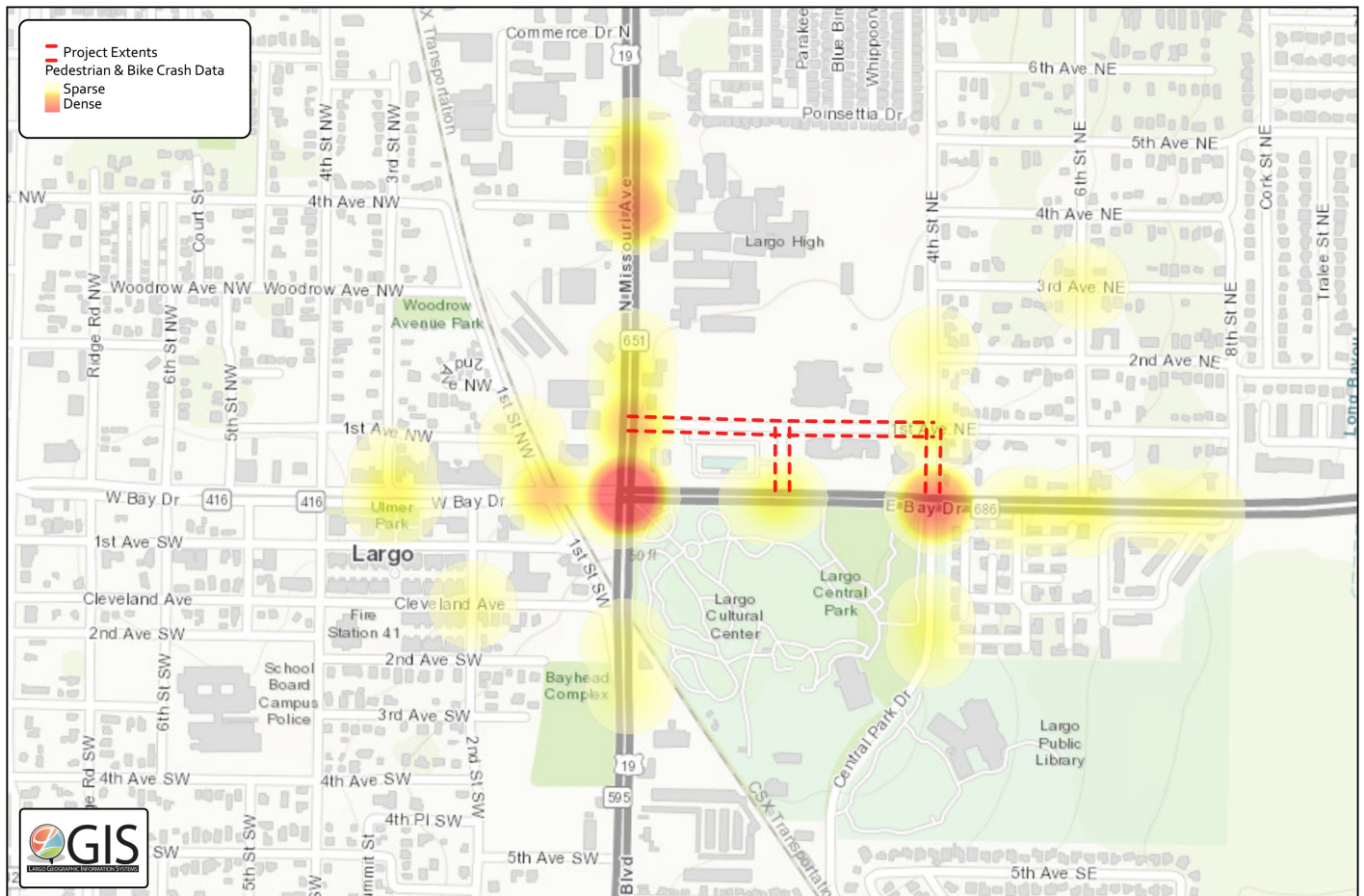
Analysis of crash data within the project area from 2002 to 2019 reveals a pattern of high bicycle and pedestrian crash incidents along Alternate US 19 (a.k.a. N Missouri Avenue / Seminole Boulevard) and State Road 686 (a.k.a. East / West Bay Drive). Please refer to the Appendix for Bicycle and Pedestrian Crash History Map. A total of

**104 CRASHES** involving pedestrian (64%) and



bicyclists (53%) have been reported in the past 10 years within a ¼ mile of the project site. Five crashes were at the intersection of 1st Avenue NE and Missouri Avenue and two crashes were reported at the intersection of 1st Avenue NE and 4th Street NE. The most dangerous intersection in the project vicinity is the Alternate US 19 and State Road 686 with 35 incidents recorded. The East Bay Drive 4th Street NE / Central Park Drive intersection also East / West Bay Drive had a high crash incidence with 15 reported between 2002 and 2019.

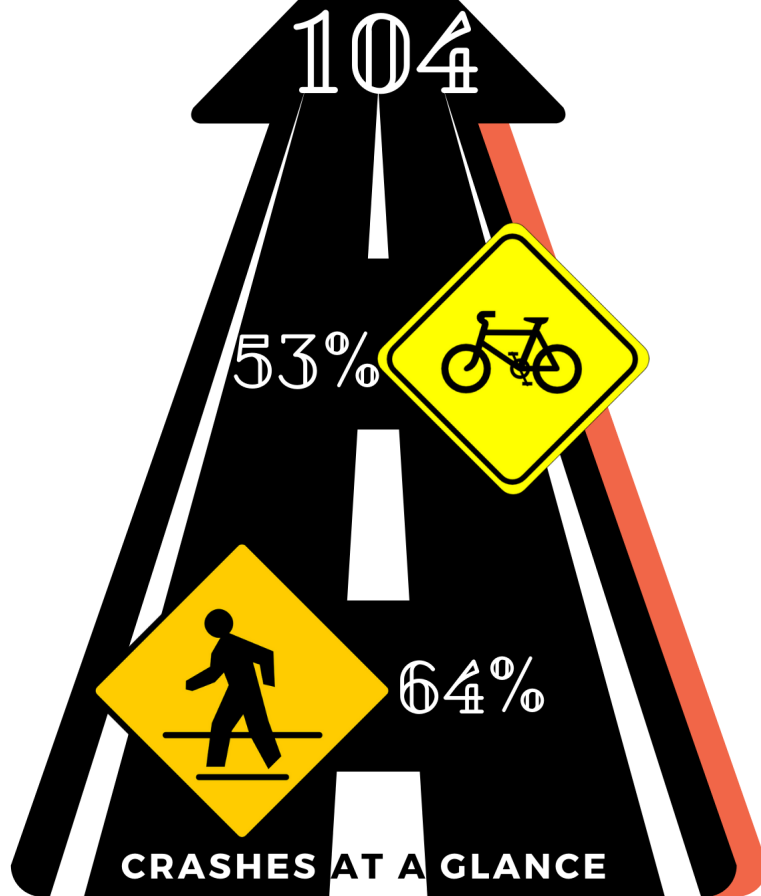
This project will provide all modes of travel a safer alternative route that will avoid the highly hazardous East Bay Drive/ Missouri Avenue intersection. It is anticipated that the proposed 1st Avenue NE construction project will reduce the incidence of crashes involving pedestrian and bicyclists by providing an enhanced multimodal route that will promote pedestrians, bicyclists and vehicles to use and avoid the high crash intersection at Alternate US 19 and State Road 686.



**1st Avenue NE Complete Street**  
*Bicycle and Pedestrian Crash History within ¼ Mile*  
**2002-2019 Data**

10/23/2019





**ACCESS POINTS** - The current access points along the 1st Avenue NE corridor include driveway conflicts and the roadway has no median markings. The 1st Avenue NE corridor has several driveway curb cuts used to access development along the south boundary and one driveway curb cut used to access the Largo Sub Shop on the north side where the road intersects with Missouri Avenue / ALT US 19. Commercial uses located on the south side of the 1st Avenue NE have fronts that face East Bay Drive. These commercial properties can also be accessed from the rear or side streets (i.e., 1st Avenue NE, 2nd Street NE and 4th Street NE). The 4th Street NE spur provides a direct connection to East Bay Drive and Central Park Drive with driveway curb cuts that service the Bank on the west side and commercial and residential development on the east side of the street. The 2nd Street NE spur provides a direct connection to East Bay Drive with driveway curb cuts that service the hotel on the west side and commercial development on the east side of the street.

Access management problems exist and improvements are needed at the Largo Sub Shop and 7-11 properties which have driveway access points near the intersection of Missouri Avenue / Alt US 19 and 1st

Avenue NE. The 7-11 gas station has five driveway access points: two off of East Bay Drive; two off of Missouri Avenue / Alt US 19, and; one off of 1<sup>st</sup> Avenue NE. The Largo Sub Shop has no driveways and continuous direct off-street parking along both Missouri Avenue / Alt US 19 and 1<sup>st</sup> Avenue NE. Largo High School is only accessible from Missouri / Alt. US 19.

## LOW INCOME, DISADVANTAGED POPULATIONS AND

**ENVIRONMENTAL JUSTICE AREAS** – The 1st Ave NE Complete Streets Project is located immediately adjacent to properties designated by Forward Pinellas as an Environmental Justice Area and it is located within the Pinellas County Largo Area-Wide Brownfield Area (Appendix A, Forward Pinellas Environmental Justice Area Map and Map 14, Brownfields).

The 1st Ave NE Complete Streets Project area has many challenges related to the socioeconomic status of the population living in this area. The 1st Ave NE Complete Streets Project is located in Census Block Group 121030256041 and abuts the City's Community Development Block Grant (CDBG) Target Area. On average, the population contained in this Block Group falls within the 25% to 50% low to moderate income level. (see below for map of Low to Moderate Income % by Block Group). Up until 2019, the 1st Ave NE Complete Streets Project was in the City's CBDG Target Area where the City's Housing Division invested



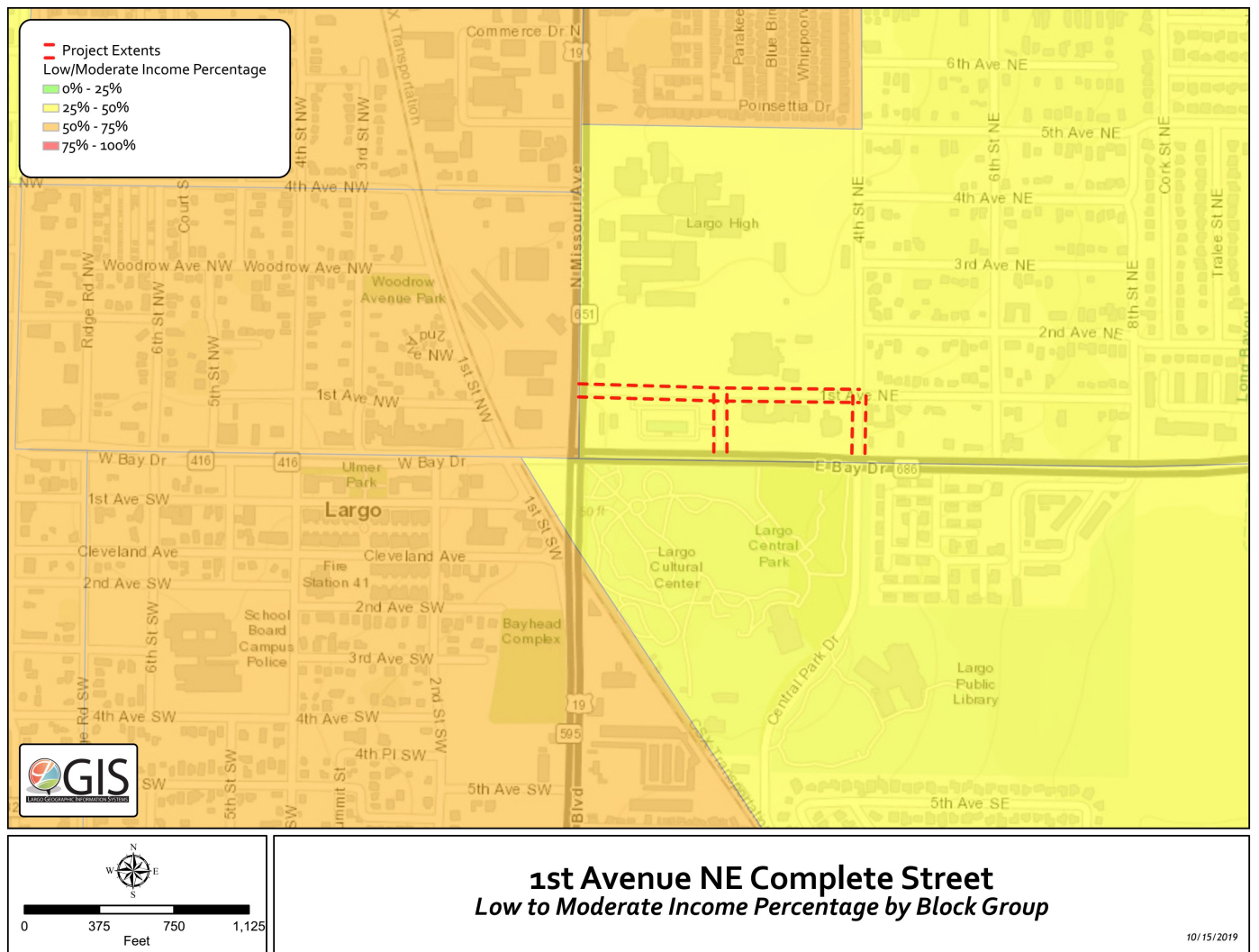
\$339,238 with state and federal funds used to focus on improving low and moderate income neighborhoods and households in FY 2018 - 2019.

Based on 2011-2015 American Community Survey (ACS) data compiled by HUD's Office of Community Planning and Development, Census Tract 256.04 which includes the proposed 1st Ave NE construction project has approximately 1,270 persons with 41% that qualify as Low- and Moderate-Income. The Environmental Justice 2015 Demographic Analysis Report compiled by Forward Pinellas did not identify Census Tract 256.04 as one of the EJ tracts to be included in the 2045 Long Range Transportation Plan (LRTP) update. The USEPA EJ mapping and screening tool called EJSCREEN shows that none of the various EJ Indexes, reported for the Block Group

(12103025604) were above the 42nd percentile when compared to the entire state, EPA region, or nation. The Block Group data compiled for the USEPA report shows that 23% of persons are minority, 2% are linguistically isolated, 10% have less than a high school education, 3% are under 5 years and 18% are over 64 years of age (Appendix B, USEPA EJScreen Report for BG 12103025604).

## ACTIVITY CENTERS AND MULTIMODAL CORRIDOR ACCESS AND CONNECTIONS -

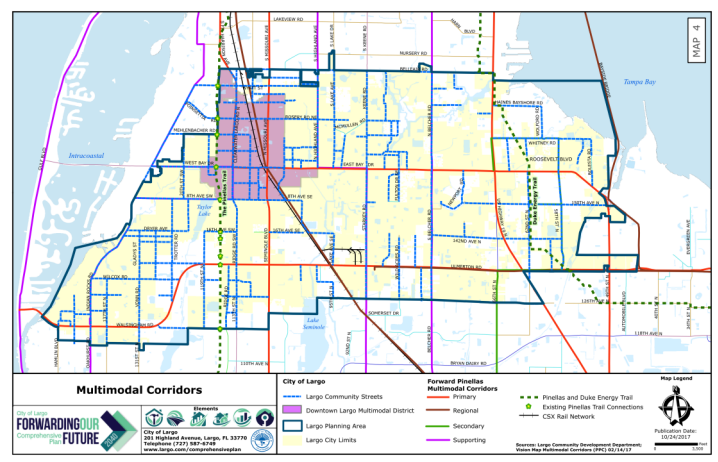
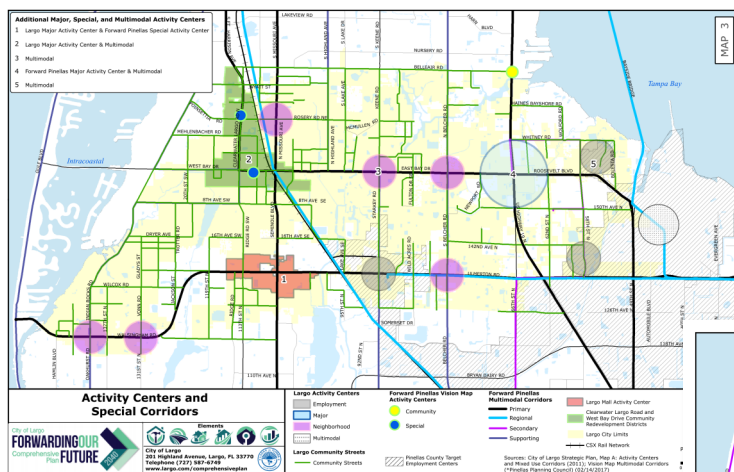
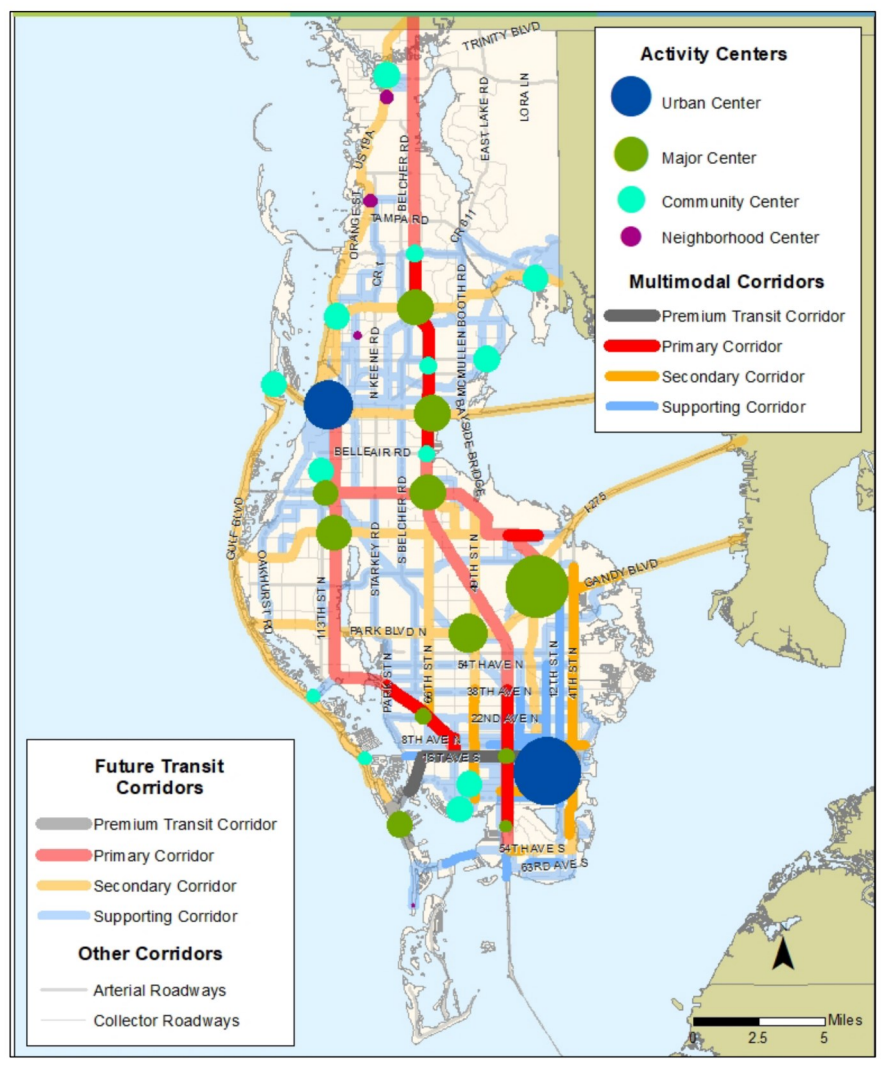
According to the Forward Pinellas 2040 LRTP Transit Oriented Land Use Vision Map, the project corridor connects the Missouri Ave (Primary



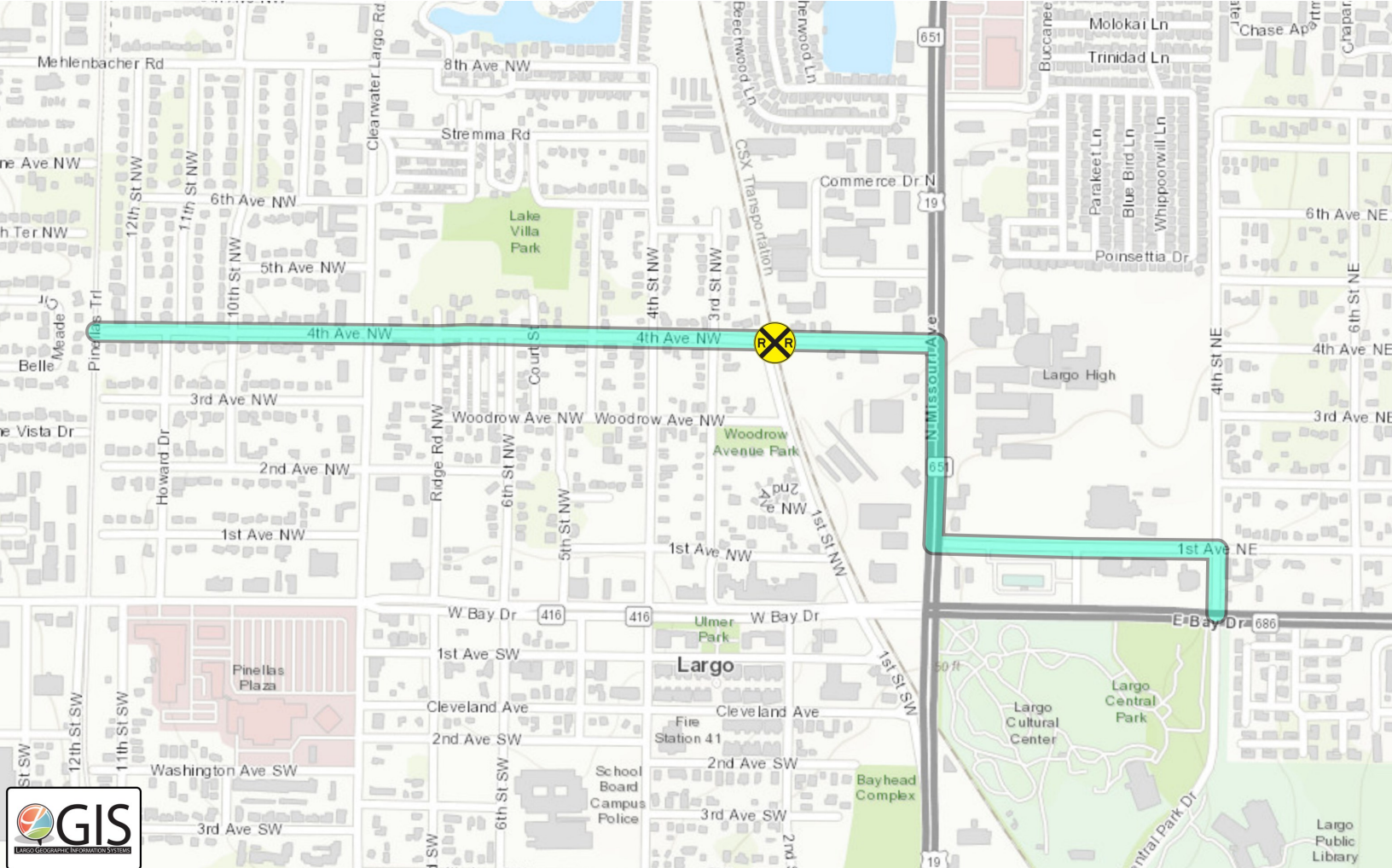


Corridor) and Highland Ave (Supporting Corridor) to Downtown Largo/ CLR-WBD CRAs (Special Centers) which have linkages to planned Transit Station Centers and other Special Centers within close proximity. The 1st Avenue NE Complete Streets Project improvements will enhance this network of corridors and centers with a multi-modal alternative (see right Forward Pinellas Transit Oriented Land Use Vision Map

Activity centers that are accessible within the 1st Avenue NE corridor include Downtown Largo Multimodal District, Clearwater- Largo Road (CLR) and West Bay Drive (WBD) CRDs, and the Largo Major Activity Center located on West Bay Drive east of Missouri Avenue (Alt US 19) which is essentially City's historic downtown (see maps below and in Appendix A, Map 3, Activity Centers and Special Corridors and Map 9, Multimodal Corridors).







The 1st Avenue NE Complete Street Project connects to and includes improvement to 4th Street NE which is identified as a major multimodal project in the 2011 Downtown Multimodal Plan and the 2013 City of Largo Multimodal Plan. The 4th Street NE corridor will include approximately 1.3 miles of improvements from East Bay Drive (EBD) to Ponce de Leon Boulevard. The Downtown Multimodal Plan prioritized its 4th Street NE project 2nd out of 59 projects and is identified to be completed in two phases: East Bay Drive to Rosery Road (Phase I) and Rosery Road to Ponce de Leon Boulevard (Phase II). The 4th Street NE project is currently unfunded in the most recent 2020-2024 Capital Improvement Plan (CIP) in large part due to the expense of acquiring right-of-way for a 1/4 mile road gap from 8th Avenue NE to Rosery Road. The 4th Street NE corridor is a high priority multimodal project that would compliment improvements proposed for the 1st Avenue NE Complete Street Project. In addition,

the 1st Avenue NE project is one phase of a larger local east-west corridor, parallel to and north of West Bay Drive, that connects the Pinellas Trail to Largo High School and Largo Central Park that consists of 4th Avenue NW, Missouri Avenue (ALT US19) and 1st Avenue NE. (see above map of Downtown East-West Corridor).





Central Park Dr →  
← 4th Street NE

**CATALYST FOR**



**TRANSFORMATIVE  
CHANGE**



Construction of the 1st Avenue NE Complete Streets Project will serve as a catalyst to transform this underutilized corridor a more desirable path and provide safe multimodal transportation alternative. The automobile has historically been the focus of travel throughout the city. Traditional transportation planning focused on satisfying the growing need of moving people by building roads—bigger roads, wider roads, and faster roads. However, Largo residents have expressed a desire for a different future, one where the quality of life is enhanced by reducing reliance on the automobile through a system of community streets for better pedestrian and bicycle access, and enhanced modern transit services. The 1st Avenue NE Complete Streets Project is one phase of a larger local east-west multimodal corridor that runs parallel to and north of West Bay Drive, connecting the Pinellas Trail to Largo High School and Largo Central Park that consists of 4th Avenue NW, Missouri Avenue (Alt.US19 )and 1st Avenue NE. (Appendix A, East-West Multimodal Corridor)

## Roadway Improvements

The 1st Avenue NE Complete Street Project will improve mobility within constrained rights-of-ways that cannot be expanded to accommodate additional



The 1st Ave NE roadway  
(view east)

“Twenty years ago, you couldn't get an engineer to give you the time of day to talk about restoring a brick street. He'd laugh in your face,” says Royce Baier, who heads a company called Brick Street Restorers in Paxton, Ill., about 100 miles south of Chicago. These days, he adds, “more cities are doing this. A lot of the older engineers are retiring. [The new ones] are intrigued by these brick streets. — On Some Roads, Brick Is Back, Washington Post, October 11, 2003.”



automobiles. The project includes reconstruction 1st Avenue NE which is comprised of red clay brick and is in a state of disrepair, with numerous depressions and patches in the road surface and poor stormwater drainage. The scope of work includes restoration of the failed brick surface, concrete sidewalks, and stormwater and

wastewater infrastructure improvements. In addition, sidewalk improvements to 4th Street NE and road repairs to 2nd Street NE between East Bay Drive and 1st Avenue NE are proposed as part of the project to provide multi-modal connectivity to the surrounding points of interest.



The 1st Avenue NE Complete Street Construction Project plans propose multimodal improvements, roadway reconstruction, stormwater enhancements, street lighting, and utility upgrades. Each of these components go hand in hand to create a safer corridor for all modes of traffic. Approximately 0.26 miles of roadway improvements are planned along the 1st Avenue NE corridor between Missouri Avenue and 4th Street NE including improvements to 2nd Street NE and 4th Street NE between East Bay Drive and 1st Avenue NE. Improvements to 2nd Street NE will be minor and focus on smooth transitions where the roadway ties into 1st Avenue NE and minor repairs the existing brick pavement which is currently in excellent condition.

The brick paved street has significant potential for enhancing the look and livability of neighborhoods and are making a comeback. According to a Washington Post article by Blair Kamin. The article also reiterates that “brick streets slow traffic, making neighborhoods safer for kids. Their bumpy surface creates a low rumble as cars pass over them, warning children -- and pets that nap in the street. And while brick streets cost more in the short term, their backers say, they're a good long-term investment because they last for decades and don't need to be repaved every 15 or 20 years, as asphalt streets do.”

## Enhanced Street Lighting

The proposed construction project will add landscape and lighting improvements to enhance the existing ten foot wide asphalt multi use trail that runs along the north side of 1st Ave NE. There are currently no improvements planned for the existing public street lighting along the south side of 1st Avenue NE and at the intersections of 2nd Street NE and 4th Street NE where they intersect with East Bay Drive; however, gaps in existing lighting will be evaluated further to see if any improvements are needed.

## Enhanced Pedestrian Accommodations

The 1st Avenue NE Complete Streets Project will enhance existing pedestrian accommodations along 1st Avenue NE between Missouri Avenue N and 4th Street NE and along 4th Street NE between East Bay Drive and 1st Avenue NE. There is an existing continuous four foot wide sidewalks that runs along the south side of 1st Avenue NE from Missouri Avenue to 4th Street NE. The sidewalk will be replaced with 5 foot wide sidewalk and driveway crossing delineated with thermoplastic striping. ADA compliant ramps and curb cuts will be refurbished and truncated dome mats installed. The project will also include replacing the existing four foot wide sidewalk on the west side of 4th Street NE with a new eight foot wide sidewalk that will serve to connect the multi-use trail to Largo Central Park. Sidewalk improvements along 4th Street NE total approximately 273 linear feet. These segments of sidewalk are heavily traveled by students and residents who cross East Bay to arrive at the Largo Central Park and Library complex.



The 1st Ave NE rear of Arlis property (view west)



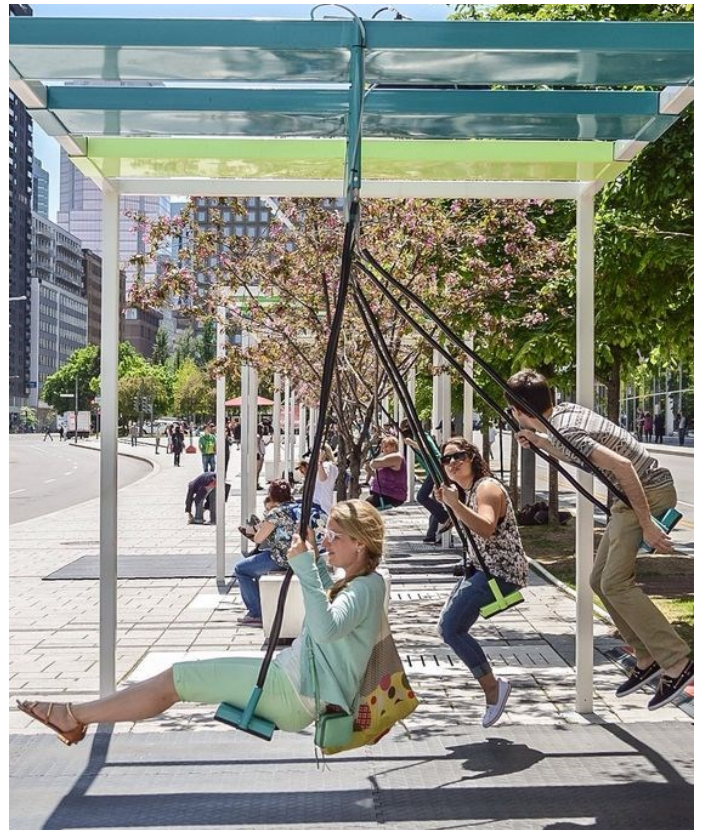
## Enhanced Bicycle Facilities

The 1st Avenue NE Complete Streets Project will add significant lighting, landscape, and irrigation improvements to enhance the existing ten foot wide asphalt multi use trail that runs along the north side of 1st Ave NE. The trail was created shortly after Largo High School constructed its new \$60 million dollar campus in 2016. The trail terminates into the existing four foot wide pedestrian sidewalk network which fans out into surrounding neighborhoods.



## Enhanced Transit Service

The 1st Avenue NE Complete Streets Project will not provide additional accommodations for transit riders; however, the City has made PSTA aware of the proposed project and has asked them to consider enhancing two bus stops in the immediate vicinity of the project: (1) the stop along Route 18 on the east side of Missouri Avenue immediately



north of 1st Ave NE near the Largo High School, and (2) the stop along Route 52 located on the north side of East Bay immediately west of 4th Street NE.

## Improved Safety

The 1st Avenue NE Complete Streets Project is essential to making a safe multimodal connection from cardinal points of interest such as Largo High School, Largo Middle School, Largo Library, Largo Central Park and the Performing Arts Center. The project consists of approximately 1,400 linear feet of utility, drainage, sidewalk, and roadway improvements to 1st Avenue NE between Missouri Avenue N and 4th Street NE including widening the existing sidewalk that runs along the west side of 4th Street NE between East Bay Drive and 1st Avenue NE. This portion of sidewalk is heavily traveled by students and residents who cross East Bay to arrive at the Largo Central Park and Library complex.



# Access Management Strategies

The 1st Avenue NE Complete Streets Project is not located along a state roadway. Missouri Avenue N is a state roadway and an Access Management Connection Permit will be negotiated with the City of Largo for the 1st Avenue NE connection at Missouri Avenue. The 1st Avenue project is a key addition to the City of Largo's Community Street network. The Current right-of-way has sidewalk gaps and numerous rear access driveways to business abutting East Bay Drive. The proposed improvements will provide pedestrians a safer route to travel to the adjacent Largo High School as well as an alternative route to Largo Central Park to avoid traveling on East Bay Drive and Missouri Avenue, which are both busy arterial collector road.



Largo High School adjacent to 1st Ave NE (view north)

## Barriers Removed

Barriers connecting children, persons with disabilities, elderly, and low income communities with businesses and opportunities that exist along the WBD-CRD will be addressed with the 1st Avenue NE Complete Streets Project. The improvements will extend or restore the service life of the roadway and increase driver safety and comfort. Investments in pedestrian and bicycle

improvements along these roadways will not only serve to expand transportation options for residents of the City, but also will serve to reduce the number of bicycle and pedestrian-related accidents that occur along these streets. Sidewalk repairs will meet current ADA standards and will improve pedestrian safety and mobility will help to alleviate and overcome barriers. Facilities within a mile of the Project area such as Largo High, Largo Middle and Mildred Helms Elementary School, Ulmer Park, Woodrow Park, Lake Villa Park, Largo Municipal Cemetery, Largo Medical Center, and Health South Rehabilitation Hospital, Largo Central Park, Largo Cultural Center, Bayhead Park, John S. Taylor Park, and the West Bay Drive activity center, will become more accessible to vulnerable populations.

There are concentrations of poverty at-risk communities near the 1st Avenue NE Complete Street Project. These at-risk area need greater investment and implementation of Complete Street improvements that create a healthy community and environment. A main strategy is to increase safe transportation linkages which will promote easier access to healthy food and increased opportunities for safe and healthy lifestyles. Converting 1st Avenue NE to a complete street would help achieve these goals. Future complete street improvements commencing at the Pinellas Trail will provide safe and convenient access to healthy food and active lifestyle and transportation opportunities to more residents than those just along the 1st Ave NE corridor. It would provide benefits to numerous residents live near the 1st Avenue NE corridor that would then be able to safely access Central Park and the Library south of East Bay Drive and travel to grocery stores and other retail opportunities for consumption or employment opportunities along the WBD-CRD. In addition, safe access and healthy lifestyle options would then be provided to Central Park along with convenient access to the award winning Largo Library.





It is anticipated that if 1st Avenue NE is selected for the construction grant, a transformative change would take place for the bicycle and pedestrian accesses that would lead to a positive impact on the adjacent low-income community, business along the corridor, and students that attend both Largo High and Largo Middle schools. multimodal way, bike path and sidewalks serves as a direct route for students who live in neighborhoods east and south of the school. Many students also use the route to walk and bike to the after-school programs and services offered by Largo Library or to recreate at Largo Central Park. In addition, Largo Middle School is located a little over ½ mile to the south and many students travel from the surrounding neighborhood to cross East Bay Drive at 4th Street NE then along Central Park Drive to arrive at Largo Middle School.



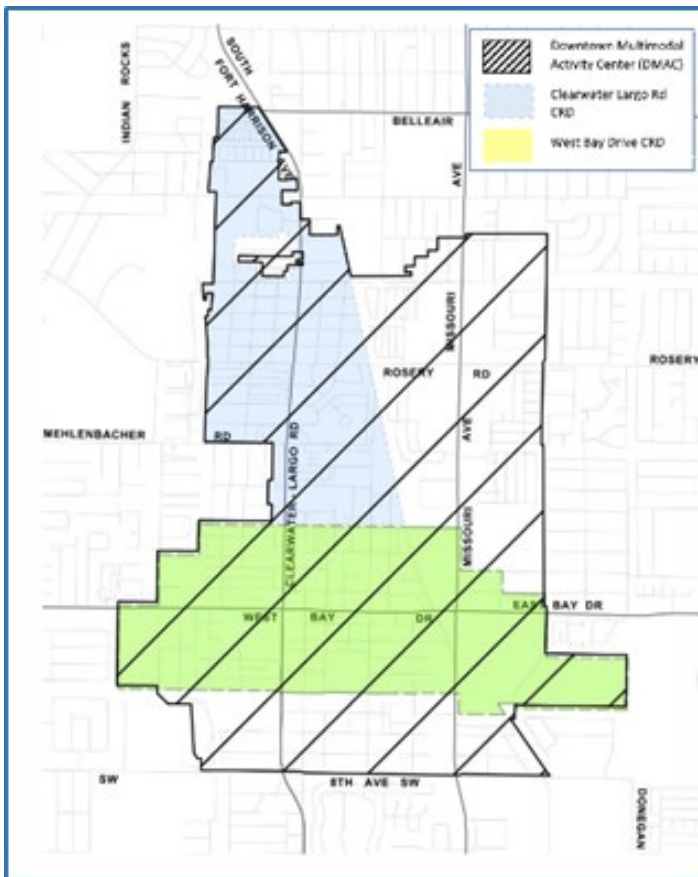


# **LOCAL PLANNING SUPPORT & REDEVELOPMENT**



# Local Planning Support for Multimodal Improvements

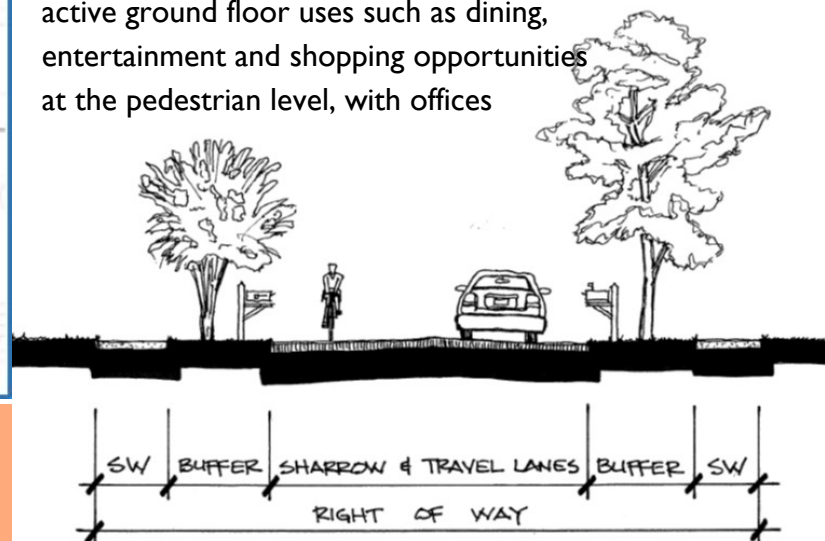
The 1st Avenue NE corridor is located within the Downtown Multimodal Activity Center (DMAC). The DMAC places emphasis on development that supports the use of multiple forms of transportation, leading to a reduction in automobile use and is supported by a multimodal plan that identifies multimodal projects throughout the Activity Center. Within the DMAC are the City's two Community Redevelopment Districts (CRDs), West Bay Drive CRD and Clearwater-Largo Road CRD, each with their own redevelopment plan. (see below Map of DMAC).



The Plans work to cultivate the unique attributes of each district to foster a distinct sense of place and community identity. The Plans also designate allowable land uses, development standards, and design standards to provide a context for future development in the districts. To facilitate implementation of the Plans, specific strategies, including density and intensity bonuses, affordable housing incentives, economic development incentives, and public infrastructure investments, are specified. The strategies leverage public investments and public-private partnerships to achieve pedestrian-oriented, mixed-use development that supports economic and neighborhood revitalization.

All redevelopment with the DMAC is required to establish a pedestrian zone with enhanced sidewalks that can vary in width from 5ft to 10ft depending on the character district, landscaping that creates a row of street trees and a build-to-line that makes allowances for awnings and other architectural features to protrude into the pedestrian zone. Furthermore, well-defined, safe pedestrian access is required between building entrances and public sidewalks, transit stops, parking facilities, external sidewalks, and outparcel buildings.

Character Districts within the Community Redevelopment Districts such as Mixed-Use Corridor (MUC) allows and encourages a mix of uses with active ground floor uses such as dining, entertainment and shopping opportunities at the pedestrian level, with offices





and residences above, at urban densities and intensities. Provision of public spaces such as pedestrian plazas and courtyards is encouraged to promote shopping, social interaction, and pedestrian activity. In the West Bay Drive Redevelopment District MUC requires multi-story buildings, mixed-use development, and active first floor uses facing primary transportation corridors. Both redevelopment districts allow for density bonuses for the provision of affordable housing.

Parking requirements for the City of Largo establishes both minimum and maximum parking spaces to be provided. The parking requirements may be offset by alternatives such as providing cross-access for pedestrian bikeway circulation as part of an overall system; Participation by business owners in a shuttle bus service system; the provision of bicycle parking above and beyond the minimum requirement; or integration of transit facilities in the site plan.

In addition to the DMAC, the City of Largo is fortunate to have several local plans and studies documents that support and guide existing and future development efforts in the community. The 1st Avenue NE Complete Street Project supports the City's Strategic Plan, Comprehensive Plan, and Community Redevelopment Plans. Some of the specific plan goals and objectives that this project supports are:

## CITY OF LARGO STRATEGIC PLAN

### PUBLIC HEALTH AND SAFETY FOCUS AREA

**Initiative #2** — Build a Community of Safe & Healthy Neighborhoods

**Goal 4:** Develop a multimodal street, trail, and sidewalk network that provides interconnected transportation options to residents.

### COMMUNITY PRIDE FOCUS AREA

**Initiative #1** — Develop an Active & Interconnected Downtown

**Goal 3:** Create connections between downtown Largo and employment, education, and recreational hubs that promote the area as one district.

## CITY OF LARGO COMPREHENSIVE PLAN

### FUTURE LAND USE ELEMENT

**Goal 3:** Plan for active living to provide residents with safe, convenient, and interconnected mobility options within neighborhoods, corridors, centers and other special area districts.

### ECONOMIC DEVELOPMENT ELEMENT

**Objective 3.1:** Promote redevelopment of the Community Redevelopment Districts, Multimodal Corridors, and Activity Centers that will help create unique vibrant places that have a mix of uses, promotes walkability connectivity and enhances the overall viability.





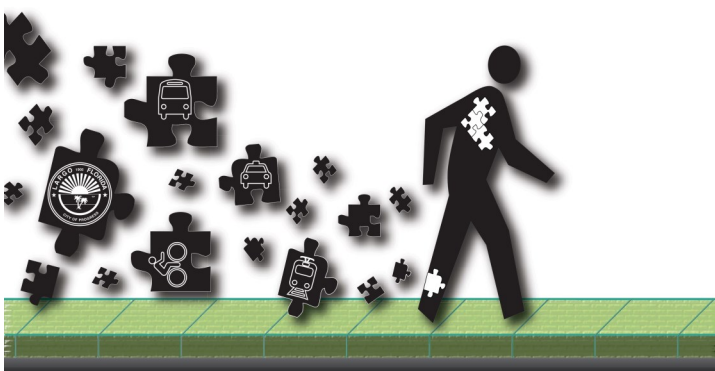


## WEST BAY DRIVE COMMUNITY REDEVELOPMENT PLAN GOAL

To provide to provide flexible framework for the redevelopment of the district into a livable community that supports balanced development in a healthy, welcoming environment where families can live, work, shop and play.

## DOWNTOWN MULTIMODAL PLAN GOALS:

- Provide increased transportation capacity through multimodal improvements.
- Build upon the Community Streets system with new connections that promote bicycle and pedestrian travel.



## Land Use Redevelopment

The location of 1st Avenue NE Complete Streets Project is prime for connecting a variety of City facilities and will spur redevelopment and transformative changes in land use. Many parcels along the corridor are underdeveloped or underutilized and the City and community is investing in projects and improvements that will bolster the area and make it more attractive to redevelopment.

## Largo High School



The 1st Avenue NE corridor borders the southern edge of the new Largo High School. Largo High School was one of the oldest and most outdated schools in Pinellas County. A brand new school and campus was constructed in 2016 and cost the Pinellas County School Board approximately \$60 million dollars. The new Largo High School building was modeled after a college campus, with an emphasis on efficient transitions in between classes, safety and security, readiness for the technology of the next several decades and, most importantly, student achievement. The project included the construction of two new buildings totaling approximately 229,000 square feet and will house classrooms, a student union, gymnasium, as well as a central energy plant. Renovations to the existing



auditorium were performed. The School District views the new school as a prototypical high school for other schools to model throughout Florida and the country. Largo High is a designated shelter capable of supporting 4,000 people, the school features a potable water system that can be safely disconnected from the public water service and reconnected to an on-campus well supply, utilizing a chlorination system. Largo High Photo courtesy of “Matt Shoots for Good”

## West Bay Drive Improvements

The City of Largo's West Bay Drive downtown corridor improvements will make the area from Clearwater-Largo Road to Missouri Avenue safer, more walkable, and attractive. The cracked, buckling, and aging sidewalks will be replaced from Missouri Avenue/Seminole Blvd to Clearwater-Largo Road, modern, energy-efficient, pedestrian-friendly LED lighting will replace the aged and inefficient existing lighting, and other improvements include new benches, bike racks, and bus shelters.

People walking will have two additional locations to safely cross West Bay Drive with mid-block crossings, pedestrian-activated flashing beacons, and high visibility crosswalks west of 2nd Street and west of 5th Street. Finally, the look and feel of West Bay Drive from Missouri Avenue/Seminole Blvd to Clearwater-Largo Road and the diagonal parking lots from 4th Street SW to Ridge Road will be improved through milling, resurfacing, and re-striping of the asphalt surface. Contract completion dates for West Bay Drive are August 2020.

## West Bay Drive Trailhead Project

The West Bay Drive Trailhead Project will brand and beautify the existing trail head area adjacent to the Medical Arts District, enhance pedestrian access, install wider sidewalks, benches, kiosks, and Landscaping to better connect the Pinellas Trail to Downtown Largo businesses and neighborhoods. The project is programmed to begin construction in 2020. The majority of the design took place in





FY2018 at a Cost of \$472,000. The construction cost for the improvements is \$1.1 Million

## West Bay Lofts Mixed Use

The 2.76 acre project encompasses almost two entire downtown city blocks on West Bay Drive less than 0.25 miles from 4th Avenue NW. The project is approved for 126 apartment units above 37, 953 sf of ground floor commercial with structured parking.

## West Bay Townhomes

The 0.79 acre site consists of a city block on the south side of West Bay Drive about 0.25 miles from 4th Avenue. In 2019, the site was consolidated by a private developer with the acquisition of a single parcel that the City owned. Sixteen 4-story townhomes with rooftop patios are currently proposed for development.

## Downtown Plaza Project

This project includes design and construction of plaza improvements on the triangular parcel at the Southwest corner of West Bay Drive and Missouri Avenue. The purpose will be to provide a signature design element to further establish the identity of the Downtown by creating a sense of place and reflecting the overall brand elements of the City. The project scope involves landscape and hardscape improvements aligned with those planned for the gateway improvements at the Pinellas Trail, as well as the West Bay Drive Community Redevelopment District (WBD-CRD) gateway signage, and landscaping treatments outlined in the WBD-CRD plan. The design is budgeted for 2018 with construction programmed for 2019.



## Former Schiller University Site

The former Schiller University site is 2.52 acres underutilized commercial property located in the Mixed Use Corridor in the West Bay Drive Plan. The City is currently negotiating a development agreement with Arlis Construction USA, LLC a multi-story, mixed-use development with the potential for up to 50 units per acres, 3.0 FAR and maximum height of 8 stories. Assuming the project obtains the maximum bonus density, intensity, and height, an 8 story, mixed use development that totals 329,313 square feet of gross floor area and 126 dwelling units could be constructed on the 2.52 acre site. Arlis Construction has provided a letter of support for the 1st Ave NE Complete Streets Project. They are in the process of constructing a similar project on the corner of Main and Douglas in Dunedin, Florida. A rendering of the Dunedin project designed by Klar and Klar Architects is representative (see next page for Photo of KLAR Dunedin Rendering).









# **PROJECT COST & LOCAL MATCH**

## **PROJECT SCHEDULE**



## PROJECT COST AND LOCAL MATCH

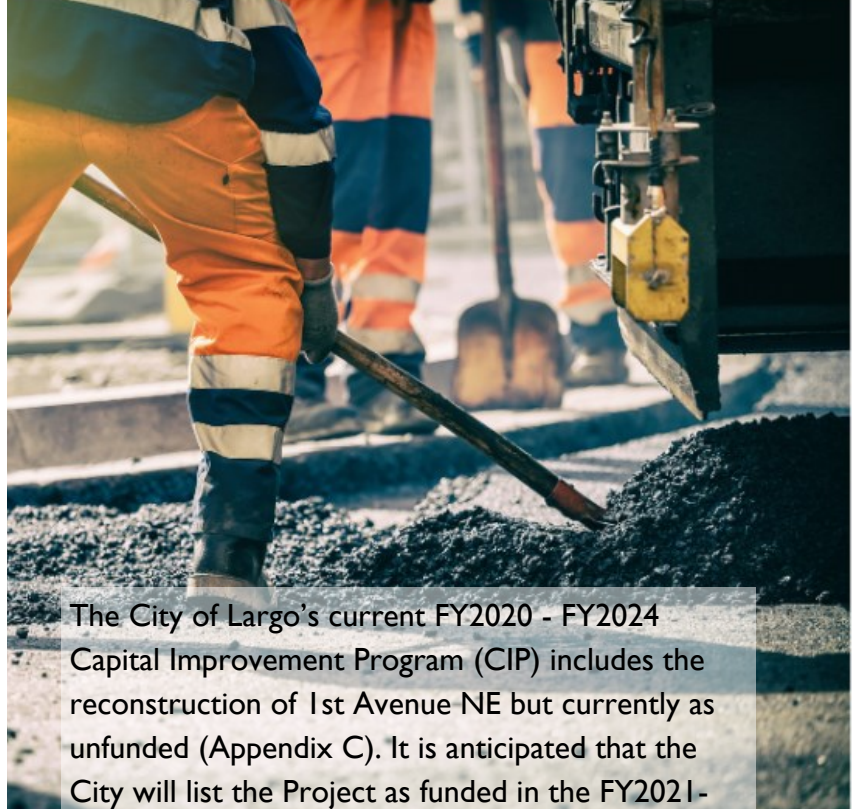
The City commissioned George F. Young, Inc. in 2016 to complete a final design for 1st Avenue NE roadway improvements. The City spent \$111,366 on the design and evaluation of the existing multimodal functionality of the roadway including:

- Pavement condition and alternative for resurfacing or refurbishing;
- Traffic calming;
- Sidewalk condition and ADA compliancy;
- Driveways and curbcuts associated with abutting land uses;
- Street lights,
- Existing utilities and potential conflicts,
- Stormwater analysis and design for surface water runoff,
- Landscaping
- Right-of-way needs, and
- Construction and operations costs

The total estimated construction cost is \$1,475,000 to reconstruct the 1st Avenue NE corridor. The following is a summary of the construction costs for the key project components:

Project Component	2019 Engineering Cost Estimate
Storm	\$ 421,000
Sanitary	\$ 330,000
Brick Paving/ Curb/ Stripping	\$ 1,683,00
Landscaping & Irrigation	\$ 202,000
Site Lighting	\$ 81,000
Sidewalk, MOB, Surveying, Sod, MOT	\$ 852,000
Construction Administration	\$ 111,000
<b>2019 Total</b>	<b>\$ 3,680,000</b>
<b>2023 Total</b>	<b>\$ 4,395,000*</b>

\*3% inflation rate per year



The City of Largo's current FY2020 - FY2024 Capital Improvement Program (CIP) includes the reconstruction of 1st Avenue NE but currently as unfunded (Appendix C). It is anticipated that the City will list the Project as funded in the FY2021-FY2025 CIP upon the award of the Forward Pinellas funding.

### Total estimated cost of the work requested:

Project Development and Environmental Studies	\$ 0
Engineering and Final Plans Preparation Work	\$ 0
Construction	\$ 4,263,000
Construction Engineering and Inspection Activities	\$ 132,000
Other. (Describe) – Right of Way Acquisition	\$ 0
<b>Total</b>	<b>\$ 4,395,000</b>

Forward Pinellas Funds	Local	Total
\$1,000,000 +	\$3,395,000 =	\$4,395,000
23% +	72% =	100%





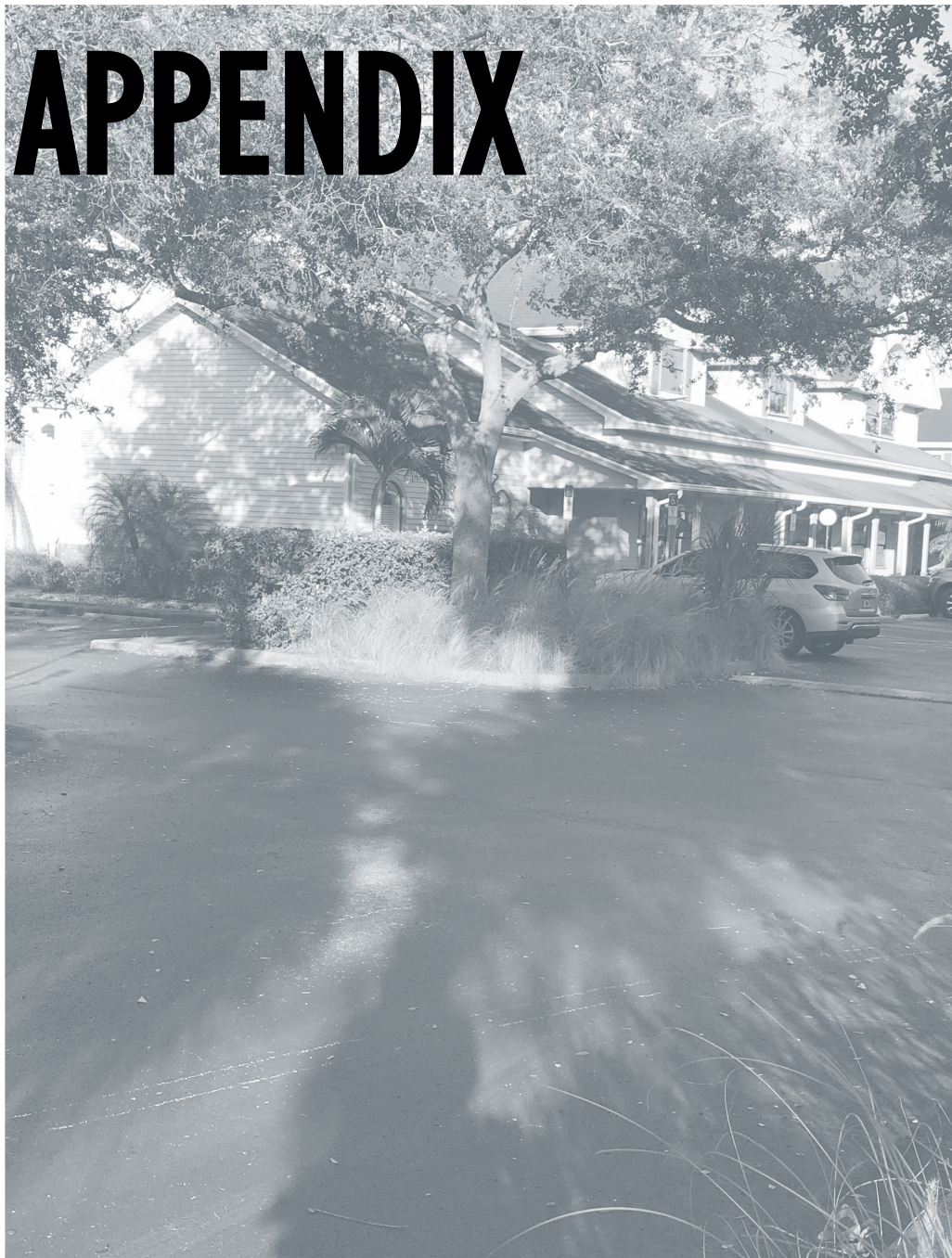
## PROJECT SCHEDULE

The project design is 90% complete. The design completion, bidding, and awarding process will take 171 days, and construction is estimated to take 180 days. The table below is the project duration of each of the project tasks and can be initiated upon the award of the Forward Pinellas funding.

Project Task	Duration
Design Completion & Bid Preparation	60 days
Advertise Bid	30 days
Open Bid & Review	21 days
City Commission Approval	30 days
Notice to Proceed	30 days
Construction	180 days
Total	351 days



# APPENDIX





# APPENDIX A

## SUPPLEMENTAL ILLUSTRATIONS

### Largo GIS Maps

Project Location Aerial

Project Location Map

Bicycle and Pedestrian Crash History within ¼ Mile

Future Land Use within ¼ Mile

Street Lights and Roadway Ownership within ¼ Mile

Sidewalks and PSTA Bus Stops within ¼ Mile

### Largo Comprehensive Plan Forwarding Our Future 2040 Map Series

Map 3: Activity Centers and Special Corridors

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

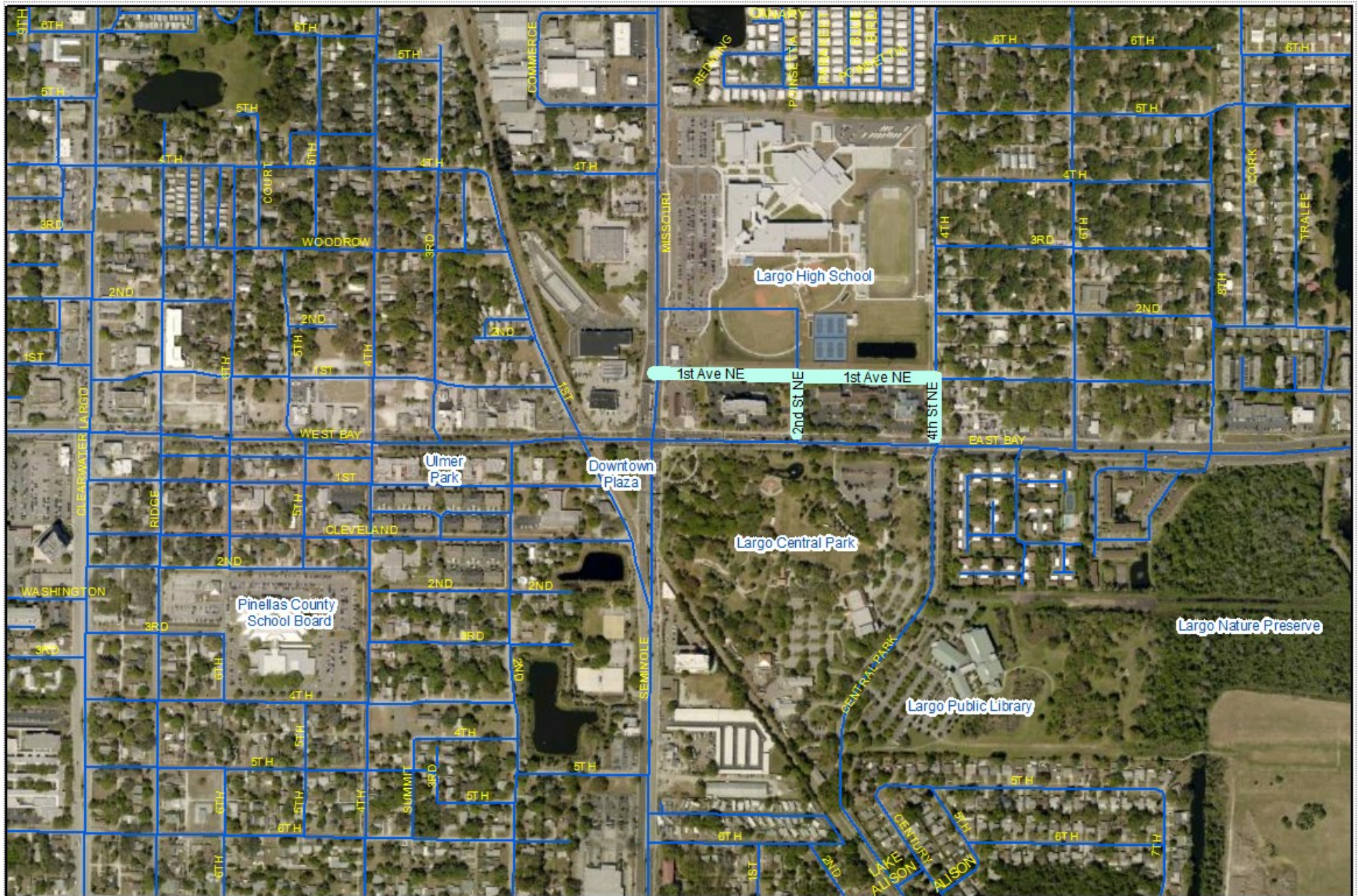
Map 8: PSTA Network

Map 9: Multimodal Corridors

Map 11: Existing Urban Trails and Parks Network

Map 14: Brownfields





0 300 600 900 Feet

## 1st Avenue NE Complete Street - Project Location Aerial

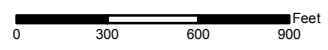
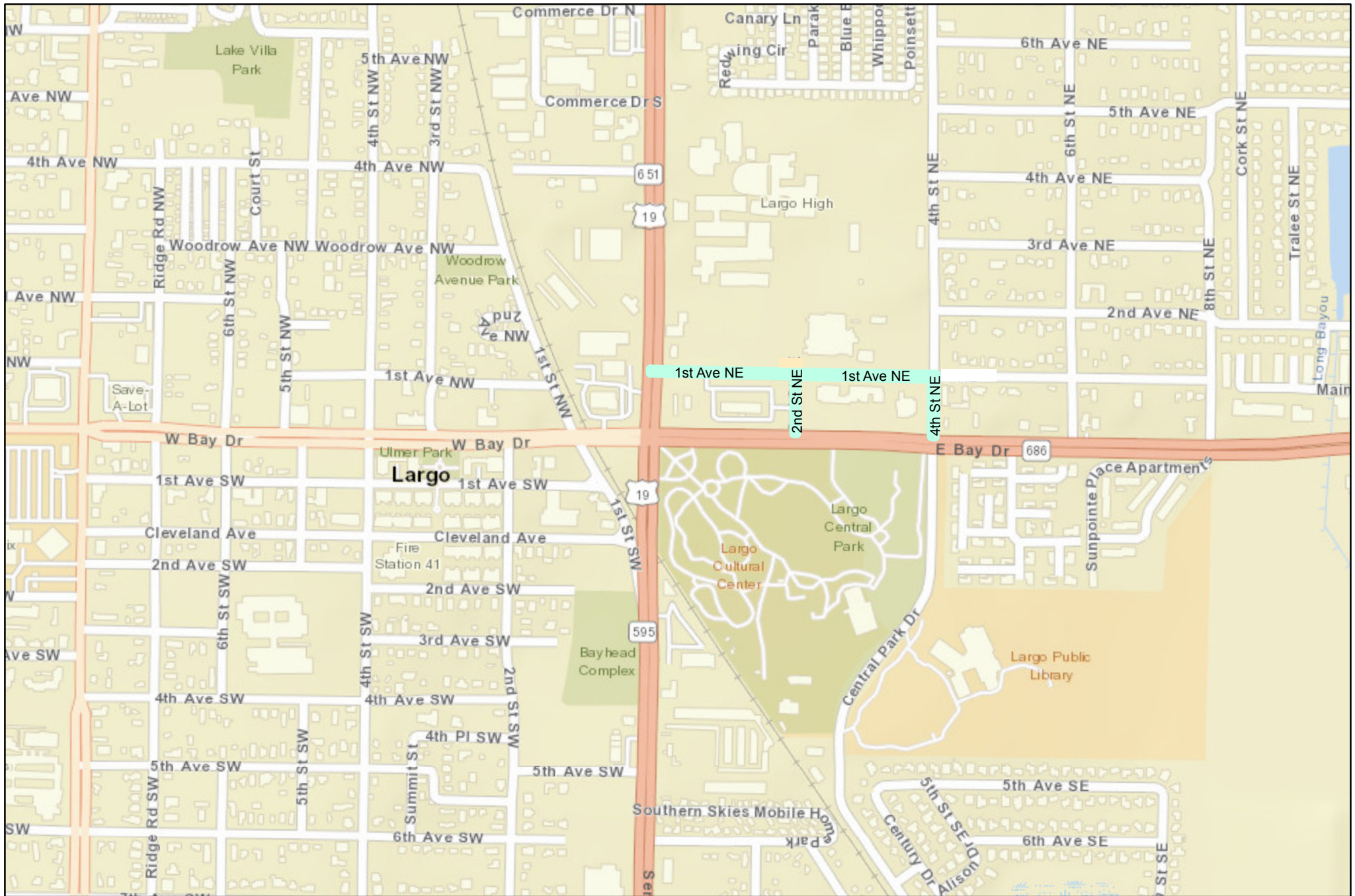
1st Ave NE Project Location Aerial

Name Point of Interest

Road Centerlines

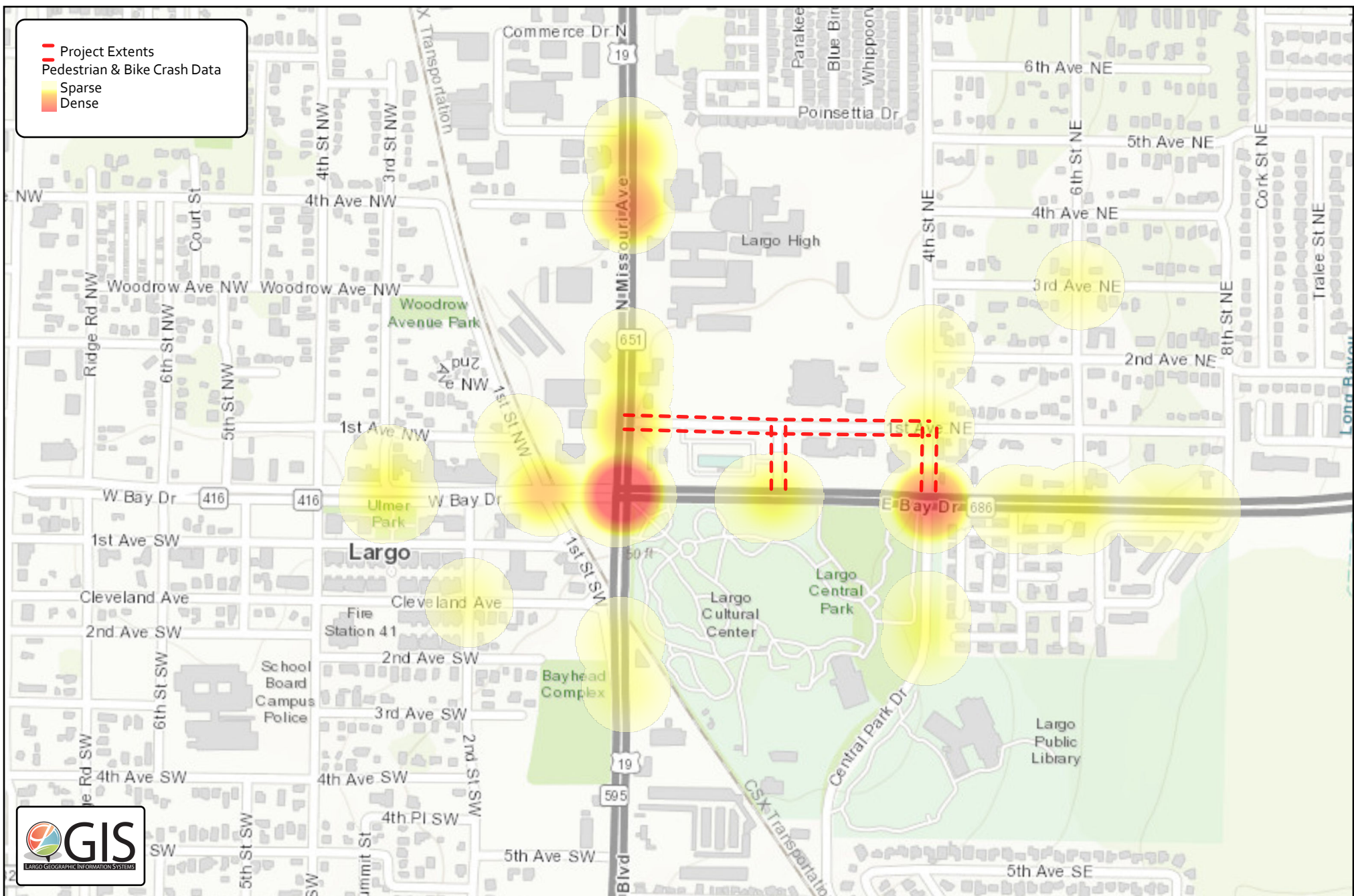
Date: 12/9/2019





## 1st Avenue NE Complete Street Project Location Map





# 1st Avenue NE Complete Street Bicycle and Pedestrian Crash History within 1/4 Mile 2002-2019 Data

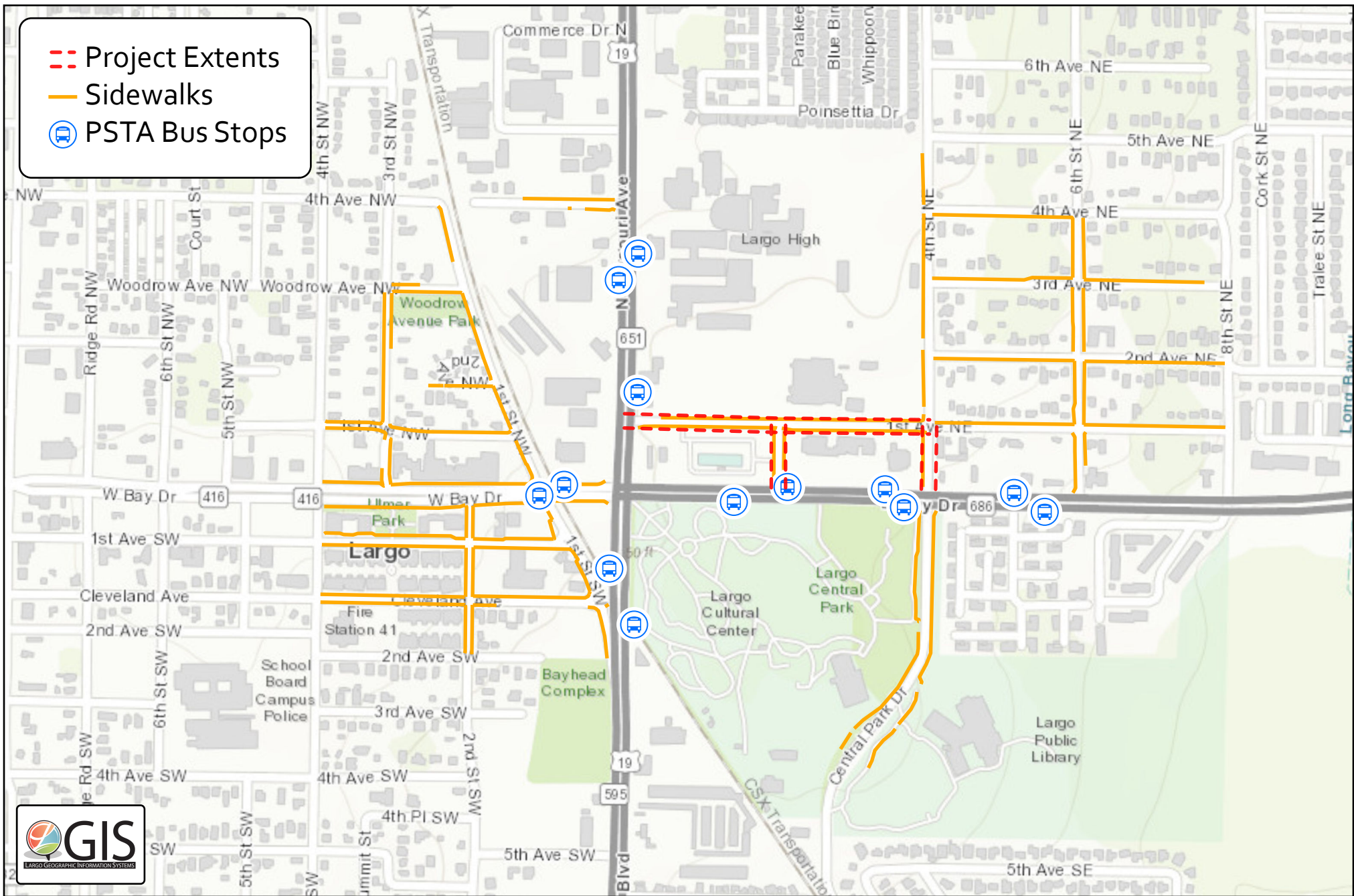








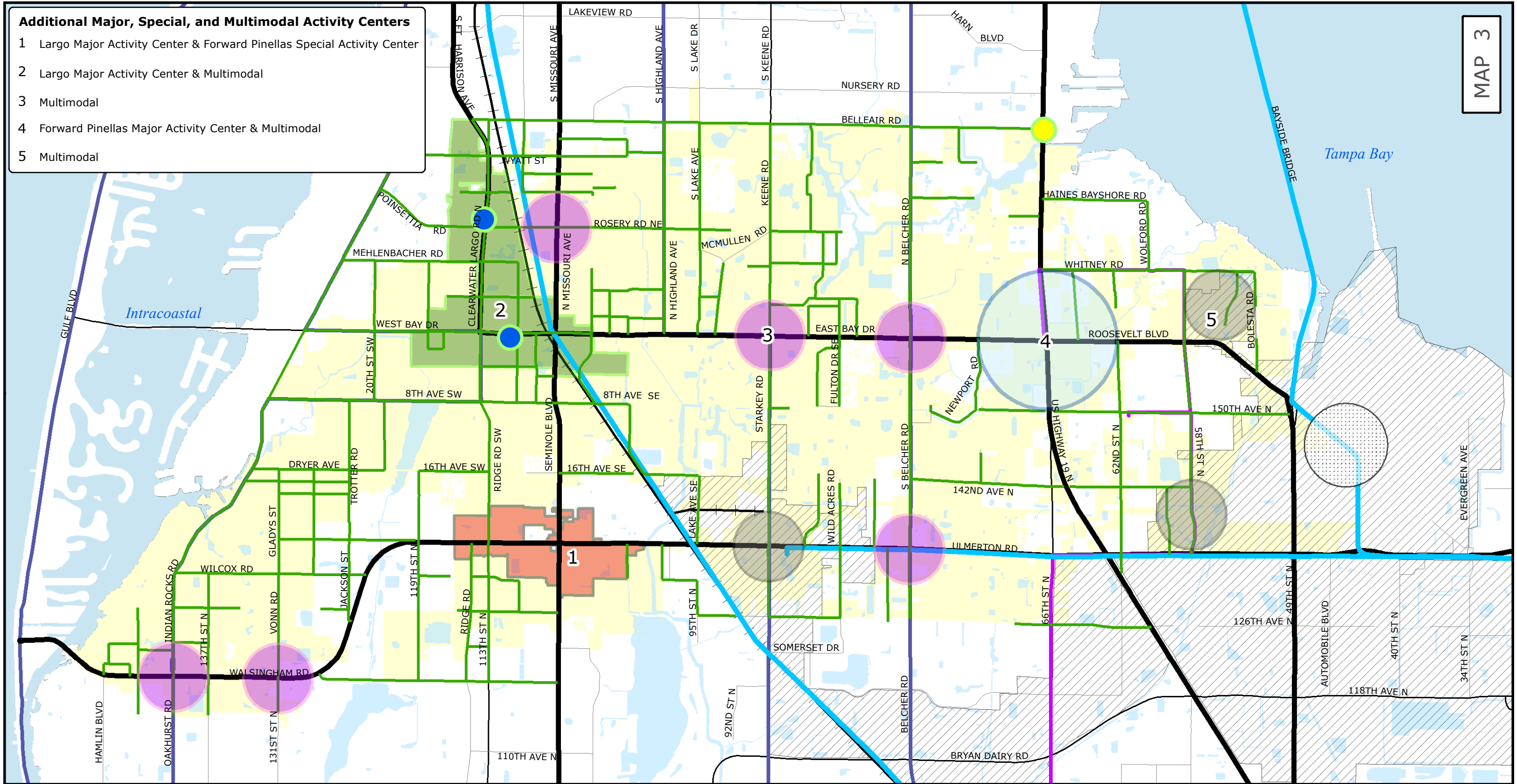




## 1st Avenue NE Complete Street Sidewalks and PSTA Bus Stops within 1/4 Mile



- Additional Major, Special, and Multimodal Activity Centers**
- 1 Largo Major Activity Center & Forward Pinellas Special Activity Center
  - 2 Largo Major Activity Center & Multimodal
  - 3 Multimodal
  - 4 Forward Pinellas Major Activity Center & Multimodal
  - 5 Multimodal



## Activity Centers and Special Corridors



**City of Largo**  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)

### Largo Activity Centers

- Employment
- Major
- Neighborhood
- Multimodal

### Largo Community Streets

- Community Streets

### Forward Pinellas Vision Map Activity Centers

- Community
- Special

- Pinellas County Target Employment Centers

### Forward Pinellas Multimodal Corridors

- Primary
- Regional
- Secondary
- Supporting

- Largo Mall Activity Center
- Clearwater Largo Road and West Bay Drive Community Redevelopment Districts
- Largo City Limits
- CSX Rail Network

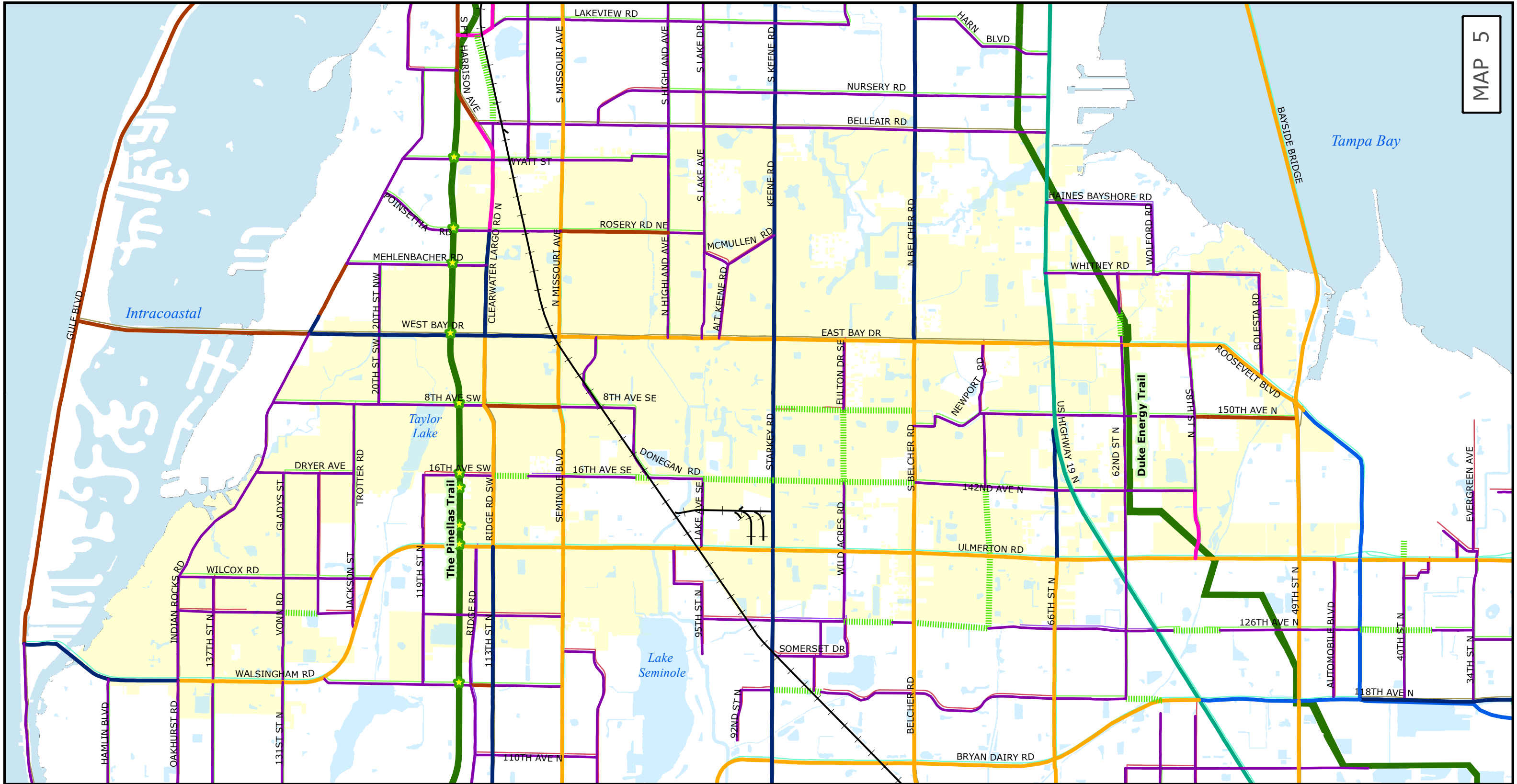
### Map Legend



Publication Date:  
1/26/2018  
0 3,500 Feet

Sources: City of Largo Strategic Plan, Map A: Activity Centers and Mixed Use Corridors (2011); Vision Map Multimodal Corridors (\*Pinellas Planning Council) (02/14/2017)





## Major Road Network

City of Largo  
**FORWARDING OUR FUTURE**  
Comprehensive Plan 2040

**Elements**

City of Largo  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)

2 Lane Divided	4 Lane Undivided	Largo City Limits
2 Lane Undivided	6 Lane Divided	CSX Rail Network
4 Lane Divided	6 Lane Partially Controlled Access	Pinellas and Planned Duke Energy Trail
4 Lane Partially Controlled Access	Planned Roads	Existing Pinellas Trail Connections

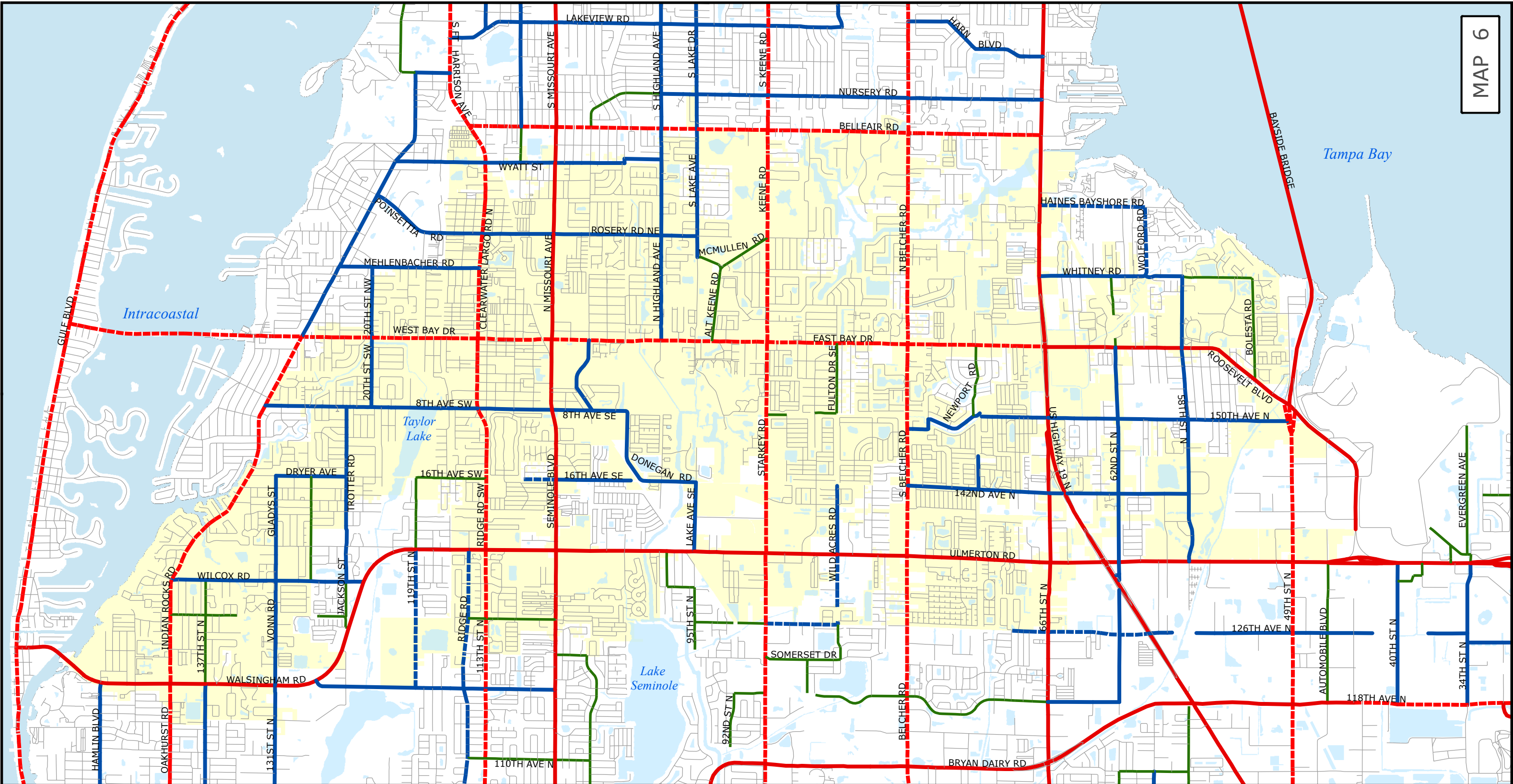
Source: Pinellas County Comprehensive Plan, Figure 1-1: Existing Lane Configurations (2012); City of Largo Multimodal Plan (2012); Forward Pinellas (7/2016)

**Map Legend**

Publication Date: 10/24/2017

0 3,500 Feet





Roadway Functional Classification



City of Largo  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)



Classification

- |                    |                     |
|--------------------|---------------------|
| Principal Arterial | Local Major Streets |
| Minor Arterial     | Local Street        |
| Collector          | Largo City Limits   |
| Minor Collector    |                     |

Map Legend

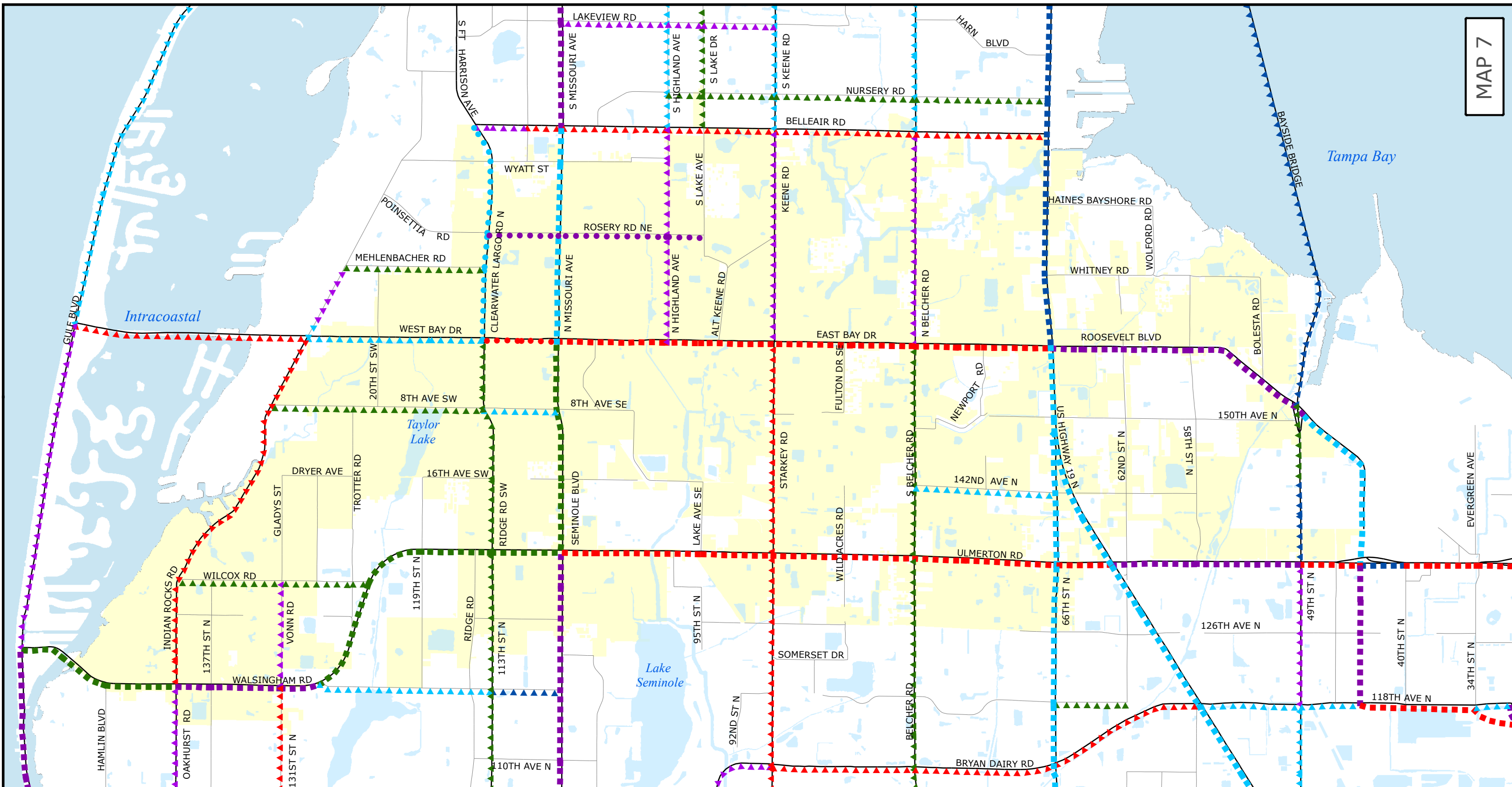


Publication Date:  
10/24/2017

0 3,500 Feet

Source: Largo GIS Roadway Centerline Data 2016





## Roadway Level of Service and Jurisdiction









**Elements**


---





**City of Largo**  
**201 Highland Avenue, Largo, FL 33770**  
**Telephone (727) 587-6749**  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)



### Level of Service

- |   |   |
|---|---|
|  | Level B - Minimum delay, stable traffic flow  |
|  | Level C - Stable conditions, movements somewhat restricted due to higher volumes, but not objectionable             |
|  | Level D - Movements more restricted, travel speeds begin to decline   |
|  | Level E - Traffic fills capacity of the roadway, vehicles are closely spaced, incidents can cause serious breakdown |
|  | Level F - Forced flow with demand volumes greater than capacity resulting in breakdown in traffic flow              |

## Jurisdiction

- 
-  City of Largo
  Largo City Limits
  Pinellas County
  State of Florida

**Source: Pinellas County Comprehensive Plan, Figure 1-3: Major Road Network (2012); Forward Pinellas (7/2016)**

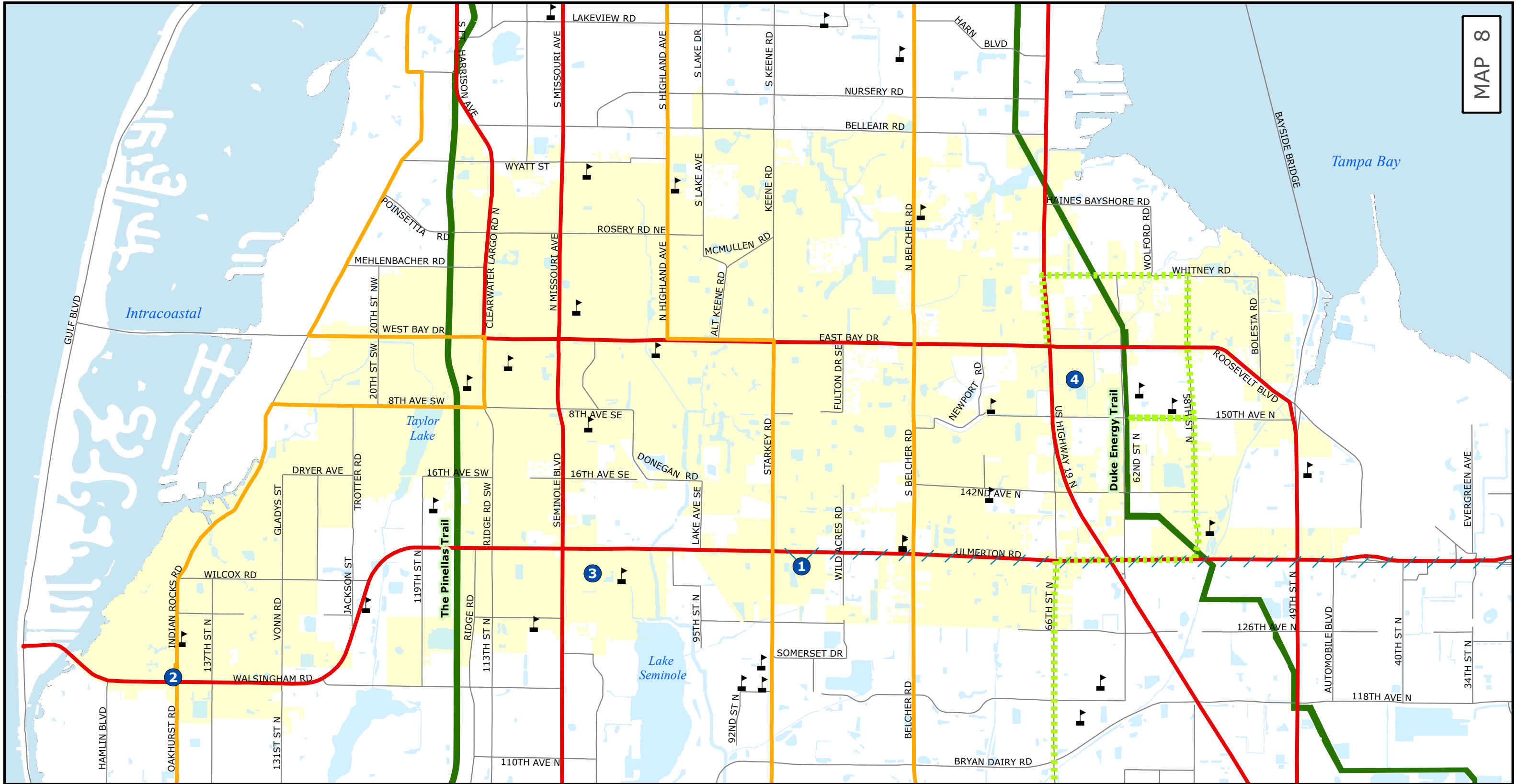
### Map Legend



Publication Date:  
10/24/2017

0 3,500 Feet





# Pinellas Suncoast Transit Authority Network (PSTA)



**City of Largo**  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)

## Routes

- Frequent Local
- Supporting Local
- Regional Express
- Core Network

## Transfer Facilities

- PSTA 300x Park & Ride Service to Tampa
- Indian Rocks Shopping Center
- Largo Mall
- Largo Commons Walmart

## Map Legend

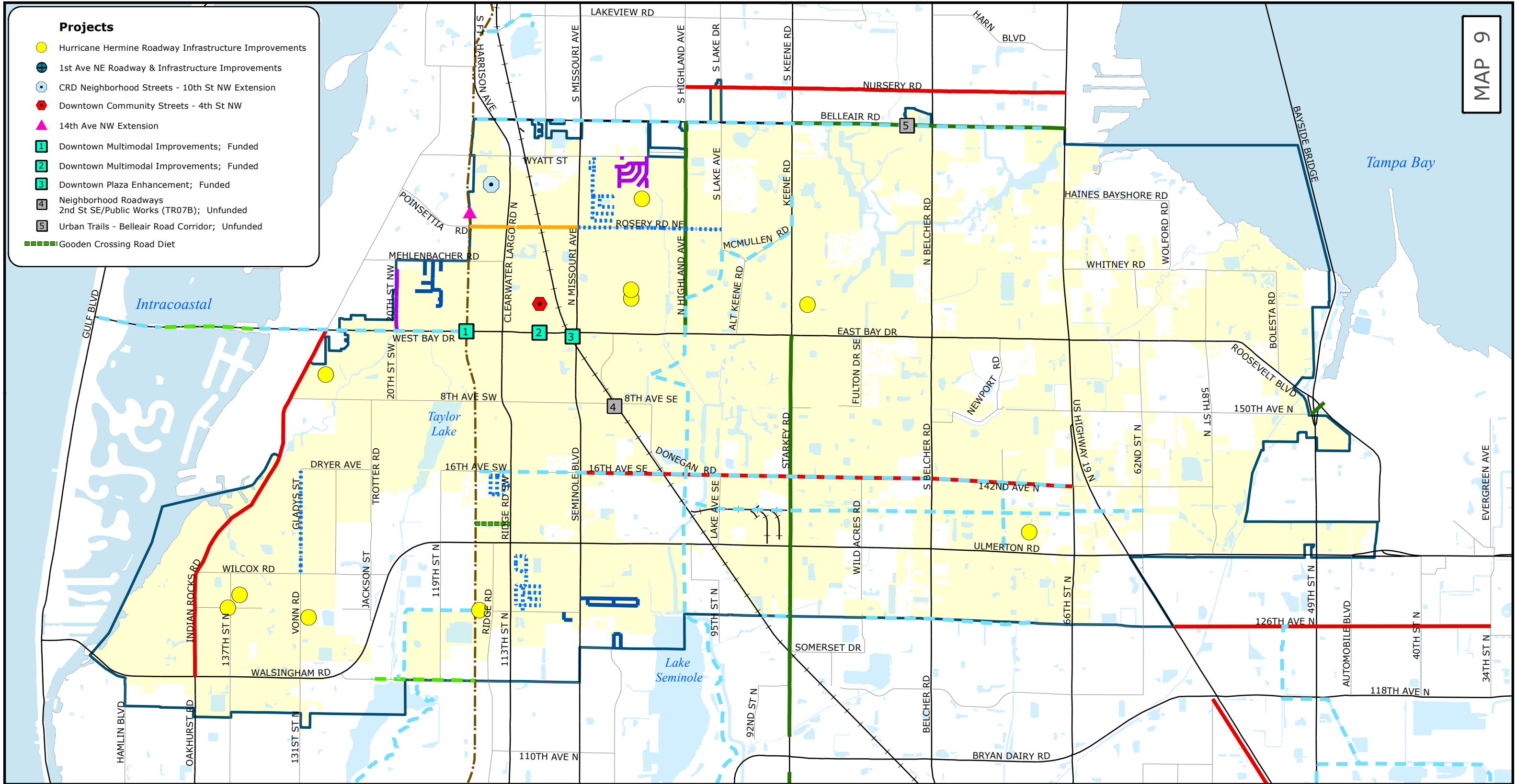
- Pinellas County Public School
- Pinellas and Planned Duke Energy Trail
- Largo City Limits



Publication Date:  
10/24/2017

Source: Forward Pinellas (7/2016)





# Multimodal Projects

**FORWARDING OUR FUTURE**  
Comprehensive Plan 2040

**Elements**

**City of Largo**  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)

## Largo FY 2018-2023 Multimodal CIP

**Design Year**  
FY 2022

**Construction Year**  
FY 2019  
FY 2021  
FY 2022

## 2040 Forward Pinellas L RTP Projects

Unfunded  
Funded

**Community Trails**  
Existing  
Proposed

CSX Rail Network  
Pinellas Trail  
Largo City Limits  
Planning Service Area

**Map Legend**

Publication Date: 5/29/2018

0 3,500 Feet

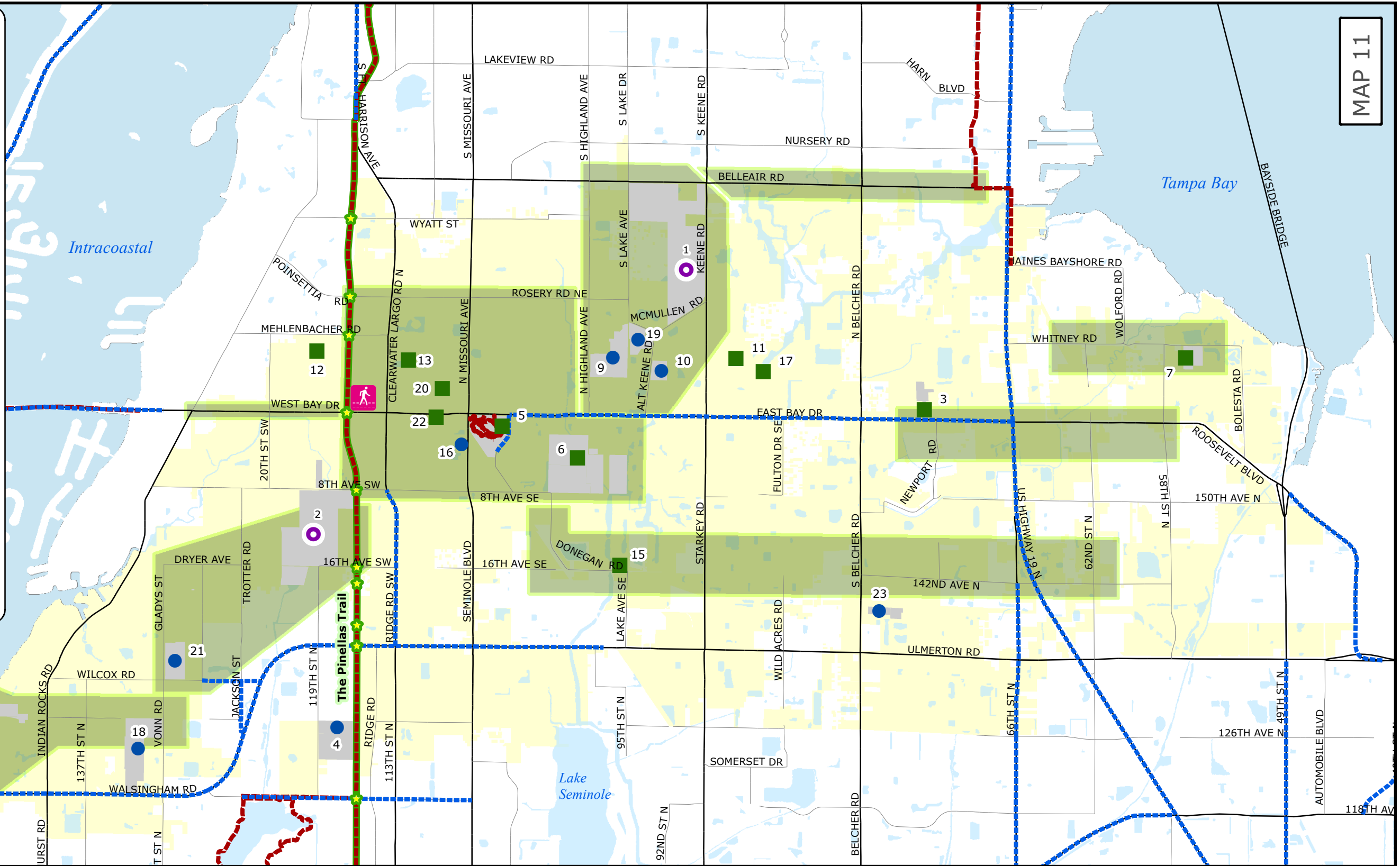
Source: City of Largo 2018-2022 CIP Roadway Projects; City of Largo 2019-2023 CIP Multimodal Projects; Forward Pinellas 7/2016 (source="G:\010100-07.14\_Pinellas MPO L RTP Tasks 8-10\_ReportingAdoption\Maps\GEO\finalCF\CF\_080814\_v2"/>); 2040 Long Range Transportation Plan\*, Tables 5-1, 5-8, 5-9; Largo Strategic Plan 2017



- Largo Parks**
- 15 Donegan Park
  - 14 George C. McGough Nature Park
  - 8 John R. Bonner Nature Park
  - 13 Lake Villa Park
  - 5 Largo Central Park
  - 6 Largo Central Park Nature Preserve
  - 7 Largo Datsko Park
  - 11 McMullen Park
  - 3 Northeast Paw Park
  - 12 Northwest Park
  - 17 Sunshine Park
  - 22 Ulmer Park
  - 20 Woodrow Avenue Park

- Recreation Complexes**
- 16 Bayhead Teen Complex
  - 23 Belcher Road Soccer Complex
  - 9 Highland Recreation Complex
  - 10 Largo Community Center
  - 18 Largo Municipal Golf Course
  - 19 Largo Sports Complex
  - 21 Southwest Recreation Complex
  - 4 Whitesell Softball Complex

- Pinellas County Parks**
- 1 Eagle Lake Park
  - 2 John S Taylor Park



## Existing Urban Trails and Parks Network



**Elements**

City of Largo  
201 Highland Avenue, Largo, FL 33770  
Telephone (727) 587-6749  
[www.largo.com/comprehensiveplan](http://www.largo.com/comprehensiveplan)

### Existing Trail Paths and Bicycle Lanes

- Existing Trail Path
- Existing Bicycle Lane
- The Pinellas Trail
- Existing Pinellas Trail Connections

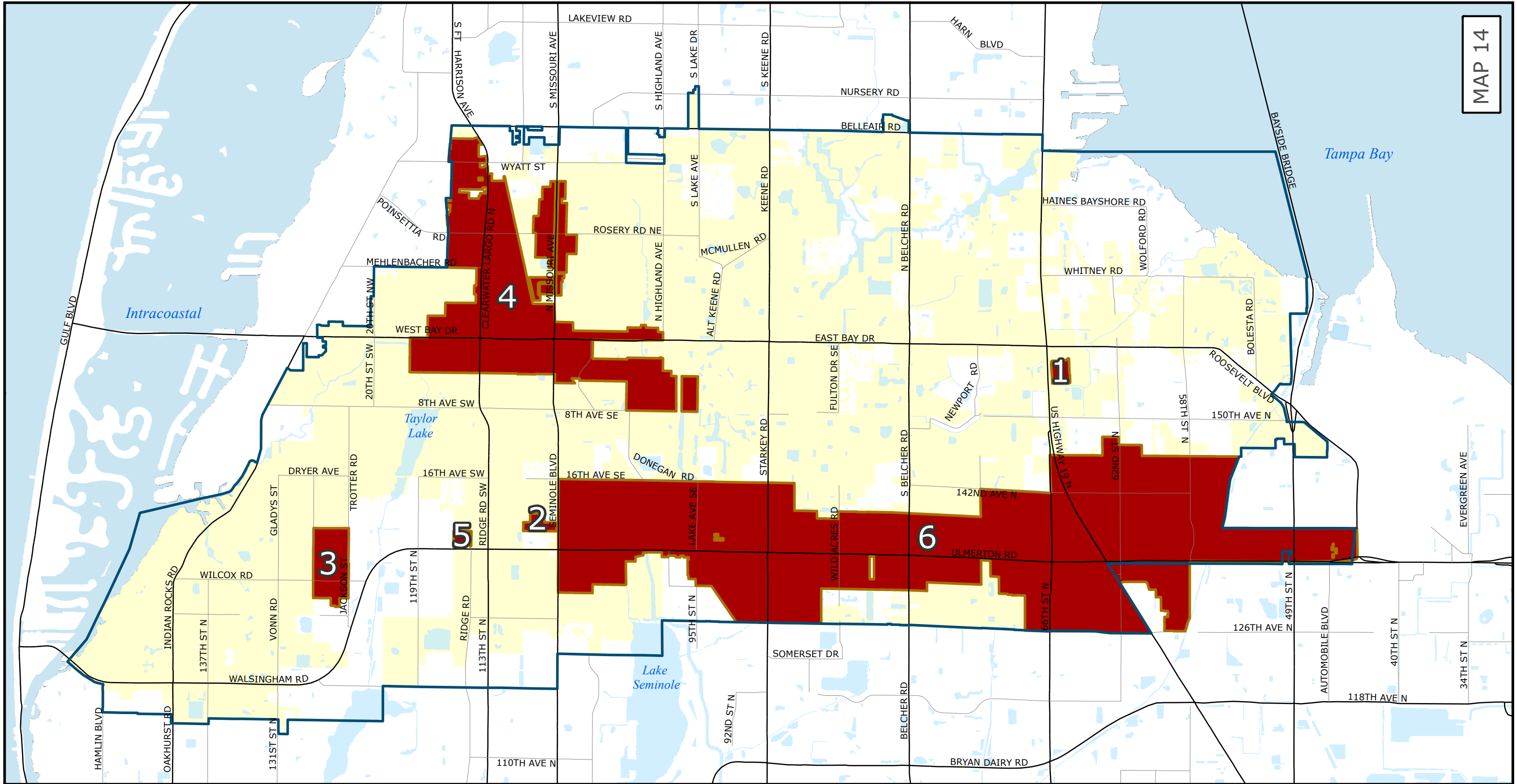
- Map Legend**
- Largo Urban Trail Corridor
  - Park and Recreation Locations
  - Largo City Limits
  - West Bay Drive Trailhead

**Map Legend**

Publication Date:  
12/13/2017

0 3,500 Feet



Sources: City of Largo Strategic Plan, Map G: Urban Trail Network; City of Largo Recreation Parks and Arts Master Plan (2011); Pinellas County Bicycle and Pedestrian Master Plan (2013)



## Brownfields

 **Largo Brownfield Areas**

- |                              |  |
|------------------------------|--|
| 1. 2677 Roosevelt Boulevard  | 4. Pinellas County Largo Area-wide           |
| 2. Briarwood RV Park         | 5. Pinellas Heights                          |
| 3. Pinellas County Dansville | 6. Ulmerton Road Opportunity Corridor (UROC) |

 Largo City Limits  
 Largo Planning Area

### Map Legend





Publication Date:  
10/24/2017


0 3,500 Feet



**Elements**

**City of Largo**  
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Telephone (727) 587-6749  
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## **APPENDIX B**

### **USEPA ENVIRONMENTAL JUSTICE REPORT (EJSCREEN)**

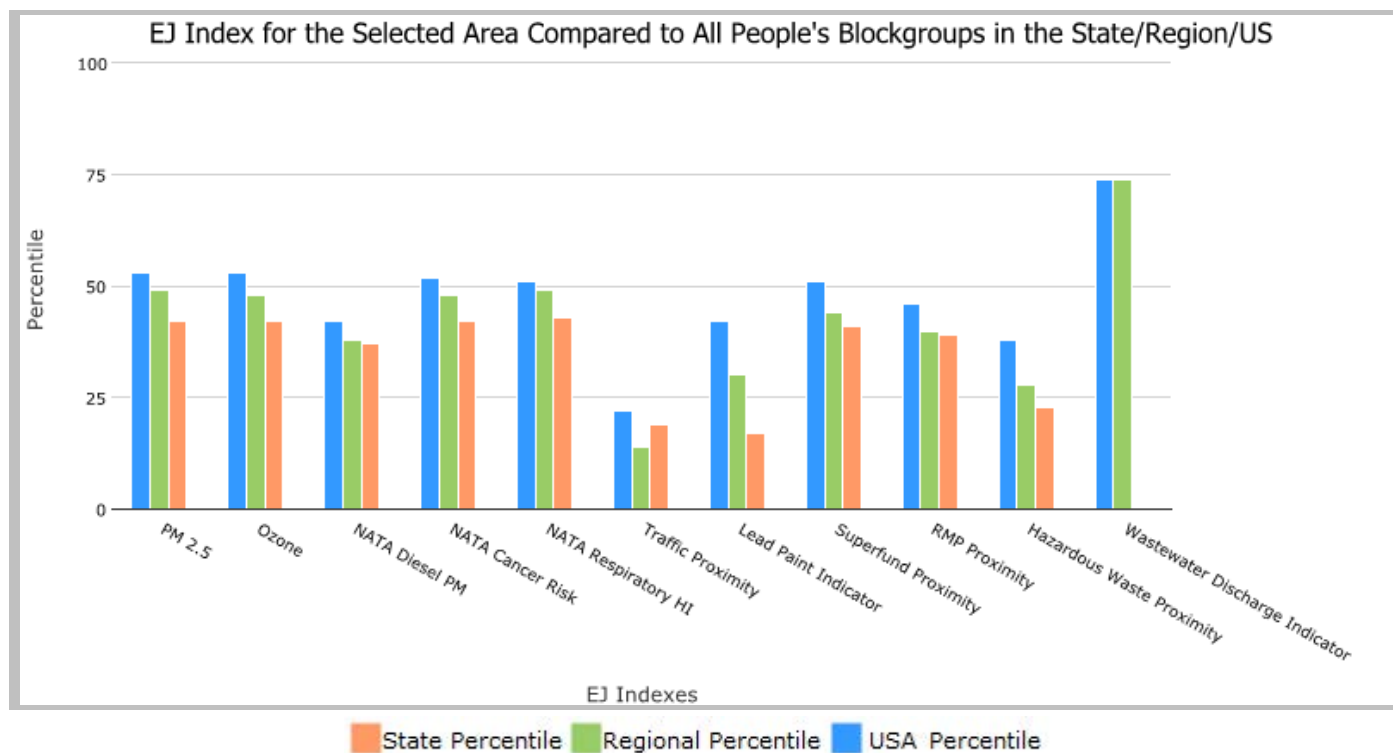
Blockgroup: 121030256041, FLORIDA, EPA Region 4

Approximate Population: 1,354

Input Area (sq. miles): 0.33

1st Avenue NE

Selected Variables	State Percentile	EPA Region Percentile	USA Percentile
<b>EJ Indexes</b>			
EJ Index for PM2.5	42	49	53
EJ Index for Ozone	42	48	53
EJ Index for NATA* Diesel PM	37	38	42
EJ Index for NATA* Air Toxics Cancer Risk	42	48	52
EJ Index for NATA* Respiratory Hazard Index	43	49	51
EJ Index for Traffic Proximity and Volume	19	14	22
EJ Index for Lead Paint Indicator	17	30	42
EJ Index for Superfund Proximity	41	44	51
EJ Index for RMP Proximity	39	40	46
EJ Index for Hazardous Waste Proximity	23	28	38
EJ Index for Wastewater Discharge Indicator	N/A	74	74



This report shows the values for environmental and demographic indicators and EJSCREEN indexes. It shows environmental and demographic raw data (e.g., the estimated concentration of ozone in the air), and also shows what percentile each raw data value represents. These percentiles provide perspective on how the selected block group or buffer area compares to the entire state, EPA region, or nation. For example, if a given location is at the 95th percentile nationwide, this means that only 5 percent of the US population has a higher block group value than the average person in the location being analyzed. The years for which the data are available, and the methods used, vary across these indicators. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports.

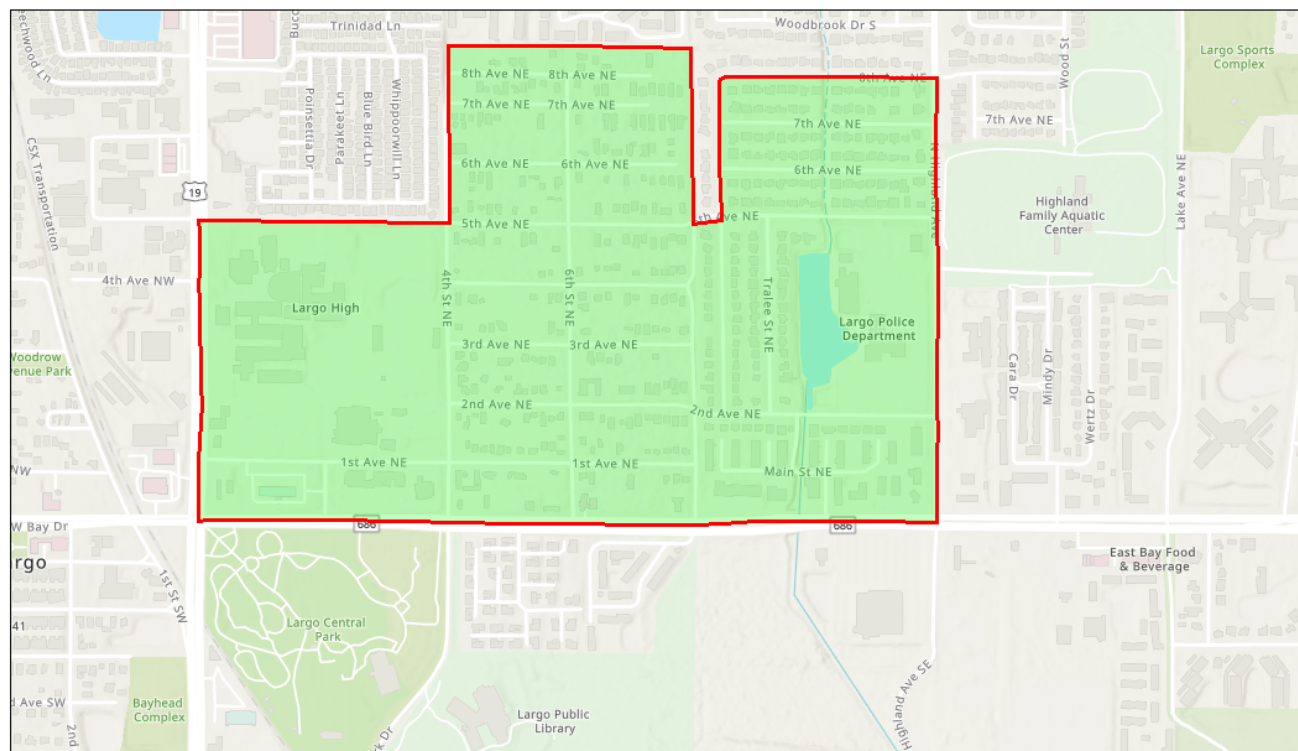


**Blockgroup: 121030256041, FLORIDA, EPA Region 4**

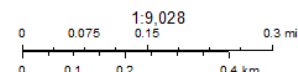
**Approximate Population: 1,354**

**Input Area (sq. miles): 0.33**

**1st Avenue NE**



December 5, 2019



Sources: Esri, Albus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastrijken, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community

<b>Sites reporting to EPA</b>	
Superfund NPL	0
Hazardous Waste Treatment, Storage, and Disposal Facilities (TSDF)	0

## EJSCREEN Report (Version 2019)

Blockgroup: 121030256041, FLORIDA, EPA Region 4

Approximate Population: 1,354

Input Area (sq. miles): 0.33

1st Avenue NE

Selected Variables	Value	State Avg.	%ile in State	EPA Region Avg.	%ile in EPA Region	USA Avg.	%ile in USA
<b>Environmental Indicators</b>							
Particulate Matter (PM 2.5 in $\mu\text{g}/\text{m}^3$ )	7.7	7.43	63	8.59	23	8.3	31
Ozone (ppb)	36.5	33.7	73	40	28	43	15
NATA* Diesel PM ( $\mu\text{g}/\text{m}^3$ )	0.653	0.557	70	0.417	80-90th	0.479	70-80th
NATA* Cancer Risk (lifetime risk per million)	31	33	37	36	<50th	32	50-60th
NATA* Respiratory Hazard Index	0.43	0.49	22	0.52	<50th	0.44	<50th
Traffic Proximity and Volume (daily traffic count/distance to road)	890	550	82	350	90	750	79
Lead Paint Indicator (% Pre-1960 Housing)	0.17	0.11	77	0.15	70	0.28	48
Superfund Proximity (site count/km distance)	0.037	0.13	27	0.083	49	0.13	32
RMP Proximity (facility count/km distance)	0.32	0.79	43	0.6	57	0.74	51
Hazardous Waste Proximity (facility count/km distance)	0.63	0.47	81	0.52	77	4	55
Wastewater Discharge Indicator (toxicity-weighted concentration/m distance)	0	0.48	N/A	0.45	42	14	37
<b>Demographic Indicators</b>							
Demographic Index	31%	41%	40	38%	46	36%	52
Minority Population	23%	45%	30	38%	39	39%	42
Low Income Population	40%	36%	59	37%	57	33%	66
Linguistically Isolated Population	2%	7%	40	3%	61	4%	54
Population With Less Than High School Education	10%	12%	49	13%	43	13%	50
Population Under 5 years of age	3%	5%	24	6%	19	6%	17
Population over 64 years of age	18%	19%	59	16%	66	15%	69

\* The National-Scale Air Toxics Assessment (NATA) is EPA's ongoing, comprehensive evaluation of air toxics in the United States. EPA developed the NATA to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that NATA provides broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. More information on the NATA analysis can be found at: <https://www.epa.gov/national-air-toxics-assessment>.

For additional information, see: [www.epa.gov/environmentaljustice](http://www.epa.gov/environmentaljustice)

EJSCREEN is a screening tool for pre-decisional use only. It can help identify areas that may warrant additional consideration, analysis, or outreach. It does not provide a basis for decision-making, but it may help identify potential areas of EJ concern. Users should keep in mind that screening tools are subject to substantial uncertainty in their demographic and environmental data, particularly when looking at small geographic areas. Important caveats and uncertainties apply to this screening-level information, so it is essential to understand the limitations on appropriate interpretations and applications of these indicators. Please see EJSCREEN documentation for discussion of these issues before using reports. This screening tool does not provide data on every environmental impact and demographic factor that may be relevant to a particular location. EJSCREEN outputs should be supplemented with additional information and local knowledge before taking any action to address potential EJ concerns.



# **APPENDIX C**

CIP PROJECT SHEETS FY2020-2024

# **City of Largo, Florida**

## **Proposed Five – Year Capital Improvements Program and Long Range Financial Plan**

Fiscal Year 2020 – Fiscal Year 2024  
04/01/19



### **Mayor and City Commission**

Dr. Woody Brown, Mayor  
Curtis Holmes, Vice Mayor  
John L. Carroll  
Samantha Fenger  
Donna Holck  
Jamie Robinson  
Michael Smith

### **City Manager**

Henry P. Schubert



## 1ST AVE NE ROADWAY & INFRASTRUCTURE IMPROVEMENTS

### Project Number: 190

<b>Project Manager:</b>	City Engineer	<b>Additional FTEs:</b>	0.00
<b>Project Customer:</b>	Transportation Projects (ESD)	<b>Estimated Useful Life:</b>	25 Years
<b>Strategic Focus Area:</b>	Public Health and Safety	<b>Project Status:</b>	Unfunded
<b>Strategic Plan Initiative:</b>	Invest in Quality Public Infrastructure	<b>Project Score:</b>	30
		<b>Cost Estimate (unfunded):</b>	\$2,800,000

### Project Description:

This project is for reconstruction of 1st Avenue NE. The current road is constructed of red clay brick and is in a state of disrepair, with numerous depressions and patches in the road surface and poor stormwater drainage. The scope of work includes restoration of the failed brick surface, concrete sidewalks, and stormwater and wastewater infrastructure improvements. In addition, sidewalk improvements and road repairs to 4th Street NE and 2nd Street NE between East Bay Drive and 1st Avenue NE are proposed as part of the project to provide multi-modal connectivity to Largo Central Park.

### Revisions from Previous Year:

N/A

### Beyond 5 Years:

This mobility asset will require ongoing maintenance throughout its expected service life.

### Level of Service Change Due to Project:

The pavement improvements will extend or restore the service life of the City's roadways and increase driver safety and comfort. Sidewalk repairs and upgrades will provide compliance with minimum Americans with Disabilities Act (ADA) standards and will improve pedestrian safety and mobility.

## COMMUNITY STREETS – 4TH AVENUE NW (SL29)

### Project Number: 152

<b>Project Manager:</b>	City Engineer	<b>Additional FTEs:</b>	0.00
<b>Project Customer:</b>	Street Maintenance	<b>Estimated Useful Life:</b>	20 Years
<b>Strategic Focus Area:</b>	Public Health and Safety	<b>Project Status:</b>	Unfunded
<b>Strategic Plan Initiative:</b>	Invest in Quality Public Infrastructure	<b>Project Score:</b>	20
		<b>Cost Estimate (unfunded):</b>	\$1,515,000

### Project Description:

The City has two goals for the Community Street Network: improving community streets to provide safe and efficient routes from neighborhoods to local destinations; and accommodating growth by improving mobility for all users, especially pedestrians and bicyclists, within constrained rights-of-way that cannot be expanded to accommodate additional automobiles.

Paving group SL29 contains mixed-use commercial, neighborhood residential and institutional land uses, and connects to Largo High School and transit stops on Clearwater Largo Road and Missouri Avenue. SL29 consists of 0.48 miles of scheduled pavement improvements. The project scope includes pavement, pedestrian, and bicycle infrastructure improvements (including a CSX pedestrian crossing). Pavement improvement scope consists of both minor rehabilitation and full reconstruction. Multimodal and ADA improvements will be evaluated and included with this project. This project includes design with inspection services and construction.

### Revisions from Previous Year:

N/A

### Beyond 5 Years:

The project will require ongoing preventive maintenance.

### Level of Service Change Due to Project:

Pavement improvements will extend or restore the service life of the City's roadway and increase driver safety and comfort. Investments in pedestrian and bicycle improvements along these roadways will not only serve to expand transportation options for residents of the City, but also will serve to reduce the number of bicycle and pedestrian-related accidents that occur along these streets. Sidewalk repairs will meet current ADA standards and will improve pedestrian safety and mobility. Additionally, multi-modal improvements will fill in sidewalk gaps along 4th Ave NW west of the CSX Railroad per the City's Multi-Modal plan and improve bicyclist safety and mobility. This project will include coordination with CSX to evaluate and construct a pedestrian crossing over the existing CSX crossing.





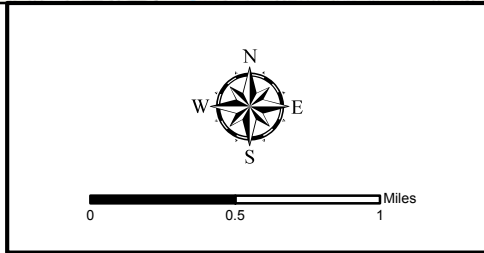
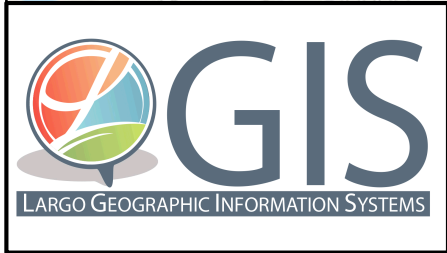
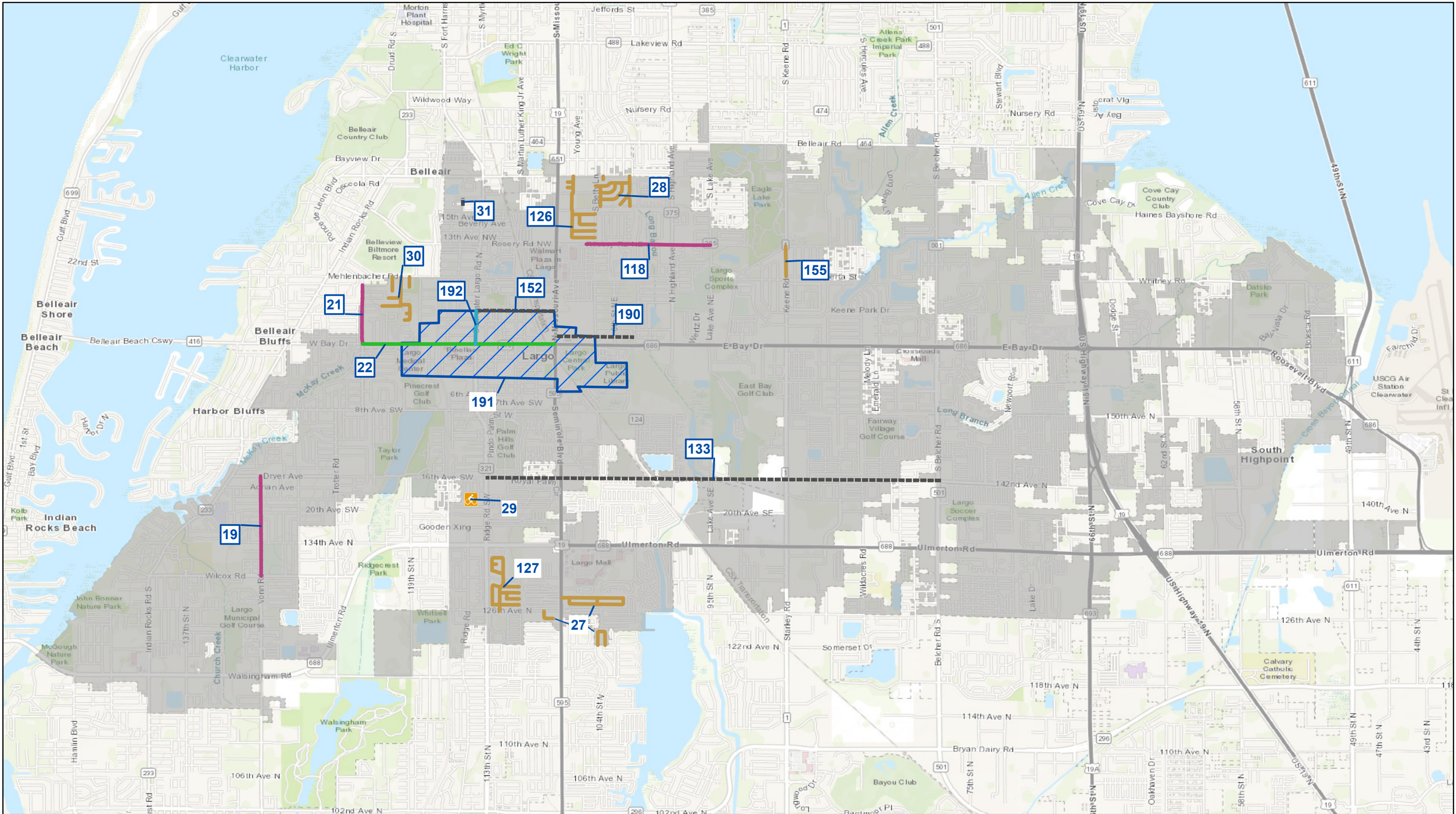
## **City of Largo, Florida FY2020 – FY2024 CIP**

### **Maps**

### FY 2020-2024 CIP Maps - Project Key

Project Number	Project Title	Project Type	Status
22	Downtown Multimodal Improvements	Mobility Projects	Funded
155	Neighborhood Roadway – East Rosery Rd (SL02)	Mobility Projects	Funded
30	Neighborhood Roadways - 16th St NW (TR26)	Mobility Projects	Funded
27	Neighborhood Roadways - 127th Ave N (TR03)	Mobility Projects	Funded
28	Neighborhood Roadways - Stratford Dr (TR72)	Mobility Projects	Funded
127	Neighborhood Roadways - 112TH Ave (TR81)	Mobility Projects	Funded
21	Community Streets - 20th St NW (PC05)	Mobility Projects	Funded
19	Community Streets - Gladys St (PC03)	Mobility Projects	Funded
29	Neighborhood Roadways - Valencia Dr S (TR02)	Mobility Projects	Funded
118	Community Streets - Rosery Rd NE(2) (PC04/PC10)	Mobility Projects	Funded
126	Neighborhood Roadways - Regina Dr (TR14)	Mobility Projects	Funded
191	Unpaved Alleys	Mobility Projects	New
192	Clearwater/Largo Road Multimodal Improvements	Mobility Projects	New
31	CRD Neighborhood Streets - 10th St NW Extension	Mobility Projects	Unfunded
152	Community Streets – 4th Avenue NW (SL29)	Mobility Projects	Unfunded
133	142nd Ave N/16th Ave SW Multimodal Connector	Mobility Projects	Unfunded
190	1st Ave NE Roadway & Infrastructure Improvements	Mobility Projects	Unfunded





### CIP Funding Status

- Community Streets (Funded)
- Downtown Multimodal Improvements (Funded)
- Multimodal Improvements (Funded)

### 2020 - 2024 Capital Improvement Projects - Mobility

- Neighborhood Roadways (Funded)
- Neighborhood Streets/ Roadway & Infrastructure Improvements/ Multimodal Connector/ Community Streets (Unfunded)

- Unpaved Alleys
- Largo City Limits



# **APPENDIX D**

## **LAP CERTIFICATION**





*Florida Department of Transportation*

RICK SCOTT  
GOVERNOR

11201 N. McKinley Drive  
Tampa, FL 33612-6456

MIKE DEW  
SECRETARY

August 8, 2018

Rafal Cieslak, PE  
Assistant Engineering Services Director  
City of Largo  
201 Highland Avenue  
Largo, Florida 33779

RE: City of Largo – Local Agency Program (LAP) Certification

Dear Mr. Cieslak:

Congratulations are in order for the City of Largo and this letter serves as notification that the City has been project specific certified under the Department's Local Agency Program. The areas of certification include Construction and Construction Administration, pursuant to Chapter 2 of LAP Manual with the following stipulations:

1. The City will partner with the Department in the development of environmental documentation for federally funded projects. This partnership will be available to the City with the stipulation that a pre-qualified consultant is utilized in the development of these projects. We ask that you contact Mr. Kirk Bogen, District Project Development Engineer, at (813) 975-6448 to discuss potential PD&E Studies.
2. Chapter 2, Section 2.3.1, of the LAP Manual states that right-of-way activities cannot be delegated to a local agency and Chapter 12, section 12.2, of the LAP Manual states that a local agency performing right-of-way activities must work under the direct oversight of the FDOT District Right-of-Way Office. Therefore, we ask that you coordinate all right-of-way activities with Ms. Penny Anthony, District Seven Right of Way Manager at (813) 975-6768.
3. Chapter 2, Section 2.5.4, of the LAP Manual states that training must be completed by each agency designated employee within 12 months of LAP Recertification approval letter date. Currently, City of Largo still needs to complete the following trainings:

LAP Sub-Recipient Compliance Assessment Tool (SCAT)  
LAP Construction Checklist Training (BT-05-0197)- November 27, 2018

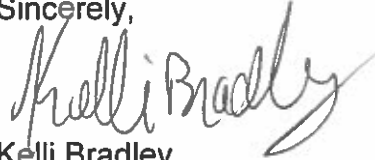
Failure to complete all required training courses as indicated will effectively terminate your agency's LAP Certification and may affect future program participation and reimbursement of project funds.

A copy of the signed Local Agency Certification Qualification Tool is enclosed for your records. A LAP Agreement will be required for each LAP project to establish the terms of the project finance and reimbursement.

The updated LAP Manual is available online and can be accessed through our website at [http://www.dot.state.fl.us/programmanagement/LAP/LAP\\_TOC.shtm](http://www.dot.state.fl.us/programmanagement/LAP/LAP_TOC.shtm). We look forward to receiving the City's requests to undertake LAP projects and will work closely with staff in meeting mutual transportation needs.

Should you have any questions, please contact me at (813) 975-6095 or Tamara Perez at (813) 975-6428

Sincerely,

A handwritten signature in black ink that reads "Kelli Bradley". The signature is fluid and cursive, with the first name "Kelli" and last name "Bradley" clearly distinguishable.

Kelli Bradley  
Program Management Administrator  
[Kelli.bradley@dot.state.fl.us](mailto:Kelli.bradley@dot.state.fl.us)

KB/tp

cc: Richard Moss, Brian McKishnie, Becky Schwarz, Carlos Valdes, Ming Gao, Penny Anthony, Ed McKinney



# **APPENDIX E**

## **CONSTRUCTION DRAWINGS & COSTS**



DESIGNING  
POSSIBILITIES  
SINCE 1938

STOCKHOLDERS  
William B. Harvard, Jr., AIA  
Jeffrey E. Cobble, AIA, CPTED  
Michael K. Hart, AIA, ACHA  
Ward J. Frieszkowski, AIA  
Steven M. Heiser, AIA  
Alejandro F. Gonzalez, AIA  
Yvette V. London, AIA, LEED AP  
Jack Williams, Jr., AIA  
Paul N. Schnitzlein, AIA  
Jacquelyn S. Spears, ASID, LEED AP  
Leslie D. Brunell, AIA  
Stephen L. Johnson, AIA, LEED AP  
Philip L. Trezza, Jr., AIA, LEED AP  
Louis B. Kutler II  
Charles J. Clees, RLA  
Maria Harvard Rawls, LEED AP  
Howard W. Braukman, AIA, LEED AP  
Ronald R. Zajac, AIA, LEED AP  
Joseph E. Blouin, Jr., AIA  
Winola H. Davidson, LEED AP  
Amy E. Jarman, RA, LEED AP  
Candace E. Shepherd  
Robert S. Cusick, AIA, LEED AP

March 9, 2015

Rick Bevilacqua  
Manager, Facilities Construction  
Pinellas County Schools  
11111 S. Belcher Road  
Largo, FL 33733

RE: Proposal for Largo High School  
1<sup>st</sup> Avenue Improvements for the City of Largo  
HJ Project No: 13067.00

Dear Rick,

We are herewith submitting this proposal for the 1<sup>st</sup> Avenue Improvements for the City of Largo. Refer to the attached letter from George F. Young for the scope of the work.

The fee for the scope of work outline in George F. Young letter is as follows.

George F. Young's Fee.....	<u>\$116,729.50</u>
Harvard Jolly Fee .....	<u>\$ 5,837.00</u>
Total Fee.....	<u>\$122,566.50</u>

Please call me if you have any questions.

Sincerely,

- \$11,200.00 (unused)  
\$111,366.50 (amount spent)

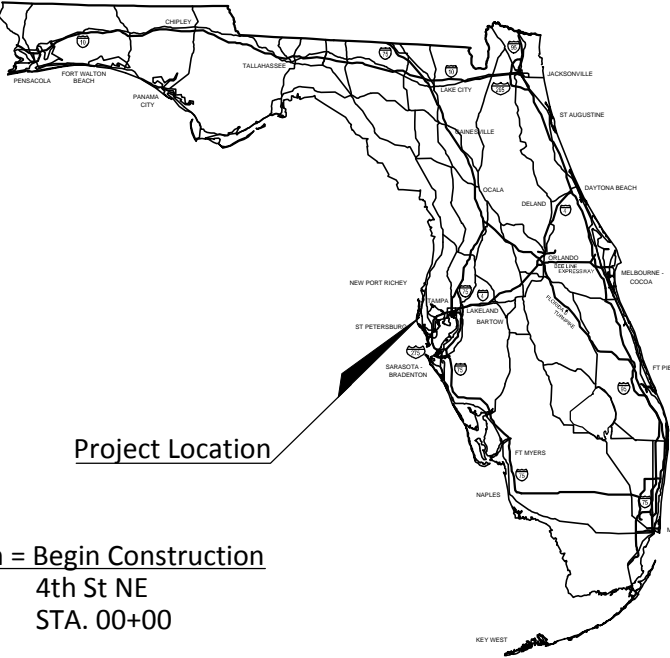
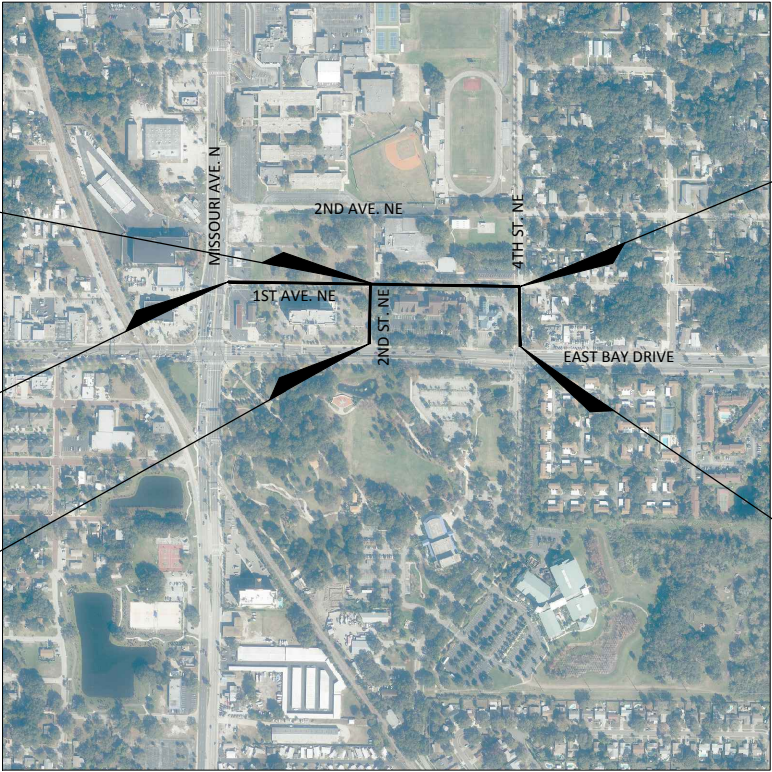
Sincerely,

Steven Heiser, AIA  
Senior Vice President  
HARVARD JOLLY ARCHITECTURE



CITY OF LARGO  
1ST AVENUE NE  
UTILITY, DRAINAGE AND ROADWAY IMPROVEMENTS  
CONSTRUCTION DRAWINGS

LARGO, FL 33779 - 0296  
PINELLAS COUNTY



Project Location

End of Construction = Begin Construction

1st Ave NE  
STA. 23+88

4th St NE  
STA. 00+00

Begin Construction  
2nd St NE  
STA. 00+00

Begin Construction  
1st Ave NE  
STA. 010+00

End of Construction  
2nd St NE  
STA. 02+74

End of Construction  
4th St NE  
STA. 02+92

SHOP DRAWINGS TO BE SUBMITTED TO:

CITY OF LARGO

201 HIGHLAND AVENUE  
P.O. BOX 296  
LARGO, FL 33779-0296

PLANS PREPARED BY:



George F. Young, Inc.

299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701  
PHONE (727) 822-4317 FAX (727) 822-2919  
ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21  
ARCHITECTURE•ENGINEERING•ENVIRONMENTAL•LANDSCAPE PLANNING•SURVEYING•UTILITIES  
GAINESVILLE•LAKEWOOD RANCH•ORLANDO•PALM BEACH GARDENS•ST. PETERSBURG•TAMPA

PROJECT LOCATION MAP

SECTION 34

TOWNSHIP 29 S

RANGE 15 E

PROJECT CONTACT LIST:

SITE OWNER/DEVELOPER:	CITY OF LARGO 201 HIGHLAND AVENUE, P.O.BOX 296 LARGO, FLORIDA 33779 PHONE: (727) 586-7413	ANN H. ROCKE EMAIL: arocke@largo.com
CIVIL ENGINEERING:	GEORGE F. YOUNG, INC. 299 DR. MARTIN LUTHER KING, JR. ST. ST PETERSBURG, FL 337011 PHONE: (727) 822-4317 FAX: (727) 822-2919	ALLISON C. SHAW EMAIL: ashaw@georgefyoung.com
SURVEYOR:	GEORGE F. YOUNG, INC. 299 DR. MARTIN LUTHER KING, JR. ST. ST PETERSBURG, FL 337011 PHONE: (727) 822-4317 FAX: (727) 822-2919	CATHERINE A. BOSCO EMAIL: cbosco@georgefyoung.com
GENERAL CONTRACTOR:	AJAX BUILDING CORPORATION 109 COMMERCE BLVD OLDSMAR, FL 34677 PHONE: (813) 792-3900	ROB CULPEPPER EMAIL: rculpepper@ajaxbuilding.com



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Call before you dig.  
callsunshine.com

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINATION OR  
VERIFICATION OF THE LOCATION, TYPE AND DEPTH OF ALL  
UTILITIES (ABOVE AND BELOW GROUND) PRIOR TO  
CONSTRUCTION.

NOTE: THE SCALE OF THESE PLANS MAY HAVE  
CHANGED DUE TO REPRODUCTION.

This item has been electronically signed and sealed  
by ALLISON C. SHAW on 6/3/16, using a SHA-1  
authentication code; Printed copies of this document  
are not considered signed and sealed and the SHA-1  
authentication code must be verified on any electronic  
copies.

State of Florida Professional Engineer, License 57366

June 3, 2016

ENGINEER OF RECORD: ALLISON C. SHAW

P.E. NO.: 57366

FISCAL YEAR	SHEET NO.
2016	C00





PX = PLAN X  
PPX = PLAN AND PROFILE X

REVISED	NO.	BY	DATE	DESCRIPTION		INITIALS	DATE
					DESIGN	ACS	5/5/16
					DRAWN	MAS	3/23/16
					CHECKED		
					QUALITY CHK		
					SCALE		

PREPARED FOR:  
  
CITY OF LARGO  
201 HIGHLAND AVENUE  
P.O. BOX 296  
LARGO, FL 33779



**George F. Young, Inc.**  
299 DR. MARTIN LUTHER KING JR. STREET, N. ST. PETERSBURG, FLORIDA 33701  
PHONE (727) 822-4317 FAX (727) 822-2919  
ENGINEERING CERTIFICATE OF AUTHORIZATION NUMBER 21  
CIVIL & TRANSPORTATION ENGINEERING | ECOLOGY | GIS | LANDSCAPE ARCHITECTURE  
PLANNING | SURVEYING | SUBSURFACE UTILITY ENGINEERING  
GAINESVILLE • LAKEWOOD RANCH • ORLANDO • PALM BEACH • ST. PETERSBURG • TAMPA

This item has been electronically signed and sealed by Allison C. Shaw, on 6/3/16, using a SHA-1 authentication code; Printed copies of this document are not considered signed and sealed and the SHA-1 authentication code must be verified on any electronic copies.  
**ALLISON C. SHAW** No. 57366  
State of Florida Professional Engineer, License # 57366  
DATE **June 3, 2016**

**1ST AVENUE NE IMPROVEMENTS  
PROJECT LAYOUT**  
SECTION 34, TOWNSHIP 29 S., RANGE 15 E.

JOB NO.  
13022001SC  
SHEET NO.  
C05.0



## **APPENDIX F**

### **CITY COMMISSION RESOLUTION & STAFF MEMO**

RESOLUTION NO. 2250

A RESOLUTION OF THE CITY OF LARGO, FLORIDA, AUTHORIZING THE CITY MANAGER TO SUBMIT COMPLETE STREETS GRANT FUNDING APPLICATIONS FOR FUNDING OF THE 4TH AVENUE NORTHWEST AND 1ST AVENUE NORTHEAST PROJECTS; PROVIDING AN EFFECTIVE DATE.

WHEREAS, Forward Pinellas coordinates transportation and land use planning in Pinellas County; and

WHEREAS, Forward Pinellas seeks to incentivize transportation investments so they serve as a catalyst for transformative change and redevelopment, particularly through the implementation of the Complete Streets Program; and

WHEREAS, on October 1, 2019, Forward Pinellas issued a call to solicit concept planning and construction projects that meet the intent of the Complete Streets Program; and

WHEREAS, Forward Pinellas will provide an incentive of up to \$100,000 for concept planning projects to be funded in Fiscal Year 2020; and

WHEREAS, Forward Pinellas will provide an incentive of up to \$1,000,000 for construction project applications to be funded within the Fiscal Years of 2021-22 to 2025-26.

NOW, THEREFORE, THE CITY OF LARGO CITY COMMISSION HEREBY RESOLVES:

Section 1: That the City Commission supports the Forward Pinellas Complete Streets Program and incentive projects.

Section 2: That the City Commission authorizes the City Manager to submit a Complete Streets Grant Funding application in the construction project funding category for the 1<sup>st</sup> Avenue Northeast project.


Section 3: That the City Commission authorizes the City Manager to submit a Complete Streets Grant Funding application in the concept planning project funding category for the 4<sup>th</sup> Avenue Northwest project.

Section 4: That this resolution shall take effect immediately upon its adoption.

PASSED AND ADOPTED THIS 19 DAY OF November, 2019

CITY OF LARGO, FLORIDA

  
Louis L. Brown, Mayor

ATTEST:   
Diane Bruner, City Clerk

REVIEWED AND APPROVED:

  
Alan S. Zimmer, City Attorney





# City Commission

## AGENDA ITEM REPORT



**Meeting:** City Commission - 19 Nov 2019  
**Presenter:** Rick Perez, Planning Manager, Community Development  
**Staff** Rick Perez, Planning Manager Ext. 7350 rperez@largo.com  
**Contact:**

### TITLE

Resolution No. 2250 - Authorizing The City Manager To Respond To The Forward Pinellas Call For Projects With Applications For Concept Plan Project And Construction Project Funding

### SUMMARY:

Resolution No. 2250 documents the City Commission's support to submit two applications in response to Forward Pinellas Complete Streets Program call for projects.

The Forward Pinellas Complete Streets program offers funding for the following categories:

- \$100,000 incentive (County funding) towards a Complete Streets concept plan project. The estimated award date is mid-summer 2020.
- \$1,000,000 incentive (FDOT funding) towards a Complete Streets construction project. The funding awarded will be included in the Fiscal Year 2021/2022 and 2025/2026 FDOT Work Program. The program strongly encourages local matching funds, but does not require a minimum amount.

City staff will pursue the Concept Plan Project category for 4th Avenue Northwest and the Construction Project category for 1st Avenue Northeast. Both projects are identified as unfunded in the City Capital Improvements Plan.

The application is due by the December 13, 2019 submission deadline.

### CITY ATTORNEY REVIEWED:

Yes

### CONSISTENT WITH:

Strategic Plan

### POTENTIAL MOTION / DIRECTION REQUESTED:

I MOVE TO APPROVE/DISAPPROVE RESOLUTION NO. 2250.

### ATTACHMENTS:

[Resolution No 2250](#)

# **APPENDIX G**

## **LETTERS OF SUPPORT**

Largo High

Largo Middle School

Largo Recreation, Parks, and Arts Advisory Board

Arlis Construction

Square Peg Development

Friends of Pinellas Trail

Pinellas Suncoast Transit Authority (PSTA)



# Largo High School

Creating Lifelong Learners via  
ExCEL Magnet Program  
International Baccalaureate Programme  
Traditional High School Program

Bradley W. Finkbiner, Principal

November 22, 2019

Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

## **SUBJECT: Support for Downtown Largo East-West Corridor Complete Streets Proposals**

Dear Ms. Favero,

This letter is to support the City of Largo's request for funding for two complete street projects to improve the Downtown East-West Corridor. These priority projects include investing in quality infrastructure that builds a community of safe and healthy neighborhoods and creating an active and connected downtown that supports a vibrant community. The proposed 4<sup>th</sup> Avenue NW concept plan will safely and conveniently connect the road from the Pinellas Trail to the entrance of Largo High School with a railroad crossing that is currently a barrier to students living west of the train tracks that wish to walk or bike to school. The 1<sup>st</sup> Avenue NE construction project will enhance the entire roadway from Missouri to 4<sup>th</sup> street where the light at East Bay Drive allows for easy crossing to Largo Central Park. The realization of both projects will improve conditions for bicyclists and pedestrians, especially students, to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo High School and neighborhoods with the downtown corridor.

Safety is a critical component of the proposed projects and the safety of Largo High students that cross major roadways like Clearwater-Largo Road, Missouri Avenue and East Bay Drive by foot or on bike. The Complete Streets design will include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization, and a new railroad crossing on 4<sup>th</sup> Avenue NW. Ultimately, the improved corridor will make traveling from, to and thru downtown Largo more attractive, convenient and safer for all users.

As the principal of Largo High School, I am confident that the students, staff and families would all support these improvements as we all believe that safety is the highest priority for our students.

Sincerely,



Dr. Bradley Finkbiner, Principal  
Largo High School  
410 Missouri Ave.  
Largo, FL 33770-1562

410 Missouri Ave., Largo, FL 33770 Ph (727) 588-3758 Fax (727) 588-4037 E-mail [Largo-hs@pcsb.org](mailto:Largo-hs@pcsb.org)

The School Board of Pinellas County, Florida, prohibits any and all forms of discrimination and harassment based on race, color, sex, religion, national origin, marital status, age sexual orientation or disability in any programs, services or activities

[www.pcsb.org](http://www.pcsb.org)



LARGO MIDDLE SCHOOL  
155 EIGHTH AVENUE SE  
LARGO, FL 33771

PHONE: 727-588-4600  
FAX: 727-588-3720

**Assistant  
Principals:**  
Anne Caparaso  
Angela Lewis  
Salima Lakhani

**Guidance Counselors:**  
David Anater  
Ashley Chancey

Mrs. Linda Burris, Principal

December 11, 2019

Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**SUBJECT: Support for Downtown Largo East-West Corridor Complete Streets Proposals**

Dear Ms. Favero,

This letter is to support the City of Largo's request for funding for two complete street projects to improve the Downtown East-West Corridor. These priority projects include investing in quality infrastructure that builds a community of safe and healthy neighborhoods and creating an active and connected downtown that supports a vibrant community. The proposed 4<sup>th</sup> Avenue NW concept plan and the 1<sup>st</sup> Avenue NE construction project will enhance the entire roadway from Missouri to 4<sup>th</sup> street where the light at East Bay Drive allows for easy crossing to Largo Central Park. The realization of both projects will improve conditions for students to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo Middle School and neighborhoods with the downtown corridor.

Safety is a critical component of the proposed projects and the safety our students that cross East Bay Drive at 4<sup>th</sup> Street NE as well as major roadways like Clearwater-Largo Road and Missouri Avenue by foot or on bike. The Complete Streets design will include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization, and a new railroad crossing on 4<sup>th</sup> Avenue NW. Ultimately, the improved corridor will make traveling from, to, and thru downtown Largo more attractive, convenient and safer for all users.

As the principal of Largo Middle School, I am confident that the students, staff and families would all support these improvements as we all believe that safety is the highest priority for our students.

Sincerely,

Linda Burris, Principal





P.O. Box 296  
Largo, FL 33779  
LARGO.COM

December 2, 2019

Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**SUBJECT: Support for Downtown Largo East-West Corridor Complete Streets Proposals**

Dear Ms. Favero,

The City of Largo Recreation, Parks and Arts (RPA) Advocacy Board makes recommendations to the City Commission regarding the policies, management, use, supervision and future planning pertaining to Largo's recreation, parks and cultural programs, facilities and activities. The Board is also responsible for recommending Leisure Incentive Fund items for Commission approval and reviewing the department budget prior to approval.

We are writing you in support of the City of Largo's proposals to Forward Pinellas for Complete Streets funding for the reconstruction of 1<sup>st</sup> Avenue NE and to create a complete streets concept plan for future improvements to 4<sup>th</sup> Avenue NW. Together these two projects intend to improve conditions for bicyclists and pedestrians to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo High School and neighborhoods with the downtown corridor.

The City of Largo has developed a high quality recreation, parks and arts system that reflects the community's values and goals. From a recreation standpoint, linking park and recreational resources via trails is a stated priority in the Department's Master Plan and it is the City's desire to seek to provide trail heads at strategic trail access points on both the Pinellas Trail and the Duke Energy Trail so that Largo Residents can access the county-wide trail system. This proposed Complete Streets Projects will help to build upon the Largo Recreation, Parks and Arts Department's strong commitment to improve service and accessibility for current and future residents. Through the integration of the Urban Trails Plan, the Sidewalk Master Plan and the City's Strategic Plan, a well-connected trail system can be achieved in Largo.

YOUR COMMUNITY OF CHOICE  
*Naturally*

The Complete Streets design will include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization, and a new railroad crossing on 4<sup>th</sup> Avenue NW. Ultimately, the improved corridor will make traveling from, to and thru downtown Largo more attractive, convenient and safer for all users. Thus, we are providing this letter of support for the project proposals that the City of Largo is submitting to Forward Pinellas for funding.

Sincerely,

A handwritten signature in cursive script that reads "Annaliese Smith". The signature is written in dark ink and is positioned below the word "Sincerely,".

Recreation, Parks and Arts Advocacy Board





December 10, 2019

Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street Clearwater, FL 33756

Dear Ms. Favero,

I am writing this letter to demonstrate support for the City of Largo's proposals to Forward Pinellas for Complete Streets funding for the reconstruction of 1<sup>st</sup> Avenue NE and to create a complete streets concept plan for future improvements to 4<sup>th</sup> Avenue NW. These two projects will serve as the basis for catalytic change to support the transformation of West Bay Drive and the Clearwater-Largo Road Community Redevelopment Districts where our firm is investing in a multi-story mixed-use development with structured parking to accommodate the use.

We have had several industrious meetings with the City of Largo to discuss our proposed redevelopment project and we have requested that the City consider a Development Agreement for our 2.52-acre site located at 300 East Bay Drive between 1<sup>st</sup> Ave NE and East Bay Drive. The City Commission approved authorization to negotiate a Development Agreement that will address applicable density and intensity bonuses. Our vision is to collaborate with the City and develop our site into a mixed-use building, combining high-quality residential, commercial, and office spaces with a host of site amenities, per the intent and vision laid out under the West Bay Drive Community Redevelopment District Plan (WBD-CRD).

The City of Largo's proposed complete streets projects will improve conditions for bicyclists and pedestrians to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo High School and neighborhoods with the budding downtown corridor. Their designs include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization and safety measures, and a new railroad crossing on 4<sup>th</sup> Avenue NW. Ultimately, the improved corridor will make traveling from, to, and through downtown Largo more attractive, convenient, and safer for all users. These projects will support the vision, redevelopment, and conscious growth of the immediate area.

Sincerely

Arian Kushta,  
VP of Business Development - Arlis Construction U.S.A LLC

A handwritten signature in black ink that reads 'Arian Kushta'.

Square Peg Development LLC  
PO BOX 817  
Largo FL 33779-0817

December 2, 2019

Forward Pinellas  
310 Court Street  
Clearwater FL 33756

Re: SUPPORT FOR CITY OF LARGO PROPOSAL

Dear Ms. Favero;

I am writing this letter to express my strong support for the City of Largo's proposals to Forward Pinellas for Complete Streets funding for the reconstruction of 1<sup>st</sup> Avenue NE and to create a complete streets concept plan for future improvements to 4<sup>th</sup> Avenue NW.

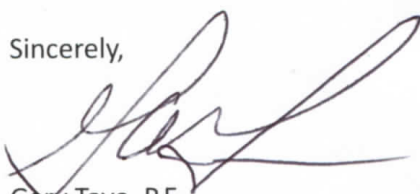
These two projects will serve as catalytic change to support the transformation of the West Bay Drive and Clearwater-Largo Road Community Redevelopment Districts where I am investing in substantial mixed use and multi-family redevelopment projects at three different sites. One site fronts 4<sup>th</sup> Avenue NW and the two other sites are within walking distance of 4<sup>th</sup> Avenue NW.

The proposed complete street projects will improve conditions for bicyclists and pedestrians to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo High School and neighborhoods with the downtown corridor. Their design will include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization, and a new railroad crossing on 4<sup>th</sup> Avenue NW. Ultimately, the improved corridor will make traveling from, to and thru downtown Largo more attractive, convenient and safer for all users.

Improvements of the kind being pursued by the City of Largo are exactly the kind of enhancements that contribute to the overall quality of life demanded by our target market for the development projects I am undertaking. The City of Largo's commitment to these improvements underpins my excitement about opportunities in greater downtown Largo. I have no doubt that your support of the City of Largo's efforts will help attract other developers' interest in further redevelopment in the immediate area.

If any additional information is required, please contact me by electronic mail at [gary@pmi-rentals.com](mailto:gary@pmi-rentals.com) or by telephone at 727-581-0105 x 710.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Gary Tave', with a stylized, flowing script.

Gary Tave, P.E.  
Square Peg Development LLC



Chelsea Favero, AICP  
Planning Manager  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

**SUBJECT: Support for Downtown Largo East-West Corridor Complete Streets Proposals**

Dear Ms. Favero,

Pinellas Trails, Inc. exists to support, enhance, and protect the Pinellas Trail now and for future generations. We are writing you in support of the City of Largo's proposals to Forward Pinellas for Complete Streets funding for the reconstruction of 1<sup>st</sup> Avenue NE and to create a complete streets concept plan for future improvements to 4<sup>th</sup> Avenue NW. Together these two projects intend to improve conditions for bicyclists and pedestrians to safely and conveniently travel between the Pinellas Trail and Largo Central Park as well as connect Largo High School and neighborhoods with the downtown corridor. The Complete Streets design will include improved bicycle and pedestrian facilities, enhanced crosswalks with better signalization, and a new railroad crossing on 4<sup>th</sup> Avenue NW.

The two Downtown East-West Corridor projects are a priority in the City's Strategic Plan. The projects support two of the Strategic Plan's principles:

- create an active and connected downtown that supports a vibrant community, and
- investing in quality infrastructure that builds a community of safe and healthy neighborhoods.

Further more the projects implement the City's 2010 Downtown Multimodal Plan.

Ultimately, the improved corridor will make traveling from, to and thru downtown Largo more attractive, convenient and safer for all users. Thus, we are providing this letter of support for the project proposals that the City of Largo is submitting to Forward Pinellas for funding.

Sincerely,



Scott Daniels  
President  
Pinellas Trails, Inc.

December 10, 2019

Whit Blanton, FAICP  
Forward Pinellas  
310 Court Street  
Clearwater, FL 33756

Dear Mr. Blanton:

PSTA respectfully submits this letter of support for two complete streets projects to improve the Downtown Largo East-West Corridor. These priority projects include investing in quality infrastructure that builds a community of safe and healthy neighborhoods and creating an active and connected downtown that supports a vibrant community.

The proposed **4<sup>th</sup> Avenue NW Concept Plan** will safely and conveniently connect the road from the Pinellas Trail to the entrance of Largo High School with a railroad crossing that is currently a barrier to students living west of the train tracks that wish to walk or bike to school. The **1<sup>st</sup> Avenue NE Construction Project** will enhance the entire roadway from Missouri to 4<sup>th</sup> Street NE where the light at East Bay Drive allows for easy crossing to Largo Central Park. The realization of both projects will improve conditions for transit riders, especially students, to safely and conveniently access regionally significant, high ridership routes within the PSTA system.

PSTA supports these complete street improvements and believe that they will improve access to transit in the project corridors. With the award of grants for the 4<sup>th</sup> Avenue NW and 1st Ave NE projects, PSTA will work with the City to evaluate bus stops in the vicinity to determine shelter needs and priorities designed to encourage multimodal travel.

Sincerely,



Cassandra Borchers, AICP  
Chief Development Officer  
Pinellas Suncoast Transit Authority  
3201 Scherer Drive  
St. Petersburg, FL 33716  
[cborchers@psta.net](mailto:cborchers@psta.net)