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# West Bay Drive Community Redevelopment District Plan 2009



## Experience Downtown: *Past, Present, Future*



**City of Largo**  
**Community Development Department**  
201 Highland Avenue  
P.O. Box 296  
Largo, FL 33779-0296  
(727) 587-6749  
[www.largo.com](http://www.largo.com)

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Approved by the City of  
Largo City Commission  
April 20, 2010

# **ACKNOWLEDGMENTS**

## **West Bay Drive Community Redevelopment District Plan**

### **West Bay Drive Corridor Community Redevelopment Agency (CRA)**

*Patricia Gerard, Mayor*

*Gigi Arntzen, Vice Mayor*

*Mary Gray Black, Commissioner*

*Woody Brown, Commissioner*

*Harriet K. Crozier, Commissioner*

*Robert Murray, Commissioner*

*Curtis Holmes, Commissioner*

*Rodney Woods, Former Commissioner*

### **Advisory Boards**

*Community Development Advisory Board*

*Planning Board*

### **City Administration**

*Norton Craig, City Manager*

*Henry P. Schubert, Assistant City Manager*

*Michael Staffopoulos P.E., Assistant City Manager*

### **City of Largo Community Development Department**

*Carol Stricklin AICP, Director*

*Robert Klute AICP, Assistant Director*

*Teresa Brydon, Economic Development Manager*

*Amanda Montgomery, CRD Program Planner*

*Amy Wagner, Administrative Assistant*

*A Project of the City of Largo Community Development Department for the  
West Bay Drive Corridor Community Redevelopment Agency (CRA)*

**Publication Date: April 20, 2010**

**Adopted by Ordinance No. 2009-31**

*Effective April 20, 2010*



# CITY of LARGO

WWW.LARGO.COM

Community Development Department  
Carol Stricklin, AICP, Director

Administration (727) 586-7490  
FAX (727) 587-6765

April 6, 2010

TO: The Honorable Patricia Gerard, Mayor, and Members of the City Commission  
FROM: Carol Stricklin, AICP, Community Development Director  
SUBJECT: West Bay Drive CRD Plan acknowledgments

I would like to take this opportunity to extend the thanks of myself and the Community Development Department staff to the following individuals and organizations who have contributed significantly to the creation of the West Bay Drive Community Redevelopment District (WBD-CRD) Plan:

The Board of County Commissioners, Karen Williams Seel, Chair;

Cardno TBE, Clearwater Corporate Office;

Deborah Lyons, Program Planner for the West Bay Drive Community Redevelopment District (2006-2008);

The Largo/ Mid-Pinellas Chamber of Commerce, Tom Morrisette, President;

The Pinellas Planning Council, David P. Healey, AICP, Director;

WilsonMiller, Inc., Tampa Office, Michael M. English, AICP, Vice President, Corporate Leader, Community and Regional Planning.



**ORDINANCE NO. 2009-31**

**AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, AMENDING THE WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN, BY AMENDING ELEMENTS OF THE PLAN, INCLUDING ALLOWABLE USES, DENSITY/INTENSITY, AND DESIGN GUIDELINES; PROVIDING FOR SEVERABILITY; PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the City of Largo has the authority pursuant to Rules Governing the Administration of the Countywide Future Land Use Plan, as amended, Section 2.3.3.8 to adopt and enforce a specific plan for redevelopment of community centers and neighborhoods; and

WHEREAS, the Board of County Commissioners (BCC), pursuant to Florida Statute 163.410, approved Resolution No. 95-225 delegating redevelopment authority to the City Commission for the West Bay Drive Community Redevelopment District on August 29, 1995; and

WHEREAS, the City of Largo has conducted an extensive research effort including a retail market study, traffic impact study, community outreach to residents and businesses, and professional urban design recommendations to determine the appropriate mix of uses, density and intensity characteristics and urban design characteristics needed to revitalize the historic downtown area; and

WHEREAS, it is advisable to amend and add elements to the West Bay Drive Community Redevelopment District Plan to create a mixed use activity center; and

WHEREAS, the City has held public hearings to address proposed amendments to the West Bay Drive-Community Redevelopment District Plan.

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

Section 1. That the City Commission hereby finds that:

(a) The City of Largo Community Redevelopment Agency (CRA) has prepared a community redevelopment plan amendment for redevelopment of the West Bay Drive-Community Redevelopment District in accordance with Florida Statutes Chapter 163, Part II; and

(b) The Local Planning Agency of the City has reviewed the community redevelopment plan amendment in accordance with Florida Statutes Chapter 163, Part III, the "Community Redevelopment Act of 1969" (hereinafter referred to as the "Act"); and

(c) A notice of public hearing was published and notice to taxing authorities was given as provided in Section 163.346, Florida Statutes, and a public hearing was held on June 16, 2009 as required by Section 163.361, Florida Statutes.

Section 2. For the purpose of this ordinance and any community redevelopment plan approved pursuant hereto, the West Bay Drive Community Redevelopment District shall be that area designated in the legal description of the Plan.

Section 3. That the City Commission does hereby expressly determine that it is appropriate, proper, and timely that the community redevelopment plan be amended at this time so that the



provisions of the act, and other resolutions, ordinances, and laws may be utilized to further redevelopment within the area. Therefore, the City Commission does hereby approve as a community redevelopment plan amendment pursuant to Section 163.361, Florida Statutes, the West Bay Drive Community Redevelopment District Plan prepared by the City and a copy of which is attached hereto as Exhibit "A" and made part thereof.

Section 4. That the City Commission does hereby expressly find that:

(a) A feasible method exists for the location of families who will be displaced from the community redevelopment area in decent, safe, and sanitary dwelling accommodations within their means and without undue hardship to such families; and

(b) The community redevelopment plan conforms to the City's Comprehensive Plan as a whole; and

(c) The community redevelopment plan gives due consideration to the utilization of community policing innovations, and to the provision of adequate park and recreational areas and facilities that may be desirable for neighborhood improvement, with special consideration for the health, safety, and welfare of children residing in the general vicinity of the site covered by the plans; and

(d) The community redevelopment plan will afford maximum opportunity, consistent with the sound needs of the county or municipality as a whole, for the rehabilitation or redevelopment of the community redevelopment area by private enterprise.

Section 5. That the City Commission does hereby expressly find that the Plan is a sufficient and adequate plan for carrying out community redevelopment in accordance with the Act, and does approve the same as the community redevelopment plan for the area.


Section 6. That the City Manager or his designee shall forward said amendments to any agency required by law or rule to review or approve same.


Section 7. That this ordinance shall take effect immediately upon its final passage and adoption, subject to the approval by the Pinellas County Board of County Commissioners and the Countywide Planning Authority.


APPROVED ON FIRST READING July 21, 2009

PASSED AND ADOPTED ON  
SECOND AND FINAL READING April 20, 2010

ATTEST:

  
\_\_\_\_\_  
Mayor

  
\_\_\_\_\_  
City Clerk

  
CITY OF LARGO  
INCORPORATED  
SEAL  
1905

FLORIDA REVIEWED AND APPROVED:

  
\_\_\_\_\_  
City Attorney

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# EXECUTIVE SUMMARY

This document is a summary of the existing conditions, planning process and recommendations for the West Bay Drive Community Redevelopment District (WBD-CRD). It contains the key goals and overall requirements to establish a framework to plan for growth and new development in the WBD-CRD. This Plan is a successor to the West Bay Drive Community Redevelopment Plan, adopted in 1997. The WBD-CRD Plan is also designed to meet the Special Area Plan (SAP) provisions of the Pinellas County Countywide Plan Rules.

This document is divided into six sections:

## **Section I: District Profile**

This section provides a historical overview of the City of Largo in the context of the WBD-CRD. This section also summarizes changes made after the approval of the 1997 Community Redevelopment Plan;

## **Section II: The Plan**

This section contains the WBD-CRD development and design standards organized by character districts;

## **Section III: Transportation**

This section gives build out scenario statistics as well as establishes the foundation for the formation of a Multimodal Transportation District (MMTD);

## **Section IV: Capital Improvements**

This section documents current capital projects and makes recommendations for future projects which will meet the goals of the WBD-CRD Plan and adequately support the additional growth envisioned;

## **Section V: Funding Sources**

This section provides a history of Tax Increment Financing in the WBD-CRD as well as describing other funding sources;

## **Section VI: Consistency with Other Plans**

This section compares this Plan with relevant City and County policy documents, and specifically addresses the Special Area Plan (SAP) provisions of the Countywide Plan Rules.

Major goals of the WBD-CRD Plan include: the creation of a 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.

# **PURPOSE AND PROVISIONS**

## **A. Purpose**

The purpose of this document is to plan for the redevelopment of the West Bay Drive Community Redevelopment District (WBD-CRD) for the life of the Downtown Tax Increment Financing District (DTIF) approved in June 2000. This plan is a successor to the 1997 *West Bay Drive Community Redevelopment Plan* which was intended to be in effect for ten years. This new plan addresses the special assets, character, and identity that make Largo unique while seeking to create a mixed-use urban environment. This document reflects the community's desire to regenerate the traditional downtown and make it the center and heart of the City.

## **B. Authority**

This Plan is enacted pursuant to the requirements and authority granted in Chapter 163, Part III of the Florida Statutes.

## **C. Duration of the WBD-CRD Plan**

The provisions of this Plan shall be effective, and the provisions of other documents formulated subsequent to this Plan may be made effective, for the life of the Downtown Tax Increment Funding District (DTIF).

## **D. Applicability**

This WBD-CRD Plan shall govern the design, development, and use of all land within the boundaries of the WBD-CRD.

## **E. Plan Enforcement**

With the City's authority to adopt a *Comprehensive Plan* that incorporates the recommendations of this WBD-CRD Plan, this Plan shall have the full force and effect of the City *Comprehensive Plan* to further its enforcement and implementation.

## **F. Amendments to the Plan**

This WBD-CRD Plan may be amended by means of the procedures established in Section 163.361 of the Florida Statutes.

## **G. Community Redevelopment Agency**

The Largo City Commission was established as the Community Redevelopment Agency (CRA) by Ordinance No. 96-17 (County Ordinance 95-225). Any powers granted to the CRA under Florida law, but which may not be specifically stated in this WBD-CRD Plan, are not construed as forfeiture of such powers by the City Commission or the CRA. The City Commission expressly incorporates all provisions, powers and limitations of the Community Redevelopment Act into this WBD-CRD Plan. It is further understood that State Law, as it is presently constituted or shall be amended from time to time, shall take precedent to the extent applicable over any portion of the WBD-CRD Plan which may come in conflict with Florida law.



# PART I: DISTRICT PROFILE

## 1.1 City History

The City of Largo is located in central Pinellas County and, with a 2008 population of 75,441 (see Table 1-1: Demographic Summary), Largo is the third largest city in Pinellas County. Largo was incorporated on June 6, 1905. Historically, Largo was characterized by rich farmlands, and an economy based on citrus farming and fruit packing.

By the mid 1970s the City measured approximately thirteen square miles with a population of 60,000 residents. Until recently, growth within the City has been suburban in nature, characterized by low density development and wide roads. In August of 2004 the Largo City Commission adopted the *City of Largo Strategic Plan and Implementation Program: Reconnecting the Community*. A major component of this document was the establishment of activity centers within the City. The *Strategic Plan* identifies the historic downtown (West Bay Drive Community Redevelopment District) as one of the City's three major commercial activity centers. The City hopes to reshape past development patterns into commercial corridors that are redefined and intensified to accommodate multiple uses and concentrate future growth.

Table 1-1: Demographic Summary

	WBD-CRD	Largo	Pinellas County
Population, 2000	1,709	69,371	921,482
Population, 2008	1,711	75,441	932,066
Median Age (years)	34	47.5	43.0
Average Household Size	1.90	1.99	2.17
White (percent)	87.80%	92.70%	85.90%
Black (percent)	5.40%	2.70%	9.00%
Other Race (percent)	6.80%	4.60%	5.10%
Median Household Income	\$30,241	\$32,217	\$37,111
Per Capita Income	\$14,230	\$20,848	\$23,497
Land Area (square miles)	0.49	17.29	288.00

SOURCE: 2000 U.S. Census, University of Florida Bureau of Economic, Business Research, 2008 and Pinellas County Economic Development, 2009

## 1.2 West Bay Drive Community Redevelopment District

### A. Location and Boundaries

The WBD-CRD is strategically located in the center of Pinellas County with convenient access to area communities. The properties in the WBD-CRD lie along a ridge that runs north to south and are located outside of the 100 year flood plain. Almost the entire District lies outside of the hurricane evacuation zone. The original boundaries for the WBD-CRD were established in 1990 (see Map 1.1 Current WBD-CRD Land Use Map). The legal descriptions for the boundary is contained in APPENDIX A: PROPERTY DESCRIPTIONS

### B. West Bay Drive History

The West Bay Drive (WBD-CRD) area is the City of Largo's traditional urban core. The historic downtown area has been the focus of redevelopment efforts dating back to the early 1980s. The WBD-CRD received official Community Redevelopment Area designation in 1990 after a finding of slum and blighted conditions detrimental to the economic, environmental and social well being of the community. The Statement of Need prepared for the establishment of the District listed ten indicators of slum and blight:

1. Vacant and substandard non-residential and residential structures;
2. A declining tax base;
3. Inadequate lot sizes;
4. Fragmented and diverse parcel ownership;
5. Inappropriate land uses;
6. Inadequate drainage;
7. Inadequate street layout and unsafe intersections;
8. A lack of pedestrian improvements and unsafe intersection crossings;
9. A lack of well situated and convenient parking; and
10. A lack of a strong identity and sense of place.

In 1991, the Pinellas County Board of County Commissioners delegated redevelopment authority to the Largo City Commission, empowering the City to begin redevelopment planning. Redevelopment planning activities proceeded in earnest in the early 1990s.

The *Largo Town Center Community Redevelopment Plan* was written in 1991. Though the community redevelopment plan was prepared pursuant to Florida State Statute Chapter 163, Part III, it was not approved by the City Commission. Once again the City was without an approved redevelopment plan.

Redevelopment efforts waned until the 1990s when, according to the *West Bay Drive Redevelopment Plan*, the City experienced a “renaissance”. The movement of City Hall and the Police Department facilities out of the district, the development of Central Park, and the construction of a regional stormwater retention facility created new opportunities and contributed to a renewed interest in the Community Redevelopment District. In 1997 the *West*

*Bay Drive Community Redevelopment Plan* was approved by the newly established Community Redevelopment Agency in August of 1997 and approved by the City Commission in September of 1997 (Ordinance No. 97-34). The Plan was intended to guide redevelopment efforts in the district for a period of ten years.

After the adoption of the 1997 Plan, the City made significant strides in achieving the established vision, as well as remedying many of the original obstacles to redevelopment. The relocation of City Hall and the Police Department facilities provided land for City-supported private development projects consistent with the Plan. In 2000, the City of Largo established a Tax Increment Finance District (DTIF) to collect tax monies for use in publicly funded redevelopment projects within the district (see PART V: FUNDING SOURCES). Public infrastructure improvements included a regional stormwater retention facility, right-of-way construction, streetscaping with enhanced pedestrian amenities, brick street restoration, distinctive bus shelters, and public parking. The City also initiated the development of the Historic West Bay Village project by selling the City Hall site to a commercial developer.

In July 1997, the Largo City Commission declared itself to be a redevelopment agency to undertake and carry out community redevelopment in the WBD area. In June 2000, the City of Largo requested and was granted a TIF for the WBD-CRD by Pinellas County Board of County Commissioners (see APPENDIX C: ORDINANCES). The TIF benchmark year was set at 2000 figures. An outline of the WBD Tax Increment Funding revenues from its inception through the thirty year life of the fund can be found in Table 5-26: Actual TIF Expenditures FY2002-FY2008.

On August 5, 2008, the City of Largo received a Brownfield Designation through the Pinellas County Brownfield Program. A brownfield site is real property, the expansion, redevelopment or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. These sites are usually impaired by a negative environmental stigma.

### **B1. Legislative Changes**

In 1999, the Florida Legislature amended Chapter 163, Florida Statutes authorizing local governments to establish a MultiModal Transportation District (MMTD). This legislation allows local governments to use alternative approaches to achieve transportation concurrency that considers all modes of transportation including walking, biking, and transit. Other communities in Florida have established such districts or are considering doing so. Largo envisions creating a MMTD for the WBD-CRD. This is discussed further in PART III: TRANSPORTATION.

### **B2. Market Opportunities**

In 2004, the City hired Marketplace Advisors, Inc. to prepare a Retail Market Opportunities Analysis for the West Bay Drive Area. Some of the general findings of the study were:

- Suburban retail shopping centers saturate the market in the trade area;
- The District is not pedestrian friendly;
- The Clearwater-Largo Road and West Bay Drive Corridors are lined with valuable real estate for retail, medical and professional land uses;
- Small lot size and high land values challenge development;
- The residential market does not support additional retail of significant scale; however,



new residential uses would provide support for additional retail square footage.

The study made several recommendations to achieve redevelopment goals including:

- Redevelop the public realm, including streets, parks, greenways, and civic institutions;
- Reinforce Central Park as Largo's civic core;
- Construct a bicycle/pedestrian overpass over Seminole Boulevard between Railroad Avenue and Central Park;
- Increase the density of downtown with multifamily housing and office development, focused west of the West Bay Drive/Seminole Boulevard intersection in Largo's historic downtown.

### C. Existing Land Use

The most prominent single land use within the current WBD-CRD, according to the Pinellas County Property Appraiser's Office, is residential (99.2 acres)(see Table 1-2: WBD-CRD Existing Land Use 2009). Currently, there are 315.40 acres (not including right-of-ways) in the CRD.

**Table 1-2: WBD-CRD Existing Land Use 2009**

Land Use	Acreage	2009 Taxable Value
Existing Land Use		
Vacant	9.80	\$45,083,378.00
Single Family Residential	66.50	\$98,436,751.00
Mobile Home	4.40	\$114,800.00
Duplex	13.40	\$18,946,350.00
Multi-Family Residential	14.90	\$35,892,028.00
Recreation/Open Space	47.20	\$420,533.00
Institutional	75.40	\$1,422,432.00
Commercial	72.20	\$1,283,760.00
Industrial	11.60	\$1,215,694.00
<b>Total</b>	<b>315.40</b>	<b>\$202,815,726</b>

SOURCE: Pinellas County Property Appraiser, 2009 and City of Largo Planning Department, 2008

### D. Strong Growth Potential

The City of Largo is the third largest city in Pinellas County, the most densely populated county in the state. With a population estimate of approximately 75,000 (BEBR, 2008), the City ranks as the twentieth largest city in the State of Florida (BEBR, 2008; Pinellas County Department of Planning, 2001). Population projections predict that the metropolitan area containing Largo will continue to grow, with 3.2 million new residents moving to the Tampa Bay area over the next forty years (Reality Check Tampa Bay, 2007).

## **E. Balanced Economy**

The economy of the WBD-CRD is balanced by a diverse group of commercial uses. A strong medical arts community is supported by HCA's Largo Medical Center, a large employment source for the area. Numerous private surgery centers and private medical practices cluster near the hospital on the west side of the District. Governmental agencies, including Pinellas County Schools' administration building, located in the center of the District, and the City of Largo's City Hall complex, just outside the District's eastern boundary, are other large employment centers.

## **F. Variety of Attainable Homes**

Land in Pinellas County is at a premium, compelling many municipalities to move toward higher residential density and commercial intensity to achieve redevelopment. Premiums in land prices directly relate to increases in the cost of housing. The WBD-CRD affords a range of housing styles from single family suburban home lots to multi-family, multi-story residences. The diversity in housing stock and its attainability support the community's skilled workforce.

## **G. Historic Neighborhoods**

The City Commission approved Resolution No. 1960 creating the Historic Preservation Advisory Committee (HPAC) on May 2, 2008. This action marked an important step towards preservation of Largo's historic character which is formed by a mosaic of buildings and landscapes as diverse as the many cultural influences that express Largo's cultural legacy. Although the City of Largo has not been as famous for its historic landmarks as some of its neighbors, the interpretation of historic preservation has evolved giving a new light to the notion of a local historic significance. Sometimes the building is not a grand or famous hotel, but just a simple house, such as the Perkins House that was the home of one of the Largo's earliest town managers. This background gives that simple house a local historic significance. Preserving the historical context is also another way to preserve the past. The brick streets in downtown Largo would be a good example of historical context. While not all the buildings are older than fifty years old the neighborhood character has been preserved as single family one story bungalow style homes.

## **H. Great Schools**

The Pinellas County School District provides public primary education facilities for nearly 2,200 students at two schools within walking distance of the District. The historic Mildred Helms Elementary School was built in 1952. Largo Middle School has a history that dates back to the very beginning of the community in 1884.

Public secondary education for over 2,100 students is provided just outside the WBD-CRD at Largo High School, home of the Packers. The High School's magnet school, 21<sup>st</sup> Century Learning Center and Teaching Art Academy, was named one of the top twenty high school programs in the country.

Higher education opportunities are available at two private universities. Schiller International University, located within the WBD-CRD, offers degree programs in business and tourism management. Everest University, just outside the District's eastern boundary, offers career training programs in the medical arts, legal and business fields.

## **I. Places to Play**

The WBD-CRD contains over seventy-four acres of passive and active recreation. The Central Park complex (Central Park, Largo Cultural Center, Bayhead Teen Center Complex, and Public Library) has grown over the years to include a 333 seat performing arts center, a 90,300 square foot public library, the restored 1902 Largo Feed Store event site, a military court of honor, a nature preserve, picnic pavilions, and a disabled friendly playground among seventy landscaped and natural acres. The Bayhead Teen Center complex includes collegiate basketball and sand volleyball courts, and a multi-purpose field. Nearly twenty-five percent of the District's land is dedicated to public open space.

The Pinellas Trail, constructed on a reclaimed abandoned railway, runs through the WBD-CRD on its thirty-four mile north-south journey from Tarpon Springs to South St. Petersburg. The national award winning multi-use trail is a dedicated arterial for non-motorized recreational and transportation vehicles. An average of 90,000 people per month use the Trail.

## **J. Public Commitment**

The City of Largo recognizes the importance of a vibrant downtown in the WBD-CRD, the City's traditional urban core. The City's *Strategic Plan and Implementation Program* identifies the historic downtown as one of the City's three major activity centers. The City's *Comprehensive Plan* recognizes the need to promote activity centers as “walkable destinations to live, work, shop and play” (Economic Development Element (EDE) Objective 1.5).

The City of Largo has invested significantly in the public infrastructure of the WBD-CRD. The Bayhead stormwater retention facility provides regional stormwater collection to the downtown core. City provided on-street and lot parking provides public parking spaces throughout the District. Brick street restoration projects add to the historic feel of the downtown. Streetscaping with street trees, wide walkable sidewalks, benches, bike racks and trash receptacles has beautified the WBD-CRD. Distinctive bus shelters dot the District providing a comfortable place to wait for the bus.

The greater Pinellas County community also acknowledges the significance of the WBD area. *Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community*, a policy document produced and approved by the Pinellas Planning Council, identifies the WBD-CRD as one of five potential employment districts. These areas are targeted for grayfield redevelopment to attract primary employers. The South Central County area, including the WBD-CRD, is projected to contain forty-five percent of the primary and secondary employment growth for the County.

The Pinellas County Metropolitan Planning Organization (MPO) recognizes the WBD-CRD area as a Tier 2 Community District Activity Center in their 2025 Long Range Transportation Plan. Tier 2 Activity Centers are sub-regional in nature and serve a large community. In these Activity Centers, strong multi-modal transit and connections are supported by medium density residential and commercial/professional office land uses. The MPO Plan states that a primary focus of improved transit in Mid-County is increased access to employment hubs and to the beaches.



## 1.5 Community Outreach

The planning process to replace the *1997 West Bay Drive Community Redevelopment Plan* began in earnest in 2006. A “Downtown Summit” was held in July 2006. This summit was attended by elected and appointed officials, residents, and members of the business community. The purpose of this meeting was to focus discussion on creating shared goals. The City Commission Retreat in June 2007 further focused discussion on several key concepts:

- A pedestrian friendly downtown so residents and visitors can move safely in the community;
- A balance of diverse uses to create a viable and vibrant downtown; and
- A livable downtown where families can live, work, shop and play.

As a result of the City Commission Retreat, community conversations were held over the course of three months in Fall 2007. These conversations were designed to solicit input for the design of the WBD-CRD Plan. The meetings were casual in nature, with a brief discussion of the historical planning activities and proposed development standards followed by group and individual activities.

The dialogue at the community meetings focused on how the community viewed the traditional downtown today and what they valued most for it in the future. The conversations concluded with participants “purchasing” the most important elements they valued in their downtown, allowing a set of prioritized community values to be created. The results of the community meetings are documented in Table 1-3: 2009 Community Values.

At each community meeting, participants were asked to rank the most desirable past, present and future qualities of the historic downtown. In general, community stakeholders indicated support for intensifying the level of development in selected portions of the WBD-CRD to create a walkable, mixed-use downtown. In addition, the community indicated strong support for the preservation of existing neighborhoods. The results are shown in Table 1-3: 2009 Community Values. These values have helped staff shape the characteristics of the land use districts which will guide the redevelopment of the District.

**Table 1-3: 2009 Community Values**

	Business Community		Resident Community		Total Selected	Rank
	08/22/07	08/29/07	10/03/07	10/11/07		
Affordable Housing	5	3		1	9	5
Clean Neighborhood		5	4		9	5
Community Identity	2	1	1	2	6	6
Comprehensive Waste Management		2			2	9
Cultural Opportunities	2		1		3	8
Diversity		1	1	1	3	8
Employment Opportunities	1	2		1	4	7
Historic Preservation	2	5	2		9	5
Mixed-Use Development	7	8	2	3	20	1
Neighborhood Preservation	1		3		4	7
Parking	1	1			2	9
Parks	2	1	1		4	7
Public Art		1			1	10
Public Gathering Spaces	2	1	3		6	6
Public Transit	5	2	1	1	9	5
Safe Neighborhood	1	8	5		14	2
Shopping Opportunities	5	1	4	2	12	4
Unified Design		4			4	7
Urban Forest	3	1	7	1	12	4
Walkable Community	3	4	6		13	3
<b>Total</b>	<b>42</b>	<b>51</b>	<b>41</b>	<b>12</b>	<b>146</b>	<b>N/A</b>

SOURCE: City of Largo Community Planning Department, 2007

The community values were ranked in order of highest importance and are listed below:

1. Mixed-use development
2. Safe neighborhood
3. Walkable community
4. Urban forest and shopping opportunities
5. Affordable housing, clean neighborhood, historic preservation, and public transit
6. Community identity and public gathering space
7. Employment opportunities, neighborhood preservation, parks, and unified design

8. Cultural opportunities and diversity
9. Comprehensive waste management and parking
10. Public art

In these community conversations, residents and business owners supported a walkable, mixed-use, urban downtown that supports transit. In some locations, the community desired to have mid-to-high rise, mixed-use structures. At the same time, the community was committed to preserving the fabric of existing neighborhoods, and emphasized neighborhood safety within the WBD-CRD. Community leaders also concluded that the design, placement, and massing of structures were more important to successful redevelopment than a unified architectural style.

Following the community meetings, the Community Development Advisory Board (CDAB) helped staff to refine these values into one simplified goal and three main objectives.

### **Community Goal**

**The goal of the WBD-CRD Plan is to provide a 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.**

The three main objectives are:

#### **Objective 1.1 Viable and Vibrant Downtown**

A viable and vibrant downtown where compact, mixed-use, mixed-income developments provide a diverse business and visitor community places to live, work, shop and play.

#### **Objective 1.2 Sustainable Downtown**

A sustainable downtown that acknowledges the historic significance of the area through efficient use of land, combining neighborhood preservation with sufficient densities and intensities to achieve economic, environmental and social growth.

#### **Objective 1.3 Energetic Downtown**

An energetic downtown where residents can live throughout their lifetime and people of all abilities can move safely in a comfortable pedestrian environment of tree-lined streets and sidewalks.

## **1.6 Goals of 2009 Plan**

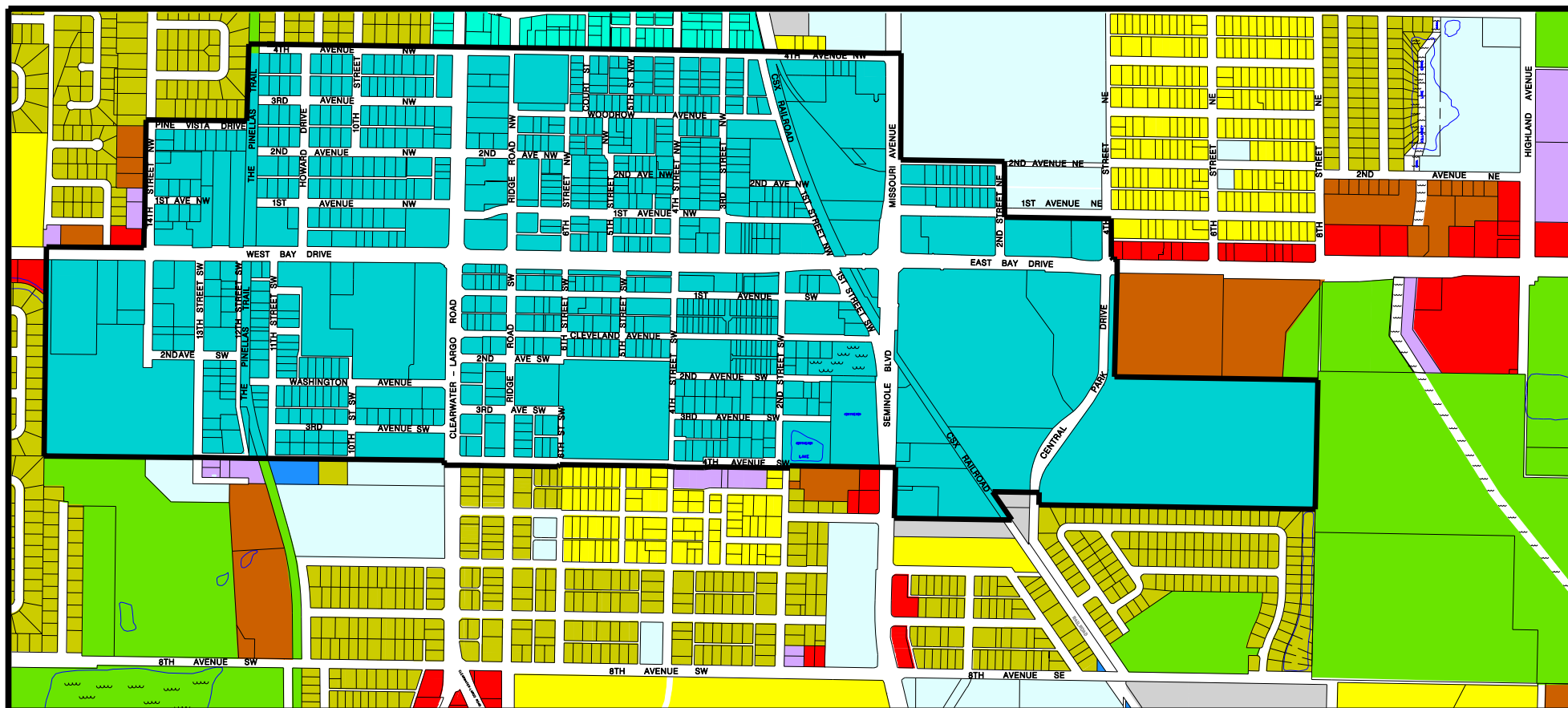
This plan hopes to create a strategy that will allow existing businesses, residents and institutions to prosper within the district, while encouraging a resurgence of investment in the WBD-CRD.

The overall goals of the Plan are as follows:

- To articulate the community's values, goal and objectives for the City's traditional urban core as stated above in Part 1.5 Community Outreach.
- To create a Plan that will convey the significance of the City of Largo's commitment to its historic downtown.
- To provide a context for future development in the City of Largo's WBD-CRD.
- To further the goals and objectives of the City of Largo's *Comprehensive Plan* and *Strategic*

*Plan and Implementation Program.*

- To create a Plan that addresses and advances the requirements and goals of the Special Area Plan (SAP) provisions of the *Pinellas County Countywide Plan Rules*, including the Pinellas Planning Council's *Pinellas by Design*.
- To lay the groundwork for the creation of a State of Florida Department of Transportation Multimodal Transportation District (MMTD).



- West Bay Drive  
Community Redevelopment District
- Clearwater-Largo Road  
Community Redevelopment District
- Residential Low (5.0 units/acre)
- Residential Urban (7.5 units/acre)
- Residential Medium (15 units/acre)
- Commercial General

- Residential/Office General
- Industrial Limited
- Recreation/Open Space
- Institutional
- Transportation /Utility
- Water/Drainage Feature

West Bay Drive  
Community Redevelopment  
District Boundary

MAP 1.1  
**WEST BAY DRIVE**  
**COMMUNITY REDEVELOPMENT DISTRICT PLAN**  
**FUTURE LAND USE MAP**

DATE: June, 2009

This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'



# PART II: THE PLAN

## 2.1 Introduction

The community planning process concluded that the WBD-CRD's suburban scale development characteristics need to change through redevelopment actions to achieve the Community Goal of a vibrant downtown. In order to define the characteristics of the proposed land use (character districts), the City's consultant analyzed the physical characteristics of the West Bay Drive corridor. Functionally, the West Bay Drive corridor can be defined as having five main functional areas or nodes, described below. Each area is walkable; they are as wide as a person can comfortably walk (see Map 2.1 Urban Design Nodes).

- **Medical District** – The Largo Medical Center and the surrounding medical office buildings are important to the City's economy, provide community identity, and are assets that need protection. Florida's health and wellness business sector continues to grow and most facilities face space constraints. These facilities will be permitted to expand and replace remnant industrial and commercial uses where possible. The City will seek redevelopment opportunities that support the character of this area. The area's location, both north and south of West Bay Drive adjacent to the Pinellas Trail, provides a unique opportunity. The Plan will promote this area as a health and wellness-related character district. West Bay Drive corridor enhancements, including landscaping, gateway signage, and pedestrian mobility, will be considered.
- **Intersection of West Bay Drive and Clearwater-Largo Road** – The southwest quadrant of this intersection is currently developed with large scale commercial uses including the Publix Shopping Center and Wachovia Bank high-rise building. The three remaining quadrants are underutilized. This is an appropriate location for higher intensity development that may include parcel consolidation. Clearwater-Largo Road north of the intersection has previously been improved to include mid-block pedestrian crossings, increased right-of-way landscaping and public parking lots. The segment south of the intersection is proposed to be similarly treated.
- **West Bay Drive (Downtown)** – The north and south sides of the West Bay Drive corridor centered on the 4th Street intersection contains Largo's traditional town center. Previous enhancements to the corridor's landscape and City-facilitated redevelopment projects add to its importance. Redevelopment proposals will increase the scale of buildings to multiple stories to increase the amount of mixed-use development. These new buildings will have active first floor uses with residential and or commercial uses above. On-site parking will be relegated to the side or rear of the properties away from the corridor to strengthen the corridor's pedestrian orientation.
- **West Bay Drive/CSX Railroad** – The parcels surrounding the CSX railroad line have several qualities that make them attractive for redevelopment, including larger parcel sizes and prominent locations. The Tampa Bay Area Regional Transit Authority (TBARTA) is evaluating the rail corridor itself for future light rail transit opportunities that will connect St. Petersburg to Clearwater. This is an appropriate location for the City to permit higher intensity development, parcel consolidation, and the vacation of local streets/alleys.

- **East Bay Drive/Central Park** – The City’s main cultural facilities and recreational open space are located in the southeast quadrant of the intersection of East Bay Drive and Seminole Boulevard. These amenities serve as attractions that are destinations for residents and visitors alike. The City will continue to seek the redevelopment of adjacent properties for mixed-uses that support the events and use of the area. Also, the role of this area as the eastern anchor and gateway to the WBD-CRD will be supported through uniform landscaping, gateway signage, and pedestrian crossing enhancements.

The four character districts described below will provide for an appropriate mix of uses so that within each node, someone can walk between home, business and shopping. The existing residential neighborhoods north and south of the nodes create much of the character associated with the WBD-CRD. The Neighborhood Residential Character District designed for these areas works to preserve and revitalize the neighborhoods through strategies of preservation and respectful infill development. The four character districts overlay the Future Land Use Map designation of Community Redevelopment District. The City of Largo utilizes a one map approach which means that the Future Land Use Map designation also serves as a zoning designation. The character districts provide the land use standards necessary to implement the community goals and objectives for the WBD-CRD.

The planning process identified that more residential density is needed in proximity to the nonresidential uses along the corridor to accommodate future population and increase retail support and activity along West Bay Drive. The City’s current land use and development standards need to be adjusted to permit higher intensity development at appropriate locations, to provide for additional residential options, to improve pedestrian mobility throughout the WBD-CRD, and to preserve and protect existing residential neighborhoods. Residential densities, non-residential and mixed-use intensities, height, and land uses of varying types are permitted within each character district. Together, the character districts recognize existing, stable land uses and identify locations where higher intensity and mixed-use development are encouraged.

Within the WBD-CRD the character districts are described as follows (see Map 2.2 Character Districts):

- **Mixed-Use Corridor (MUC)** – The MUC Character District is intended to include the highest density and intensity development within the WBD-CRD.
- **Medical Arts (MA)** – The MA Character District allows office and commercial development surrounding the medical center, as well as short term stay residential units supporting the medical function.
- **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.

In addition to the WBD-CRD’s four recognized character districts, the WBD-CRD includes other land use designations consistent with the Countywide Future Land Use Map and Plan Rules. These land uses must be protected and are not currently considered as redevelopment opportunities. The supporting land uses include (see Map 2.2 Character Districts):

- **Institutional (I)** – The I Future Land Use category recognizes existing public land uses in the WBD-CRD. Existing uses include a City of Largo fire station and churches.
- **Recreation/Open Space (R/OS)** – The R/OS Future Land Use category recognizes the existing public recreational facilities in the WBD-CRD. Existing facilities include Largo’s Central Park, Ulmer Park, and other public recreation facilities.
- **Transportation/Utility (T/U)** – The T/U Future Land Use category recognizes existing public and semi-public uses including electrical transmission sites and centralized stormwater retention ponds.
- **Residential/Office General (R/OG)** – The R/OG Future Land Use category recognizes the existing offices of the Pinellas County School Board located on 4<sup>th</sup> Avenue SW.

Density, intensity, height, impervious surface ratios (ISR) and minimum lot size for each character district are outlined in Table 2-4: WBD-CRD Development Standards.

**Table 2-4: WBD-CRD Development Standards**

Character District	Density		Intensity		Height			ISR	Lot Size
	Max base du/A	Max bonus du/A	Max base FAR	Max bonus FAR	Min Height	Max base height	Max bonus height	Max ISR	Min. Lot Size
Mixed-Use Corridor (MUC)	30	50*	1.00	3.0*	2 stories	6 stories	8 stories*	0.90	15,000 sq. ft.**
Medical Arts (MA)	15	30*	1.00	2.0*	2 stories	6 stories	8 stories*	0.90	15,000 sq. ft.**
City Home (CH)	15	30*	0.00	NA	2 stories	3 stories	5 stories*	0.90	15,000 sq. ft.**
Neighborhood Residential (NR)	7.5	NA	0.00	NA	NA	35 feet	NA	0.70	NA

\* Bonus density/intensity and height may be granted by the City Commission for properties meeting the provisions in each Character District Section.

\*\* Minimum lot size in order to be eligible for bonus density/intensity provisions.

Height maximums are given by the number of stories for the MUC, MA and CH Districts, rather than in feet, to give developers greater flexibility, and to encourage greater floor to ceiling heights. Structured parking is excluded from Floor Area Ratio (FAR) to promote its use within the WBD-CRD. For the Neighborhood Residential District, maximum building height is given in feet to ensure compatibility with adjacent homes.

## **2.2 Design Elements**

Based on the Community Goal and Objectives, several design elements are addressed in each character district:

### **A. Building Placement**

Future buildings will be required to locate adjacent to the public right-of-way line with a minimum setback. Buildings fronting on, and close to, the street right-of-way add to the pedestrian experience and reinforce the active public realm.

### **B. Building Height**

In urban environments, building height provides a sense of enclosure for street corridors and defines the edge of the pedestrian environment. Accordingly, the Plan provides for relatively high buildings adjacent to the main street corridors with a taper down in height in order to transition to the smaller scale residential neighborhoods.

### **C. Parking Placement and Quantity**

Vehicle parking is accommodated through a combination of on street spaces, limited surface parking lots along secondary streets, and parking structures. This prevents the pedestrian environment from being segmented by surface parking lots. Shared parking concepts are recommended that recognize that because different uses have parking needs occurring at different times, the total amount of parking can be reduced.

### **D. Mix of Uses**

The vertical as well as the horizontal mixture of land uses is important to the success of the downtown core. Providing non-residential uses such as retail, restaurants, or office on the ground floor of buildings assists in generating active streets. Providing residential uses above the ground floor generates users for the local businesses.

### **E. Network of Interconnected Streets and Block Size**

Maintaining an adequate street grid with short, walkable blocks is necessary to move people and vehicles efficiently throughout the District. Interconnected streets coupled with small blocks provide alternative routes and diffuse vehicle trips throughout the larger network of routes.

### **F. Affordable Housing**

The structure of the character districts within the WBD-CRD Plan reflects the City's commitment to the creation and maintenance of affordable housing. The intent of the Neighborhood Residential (NR) Character District is to preserve existing single family housing stock within the context of the neighborhoods adjacent to the historic downtown. The standards for this district are designed to encourage infill homes that are in keeping with the scale of the homes that make up the existing neighborhoods (respectful infill). The NR District also provides for accessory dwelling units, which allow for additional housing opportunities for individuals and families.

The City has improved existing housing and created new affordable housing within the WBD-CRD neighborhoods using the range of housing programs available to local governments in Florida. Map 2.3 Housing Program Locator Map locates the units improved, assisted or

constructed in the WBD-CRD by type of housing program. In addition, the higher density mixed-use character districts (MUC, MA, CH) provide for bonus density/intensity in return for the provision of affordable housing. Bonus density is available in two increments: the dedication of a minimum of ten percent (10%) of the total housing units in a project as affordable units results in a bonus of five (5) dwelling units per acre; the dedication of a minimum of twenty percent (20%) of the total housing units in a project as affordable units results in a bonus of ten (10) dwelling units per acre. 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 (see Map 2.4 Eligible Mobile Home Parks). Bonus height is available in the CH 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.

It is anticipated that residential displacement will be minimal, because established residential areas have been protected with the Residential Neighborhood Character District designation. However, to address the affordable housing needs including displacement, the City has made substantial financial commitments through its affordable housing program. This commitment includes funding for a multi-family development of 144 units of affordable housing proposed to be financed through low income housing tax credits.

## **2.3 Mixed-Use Corridor Character District (MUC)**

### **A. MUC District Intent and Description**

The MUC Character District (see Map 2.2 Character Districts) includes the highest density (residential) and intensity (commercial) development within the WBD-CRD. The character district is centered on the major transportation corridors within the District, including West Bay/East Bay Drive, Clearwater-Largo Road, Missouri Avenue/Seminole Boulevard and the CSX Railroad right-of-way. It includes areas with high community visibility and where the potential for increased transit orientation may exist in the future. The character district requires multi-story buildings, mixed-use development, and active first floor uses facing primary transportation corridors.

### **B. MUC Allowable Uses**

Residential, retail, general commercial, and office uses are allowed in the MUC District as well as some light manufacturing uses as defined below. A list of specific uses permitted in the WBD-CRD is found in the Permitted Use Table within the *City of Largo Comprehensive Development Code (CDC)*.

### **C. MUC Prohibited Uses**

The following uses are not considered appropriate within the WBD-CRD and are, therefore, prohibited anywhere in the WBD-CRD:

- Automotive repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right-of-way. Included are automotive repair garages which have overnight, outdoor storage of vehicles;
- Car and boat sale lots using outdoor displays;

- Car washes;
- Convenience stores which exceed 2,700 square feet of gross floor area;
- Manufacturing and other industrial uses (light manufacturing uses which have no exterior impact and are target industries as defined in *Pinellas by Design* are not prohibited but are limited in size to 15,000 square feet of gross area);
- Mini-storage facilities and warehouses;
- Mobile homes and recreational vehicle/travel trailer parks;
- Pawnshops; and
- Similar uses which do not meet the intent of the City's redevelopment goals for the WBD-CRD as stated in Part I; Community Goal Section of the WBD-CRD Plan.

## D. MUC Development Standards

Density, intensity, height, impervious surface ratios (ISR), and minimum lot size for the MUC Character District are listed in Table 2-5: MUC Development Standards. Height maximums are given by the number of stories rather than in feet to give developers greater flexibility, and to encourage greater floor to ceiling heights. Structured parking is excluded from Floor Area Ratio (FAR) calculations to promote its use within the WBD-CRD.

**Table 2-5: MUC Development Standards**

	Density		Intensity		Height			ISR	Lot Size
	Max base du/A	Max bonus du/A	Max base FAR	Max bonus FAR	Min Height	Max base height	Max bonus height	Max ISR	Min. Lot Size
Mixed-Use Corridor (MUC)	30	50*	1	3.0*	2 stories	6 stories	8 stories*	.90	15,000 sq. ft.**

\* Bonus density/intensity and height may be granted by the City Commission for properties meeting the provisions in Section 2.3(G), Mixed-Use Corridor Character District (MUC), Available Bonuses.

\*\* Minimum lot size in order to be eligible for bonus density/intensity provisions.

### D1. MUC Density and Intensity

Development in the MUC Character District will be subject to a maximum base density of thirty dwelling units per acre (du/A) and non-residential development will be subject to a maximum base Floor Area Ratio (FAR) of 1.0.

### D2. MUC Exemptions from FAR Limitations

The following are not included in the calculation of floor areas and/or are exempt from FAR limitations:

- Public open space, including interior atriums, outdoor plazas and courtyards, café seating, or other public pedestrian use areas;



- Retail sales, service establishments, museums, commercial recreation uses, studios, and indoor/outdoor eating and drinking establishments located on the ground floor in a development containing structured parking;
- Structured parking; and
- The floor area of residential dwelling units.

### **D3. MUC Height**

The following building height minimums and maximums are required:

- Buildings within the MUC Character District will be a minimum of two stories in height, and a maximum of six stories in height (see Illustration 2-1: MUC Massing Diagram).
- Buildings within the MUC Character District which front on one or more of the following: West Bay Drive, East Bay Drive, Clearwater-Largo Road, Missouri Avenue, Seminole Boulevard, and CSX Railroad right-of-way will have a minimum building stepback measuring a minimum of ten feet wide along each of these street frontages commencing above the third story. This is in order to increase light and air movement within the local street network and mitigate the effect of the increased height on people at street level. Additional building envelope stepbacks at higher levels are also encouraged for the same reasons and to create more interesting building facades.
- Buildings within fifty feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height of three stories. No height bonuses shall be granted for three story buildings within this fifty feet. This also applies to buildings where the property or right-of-way line is the boundary of the District and is shared with the property or right-of-way line of one of the following low density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU).
- Buildings within one hundred feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height of six stories. No height bonuses shall be granted for six story buildings within this 100 feet. This also applies to buildings where the property or right-of-way line is the boundary of the District and is shared with the property or right-of-way line of one of the following low density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU).
- The first floor levels of all buildings located along West Bay Drive, East Bay Drive, Missouri Avenue, Seminole Boulevard and Clearwater-Largo Road shall be designed to provide for active use areas. These first floor levels will be a minimum of twelve feet in height, as measured from the finished floor to the finished ceiling.

### **D4. MUC Setbacks/Pedestrian Zone**

In order to create a pedestrian oriented urban environment, buildings will be placed at a build-to line at the inside of the area containing sidewalks, landscaping and related amenities (the “pedestrian zone”). The pedestrian zone is located around the perimeter of the site. The zone width is measured from the back edge of street curb and typically includes both a portion of the public right-of-way as well as private property. Buildings will be located at the build-to line along a property’s primary street frontage, with parking to the side and/or rear. To place emphasis on the pedestrian environment, awnings and balconies may project a maximum of

five feet into the pedestrian zone, subject to a minimum clearance of eight feet being maintained from the finished grade. Where amenities that promote pedestrian use such as sidewalks, benches, bus stops, bike racks, landscaping, public gathering places and outdoor restaurants are provided, building facades may be setback an additional ten (10) feet into the site from the build-to line (see Table 2-6: MUC Pedestrian Zone and Illustration 2-2: MUC Pedestrian Zone).

**Table 2-6: MUC Pedestrian Zone**

<b>Pedestrian Zone</b>	<b>Landscape Area (Between street and sidewalk)</b>	<b>Sidewalk</b>
20*	5'	10'

\* Portion of the pedestrian zone not required to be landscape area or sidewalk may be a combination of paved and landscape areas located between the sidewalk and building façade.

Front/Side/Rear Setback: Build-to a line at the inside edge of the pedestrian zone as contained in Table 2-6: MUC Pedestrian Zone to a maximum setback from the edge of the pedestrian zone of ten (10) feet.

Setbacks from all non street frontage property lines shall be at least the width of the required MUC pedestrian zone (twenty (20) feet).

Setbacks from a shared property line shared with a less dense character district, a Residential Low or Residential Urban FLUM Designation:

- Shall be a minimum of twenty (20) feet in width;
- Shall consist of green space; parking, driveways and loading areas are not permitted;
- Shall increase by ten (10) feet for each additional one hundred (100) feet of building length (or fraction thereof) beyond the first one hundred (100) feet of building length.

Patios, plazas and pool decks for residential buildings may encroach up to a maximum of five (5) feet into the required side or rear setback if the maximum permitted impervious surface ratio is maintained.

## **E. MUC Design Standards**

### **E1. MUC Active Ground Floor**

The first floor of each new building will have a strong pedestrian orientation on street-facing sides, with windows, attractive detailing, decorative design treatments, and weather-protected entrances. First floor uses will be designed to enhance street level activity. First floors facing West Bay Drive, East Bay Drive, Missouri Avenue, Seminole Boulevard, Clearwater-Largo Road, 4<sup>th</sup> Street SW and 4<sup>th</sup> Street NW shall contain active uses such as retail, restaurants, office and other public oriented uses. Although garages and other access points may be required on street facing sides, these requirements are intended to enhance the pedestrian and public environment by minimizing blank walls facing streets and pedestrian ways.

- Pedestrian Protection – Awnings and/or recessed entrances for pedestrian weather protection and visual interest will be installed on all new buildings. Materials will be consistent with the architectural style of the building. A minimum of eight (8) feet

vertical clearance from sidewalk to the underside of any awning is required. Where appropriate, an arcade or projecting balconies may also be provided to meet this requirement. The intent of this standard is to provide shade and weather protection over sidewalks or areas directly adjacent or next to the building where the public will walk.

- The primary public entrance for new buildings will face the highest street classification right-of-way.
- Windows will comprise no less than fifty percent (50%) of each first floor facade facing a public street. Each window will be vertically oriented and larger in area than the largest window serving floors above.

## **E2. MUC Architectural Excellence**

All new buildings will include architectural design treatments that add to the WBD-CRD urban character, advance the Plan's goals, and include appropriate public elements needed for the neighborhood's livability.

- Building Height/Roof Form – All new buildings will include architectural design elements including pitched roofs, parapets, or other design treatments at the roof level. These elements will be excluded from the maximum building height limits.
- A façade transition line will be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
- Neon, primary and black colors, and checks, stripes, and other patterns are prohibited as the primary façade treatment on all buildings.
- Flat roofs are prohibited unless screened with a decorative architectural feature such as a parapet. Parapet treatment will be consistent and compatible with the architectural style of the building.
- Roofing material for exposed sloped roofs will be consistent and compatible with the architectural style of the building.
- All rooftop mechanical equipment will be shielded from pedestrian view with materials equal to the height of the equipment and consistent and compatible with the architectural style of the building.
- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- All balconies will be habitable; where porches are provided, they shall be functional with a minimum interior depth of four feet.

## **E3. MUC Site Design**

- Screened Service Areas – All service areas, dumpsters and loading facilities will be located at the rear of the buildings and fully screened from views from sidewalks, streets and adjacent residential development through the use of fences or walls constructed of permanent opaque materials such as masonry or painted metal, with metal doors; and buffered by the use of evergreen landscaping.
- Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) techniques.

- All surface parking areas will be located to the rear or side of buildings.
- Outdoor accessory light fixtures which complement the design of the building or streetlights mounted on poles will be provided, where needed, particularly as recommended by the CPTED review, above. Outdoor light fixtures must light all areas adjacent to the building that are used by the public and shall be oriented away from adjacent residential areas.
- A minimum of twenty (20) square feet of private outdoor space will be provided for each dwelling unit in the form of a balcony or open space dedicated for residents.

#### **E4. MUC Mobility Requirements**

- A functional and attractive pedestrian environment, consisting of landscaping and sidewalk, will be provided along all street rights-of-way. Where sufficient right-of-way width does not exist to support these improvements, the developer will construct them within an easement approved by and dedicated to the City of Largo. See Table 2-6: MUC Pedestrian Zone for standards.
- Well-defined, safe pedestrian access will be provided between building entrances and public sidewalks, transit stops, and parking facilities.
- At a minimum, either Class 1 or Class 2 bicycle parking facilities shall be provided.

### **F. MUC Parking**

#### **F1. MUC Surface Parking Buffer**

Perimeter landscaping for surface parking lots will include a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) feet minimum height to four (4) feet maximum height wall, fence, linear evergreen hedge, or combination thereof. Interior parking lot landscaping will meet the requirements of the *City of Largo Comprehensive Development Code (CDC)*.

#### **F2. MUC Parking Accommodation**

Minimum parking standards for the WBD-CRD will meet the requirements of the *City of Largo CDC*. Alternative mixed-use and shared parking scenarios may be submitted to the City for review as part of the development approval application. All technical reports supporting alternative parking scenarios will be signed and sealed by a Professional Engineer registered to practice in Florida (or similar certified professional with demonstrated expertise in this area) and utilize recognized sources for alternative methodologies. In general, parking standards may be met by one or a combination of the following methods:

- Surface or structured parking spaces: Surface or structured parking may be provided on or off-site from the parcel it serves. Parking lots and garages will be located no closer to the front property line than the facade of the building they serve. Side and rear yard areas may be used for parking. All surface parking lots fronting a street right-of-way must not exceed thirty percent (30%) of the block length, and must be completely screened from view by a wall, fence, landscaping, or combination thereof. For residential-only property abutting an alley, vehicular access to parking will be provided from the alley rather than a frontage line.

- Payment in-lieu-of parking spaces: After adoption of the WBD-CRD Plan, the City of Largo will explore the creation of a City Parking Trust Fund. Payment in-lieu-of parking spaces, up to a percentage of total required parking, could be contributed to a parking fund created to provide public parking within the Community Redevelopment District.
- Shared parking: The required number of parking spaces for two or more independent uses may be reduced by up to twenty-five percent (25%) of the combined total required spaces under the following conditions:
  - The owners of two or more establishments having separate parking standards make collective provision for shared parking facilities and the peak periods of usage are not concurrent;
  - A cross access and cross parking agreement must be executed by the owners of the uses involved and recorded with the City.
- On-street parking: If a City Parking Trust Fund is created, on-street parking along street frontages may be counted toward fulfilling the parking standards for a private parcel of land that is less than 15,000 square feet in area. A payment to the City's Parking Trust Fund for each parking space so allocated would be required. Individual public on-street parking spaces will not be dedicated specifically to any parcel.
- Alternatives to automobile parking: The City may consider additional alternative parking measures from those previously listed.
  - Bicycle parking: A development may provide additional bicycle parking spaces, greater than the number required in the *CDC*. The additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 up to a maximum of ten percent (10%) of the required automobile spaces.
  - Commuter Choice Program: A development may provide a comprehensive commuter choice program administered by an Employee Transportation Coordinator in lieu of a maximum of ten percent (10%) of the required automobile spaces. The program will include participation in Pinellas Suncoast Transit Authority (PSTA) Employer's Choice Transit Benefit Program and employer sponsored transit passes. The program may also include flextime, vanpool/carpool subsidies, designated vanpool/carpool parking, and multi-modal promotion programs.

## **G. MUC Available Bonuses**

Density, intensity, and height bonuses may be granted by the City Commission as part of a Development Agreement based upon the following process and criteria. The City Commission retains the decision making power to determine whether the specific public benefit represented by the character design of the proposed project is commensurate with the bonus requested. The property owner or owner's agent shall submit a development plan, meeting the site plan submission requirements of the *City of Largo Comprehensive Development Code (CDC)*, which demonstrates that:

- The development includes at least two or more of the following uses: residential, retail, general commercial or office. Vertically integrated buildings are encouraged to provide both residential and non-residential uses in proximity to active streets. Ground floors facing the street must be activated through residential or non-residential land uses;

- The site area is at least 15,000 square feet in size;
- The development meets one or more of the provisions contained in Table 2-7: MUC Density Bonus, Table 2-8: MUC Intensity Bonus, or G3. MUC Height Bonus.

A Development Agreement incorporating the proposed development plan shall be presented to the City of Largo Planning Board for review and then to the City of Largo City Commission for consideration and approval.

### **G1. MUC Density Bonuses**

Bonus density in the MUC Character District may be granted by the City Commission for developments meeting one or more of the provisions contained in Table 2-7: MUC Density Bonus, below, utilizing the process described in G. MUC Available Bonuses, above. Total bonus density shall not exceed a maximum density of fifty (50) units per acre.

**Table 2-7: MUC Density Bonus**

<b>Density Bonus Criteria</b>	<b>Amount of Bonus</b>
Mixed-use development with a minimum of ten percent (10%) gross project floor area dedicated for office, retail sales, or service uses at the sidewalk level	Ten (10) dwelling units per acre (du/A)
Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of ten percent (10%) of the total units in the project as affordable housing*	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of twenty percent (20%) of the total units in the project as affordable housing*	Ten (10) dwelling units per acre (du/A)
Redevelopment of eligible mobile home parks participating in the Mobile Home Park Relocation Assistance Program (see Map 2.4 Eligible Mobile Home Parks)	Five (5) dwelling units per acre (du/A)

\*The term affordable is defined as available at a monthly cost which does not exceed thirty percent (30%) of a low or moderate income household's average gross monthly income. Low and moderate income households earn less than 120 percent of the median income of the area. Generally, the parameters for the affordability of the units will be the same as the City of Largo's SHIP program. The maximum affordable housing purchase price established in the Local Housing Assistance Plan is currently \$190,000 and is subject to periodic review. The maximum rents are established by the State of Florida, based upon housing size and income range from very low to moderate income.

Set aside units should reflect the characteristics of the market rate units in a project for size, number of bedrooms and finishings. In other words, if a project contains fifty percent (50%) one bedroom and fifty percent (50%) two bedroom units, then the units set aside under the bonus provisions should reflect these percentages (fifty percent (50%) of the affordable units should be one bedroom and fifty percent (50%) should be two bedroom).

### **G2. MUC Intensity Bonus**

Bonus intensity in the MUC Character District may be granted by the City Commission for developments meeting one or more of the provisions contained in Table 2-8: MUC Intensity Bonus, below, utilizing the process described in G. MUC Available Bonuses, above. Total bonus intensity shall not exceed a maximum intensity of 3.0 FAR.



**Table 2-8: MUC Intensity Bonus**

<b>Intensity Bonus Criteria</b>	<b>Amount of Bonus</b>
Mixed-use development with multifamily residential uses occupying a minimum of twenty-five percent (25%) of the total gross floor area	One (1.0) FAR
Structured parking with a minimum of twenty percent (20%) of the total spaces available for public use	One half (0.5) FAR
A minimum of ten percent (10%) of the gross project floor area dedicated for dining, entertainment, retail sales, or service uses at the sidewalk level	One half (0.5) FAR
Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)	One half (0.5) FAR
Redevelopment of eligible mobile home parks participating in the Mobile Home Park Relocation Assistance Program (see Map 2.4 Eligible Mobile Home Parks)	One half (0.5) FAR

### **G3. MUC Height Bonus**

Buildings within the MUC Character District will be a minimum of two (2) stories in height, and a maximum of six (6) stories in height, but are eligible to be considered for a height bonus of up to eight (8) stories upon meeting all of the following additional criteria:

- The site is a minimum of one acre in size or represents a full block consolidation;
- Structured parking is part of the project design;
- The site has frontage on one or more of the following: West Bay Drive, East Bay Drive, Missouri Avenue, Clearwater-Largo Road, Seminole Boulevard, or CSX Railroad right-of-way;
- Mixed-use development is proposed for the site;
- The site incorporates at least two (2) Optional Design Standards from the first tier or four (4) from the second tier as contained in APPENDIX B: OPTIONAL DESIGN STANDARDS.
- The bonus height is granted by the City Commission utilizing the process described in G. MUC Available Bonuses, above.

### **G4. MUC Transfer of Development Rights**

Under the provisions of the Countywide Plan Rules governing the transfer of development rights, density and intensity may exceed the otherwise applicable maximum density and/or intensity requirements of the character district of the receiving parcel by an amount not to exceed twenty percent (20%). Such increase may be permitted only by action of the City Commission and consistent with the Countywide Plan Rules in addition to any other density and/or intensity increase or bonus.

### **G5. MUC Conforming/Nonconforming Structures and Uses**

Nonconforming structures in the MUC Character District may be permitted to make

improvements to their sites and/or structures provided they are consistent with the intent of the WBD-CRD Plan. These improvements must meet the standards of Section E. MUC Design Standards and Section F. MUC Parking. This allows nonconforming businesses the opportunity to conform to the development and design standards set forth in the Plan while maintaining the economic use of the site. However, they will not be permitted to expand their floor area greater than twenty-five percent (25%) of the current floor area. No existing structures shall be made nonconforming by reason of height as a result of the adoption of the WBD-CRD Plan.

Single family residential properties in the MUC District that are conforming at the time of adoption of the WBD-CRD Plan shall remain conforming after adoption. These properties are encouraged to redevelop to meet the intent of the provisions of the Plan, including the inclusion of live/work uses (as provided for in the City Home (CH) Character District) and the addition of accessory units and garages with alley access (as provided for in the Neighborhood Residential (NR) Character District).

#### **G6. MUC Modification of Building Height**

In order to facilitate the redevelopment of sites, which due to size or configuration cannot economically redevelop at a minimum building height of two (2) stories, one story buildings may be approved subject to the following conditions:

- A finding is made by the Development Controls Officer (DCO) that demonstrates unique conditions exist on the subject site which do not allow feasible multi-story development or redevelopment. This finding shall be based on the submission by the property owner or owner's agent of a development plan meeting the site plan submission requirements of the *Comprehensive Development Code (CDC)*. The DCO's finding shall then be presented to the City of Largo City Commission for final determination.
- The proposed development must meet the standards of Section E. MUC Design Standards and Section F. MUC Parking, with the exception of minimum building height.

## Mixed Use Corridor Character District

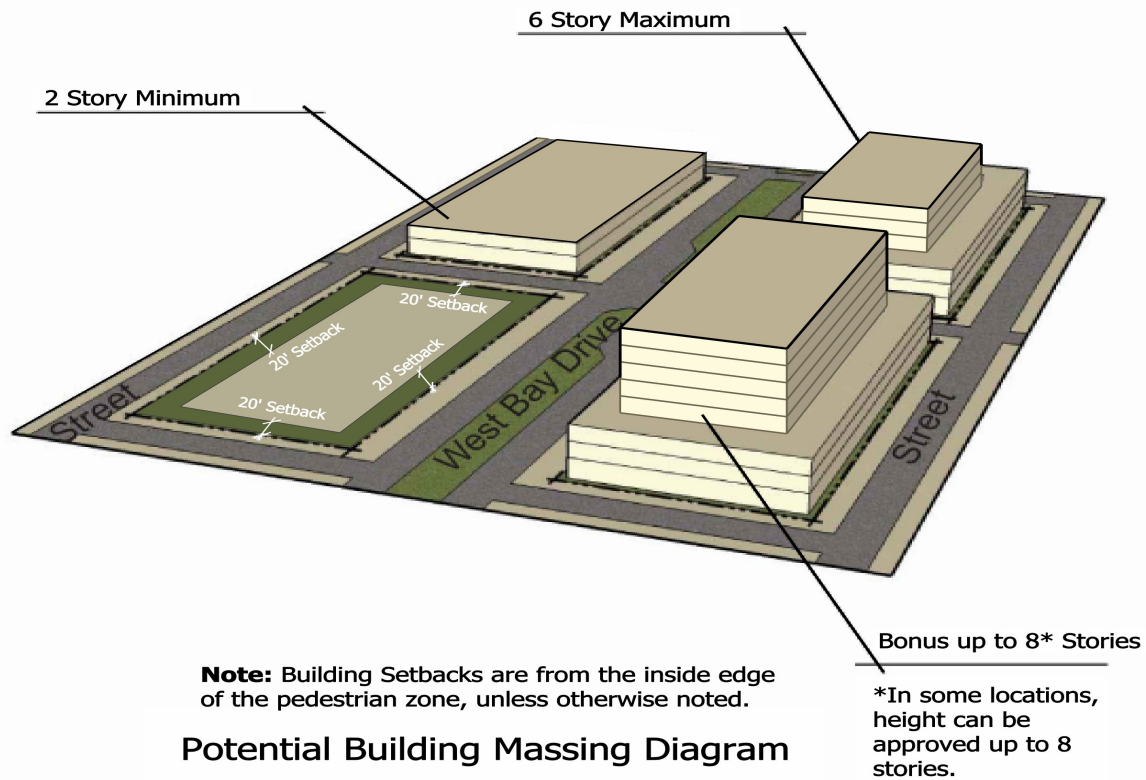
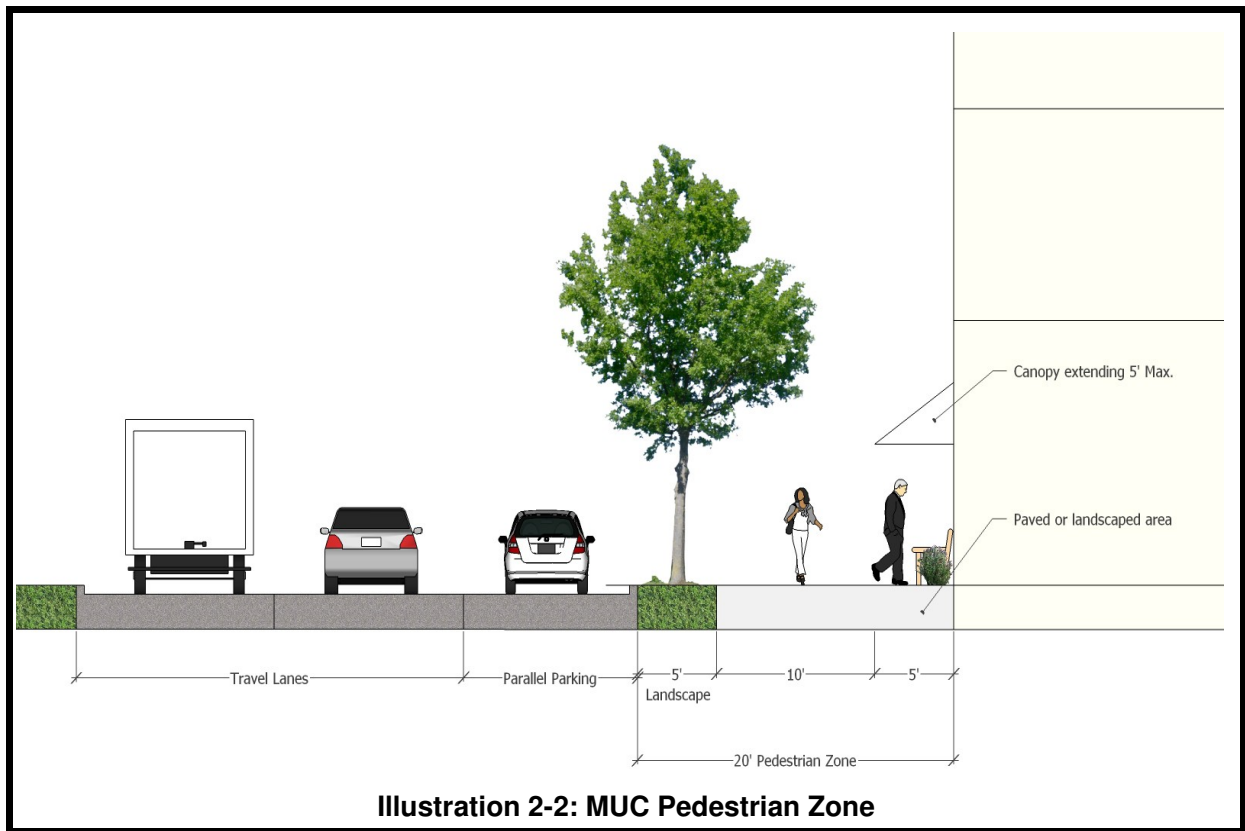


Illustration 2-1: MUC Massing Diagram



## 2.4 Medical Arts Character District (MA)

### A. MA District Intent and Description

The MA Character District (see Map 2.2 Character Districts) recognizes the important community asset of the Largo Medical Center, its surrounding medical offices and potential expansion. The MA Character District allows professional office and commercial development surrounding the medical center as well as short term stay and work force residential units supporting the medical function. The MA Character District includes access to transportation facilities, including West Bay Drive and the Fred Marquis Pinellas Trail. Access to the recreational trail/greenway is a unique opportunity for the growing health and wellness industry.

### B. MA Allowable Uses

Medical and related facilities (medical offices, diagnostic clinics, hospitals and private clinics, medical and dental laboratories, medical research, medical related light manufacturing as defined below and similar uses meeting the District intent), residential (including work force housing), retail, general commercial and office uses are allowed in the MA District. Existing Industrial Limited (IL) uses in the MA District shall be designated as Class 2 uses and for the purpose of any proposed expansion or rebuilding shall meet the requirements for Class 2 uses provided in Section 4100, Classification of Allowable Uses, of the *City of Largo Comprehensive Development Code (CDC)* including review and approval by the Planning Board at a public hearing. A list of specific uses permitted in the WBD-CRD is found within the Permitted Use Table in the *City of Largo Comprehensive Development Code (CDC)*.

### C. MA Prohibited Uses

The following uses are not considered appropriate within the WBD-CRD and are, therefore, prohibited anywhere in the WBD-CRD:

- Automotive repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right-of-way. Included are automotive repair garages which have overnight, outdoor storage of vehicles;
- Car and boat sale lots using outdoor displays;
- Car washes;
- Convenience stores which exceed 2,700 square feet of gross floor area;
- Manufacturing and other industrial uses (light manufacturing uses which have no exterior impact and are target industries as defined in *Pinellas by Design* are not prohibited as accessory uses but are limited in size to 15,000 square feet of gross floor area);
- Mini-storage facilities and warehouses;
- Mobile homes and recreational vehicle/travel trailer parks;
- Pawnshops; and
- Similar uses which do not meet the intent of the City's redevelopment goals for this district as stated in the Community Goal Section of the WBD-CRD Plan.

## D. MA Development Standards

Density, intensity, height, Floor Area Ratio (FAR), and impervious surface ratios (ISR) for the MA Character District are listed in Table 2-9: MA Development Standards. Height maximums are given by the number of stories for the MA District, rather than in feet, to give developers greater flexibility, and to encourage greater floor to ceiling heights. Structured parking is excluded from FAR calculations to promote its use within the WBD-CRD.

**Table 2-9: MA Development Standards**

	Density		Intensity		Height			ISR	Lot Size
	Max base du/A	Max bonus du/A	Max base FAR	Max bonus FAR	Min Height	Max base height	Max bonus height	Max ISR	Min. Lot Size
Medical Arts (MA)	15	30*	1.0	2.0*	2 stories	6 stories	8 stories*	0.90	15,000 sq. ft.**

\*Bonus density/intensity and height may be granted by the City Commission for properties meeting the provisions in Section 2.4(G), Medical Arts Character District (MA), Available Bonuses.

\*\* Minimum lot size in order to be eligible for bonus density/intensity provisions.

### D1. MA Density and Intensity

Development in the MA Character District will be subject to a maximum base density of fifteen (15) dwelling units per acre (du/A) and non-residential development will be subject to a maximum base FAR of 1.0.

### D2. MA Exemptions from FAR limitations

The following are not included in the calculation of floor areas and/or are exempt from FAR limitations:

- Public open space, including interior atriums, outdoor plazas and courtyards, café seating, or other public pedestrian use areas;
- Retail sales, service establishments, museums, commercial recreation uses, studios, and indoor/outdoor eating and drinking establishments located on the ground floor in a development containing structured parking;
- Structured parking;
- The floor area of residential dwelling units.

### D3. MA Height

The following building height minimums and maximums are required:

- Buildings within the MA Character District will be a minimum of two (2) stories in height, and a maximum of six (6) stories in height (see Illustration 2-3: MA Massing Diagram).
- Buildings within the MA Character District which front on West Bay Drive or Clearwater-Largo Road will have a minimum building setback measuring a minimum of ten (10) feet wide along each of these street frontages commencing above the third story. This is



provided in order to increase light and air movement within the local street network and mitigate the effect of the increased height on people at street level. Additional building envelope setbacks at higher levels are also encouraged for the same reasons and to create more interesting building facades.

- Buildings within fifty (50) feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height of three (3) stories. No height bonuses shall be granted for three story buildings within this fifty feet. This also applies to buildings where the property or right-of-way line is the boundary of the District and is shared with the property or right-of-way line of one of the following low density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU). See D4. MA Setbacks/Pedestrian Zone below for setbacks from the western District boundary.
- Buildings within a hundred (100) feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height of six (6) stories. No height bonuses shall be granted for six story buildings within this 100 feet. This also applies to buildings where the property or right-of-way line is the boundary of the District and is shared with the property or right-of-way line of one of the following low density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU). See D4. MA Setbacks/Pedestrian Zone below for setbacks from the western District boundary.
- The first floor levels of all buildings located along West Bay Drive and Clearwater-Largo Road shall be designed to provide for active use areas. These first floor levels will be a minimum of twelve (12) feet in height, as measured from the finished floor to the finished ceiling.

#### **D4. MA Setbacks/Pedestrian Zone**

In order to create a pedestrian oriented urban environment, buildings will be placed at a build-to line at the inside of the area containing sidewalks, landscaping, and related amenities (the “Pedestrian Zone”). The pedestrian zone is located around the perimeter of the site. The zone width is measured from the back edge of street curb and typically includes both a portion of the public right-of-way as well as private property. Buildings will be located at the build-to line along a property’s primary street frontage, with parking to the side and/or rear. To place emphasis on the pedestrian environment, awnings and balconies may project a maximum of five (5) feet into the pedestrian zone, subject to a minimum clearance of eight (8) feet being maintained from the finished grade. Where amenities that promote pedestrian use such as sidewalks, benches, bus stops, bike racks, landscaping, public gathering places and outdoor restaurants are provided, building facades may be set-back an additional ten (10) feet into the site from the build-to line (see Table 2-10: MA Pedestrian Zone).

**Table 2-10: MA Pedestrian Zone**

<b>Pedestrian Zone</b>	<b>Landscape Area (Between street and sidewalk)</b>	<b>Sidewalk</b>
20’*	5’	10’

\* Portions of the pedestrian zone not required to be landscape area or sidewalk may be a combination of paved and landscape areas located between the sidewalk and building façade.

Front/Side/Rear Setback:	Build-to a line at the inside edge of the pedestrian zone as contained in Table 2-10: MA Pedestrian Zone to a maximum set-back from the edge of the pedestrian zone of twenty (20) feet.
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Setbacks from all non-street frontage property lines shall be at least the width of the required MA pedestrian zone (twenty (20) feet).

Setbacks from a property line shared with a less dense character district, or with a Residential Low or Residential Urban FLUM designation:

- Shall be a minimum of twenty (20) feet in width;
- The first twenty (20) feet of setback from the property line shall consist of green space; parking, driveways and loading areas are not permitted in this area;
- Shall increase by ten (10) feet for each additional one hundred feet of building length facing the setback (or fraction thereof) beyond the first one hundred (100) feet of building length.

In addition to these requirements, setbacks in the MA Character District from the western District boundary shall be at least fifty (50) feet from the boundary property line to improve the existing setback to the adjacent single family residential neighborhood. In this instance, buildings within 100 feet of the property line are limited to three (3) stories in height and six (6) stories between 100 and 150 feet. No height bonuses shall be granted for buildings within 150 feet of the District boundary.

Patios, plazas and pool decks for residential buildings may encroach up to a maximum of five (5) feet into the required side or rear setback if the maximum permitted impervious surface ratio is maintained.

## **E. MA Design Standards**

### **E1. MA Active Ground Floor**

The first floor of each new building will have a strong pedestrian orientation on street-facing sides, with windows, attractive detailing, decorative design treatments, and weather-protected entrances. First floor uses will be designed to enhance street level activity. Although garages and other access points may be required on street facing sides, these requirements are intended to enhance the pedestrian and public environment by minimizing blank walls facing streets and pedestrian ways.

- Pedestrian Protection – Awnings and/or recessed entrances for pedestrian weather protection and visual interest will be installed on all new buildings. Materials will be consistent with the architectural style of the building. A minimum of eight (8) feet vertical clearance from sidewalk to the underside of any awning is required. Where appropriate, an arcade or projecting balconies may also be provided to meet this requirement. The intent of this standard is to provide shade and weather protection over sidewalks or areas directly adjacent or next to the building where the public will walk.
- The primary public entrance for new buildings will face the highest street classification right-of-way.

- Windows will comprise no less than fifty percent (50%) of each first floor facade facing a public street. Each window will be vertically oriented and larger in area than the largest window serving floors above.

## **E2. MA Architectural Excellence**

All new buildings will include architectural design treatments that add to the WBD-CRD urban character, advance the Plan's goals, and include appropriate public elements needed for the neighborhood's livability.

- Building Height/Roof Form – All new buildings will include architectural design elements including pitched roofs, parapets, or other design treatments at the roof level. These elements will be excluded from the maximum building height limits.
- A façade transition line will be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
- Neon, primary and black colors, and checks, stripes, and other patterns are prohibited as the primary façade treatment on all buildings.
- Flat roofs are prohibited unless screened with a decorative architectural feature such as a parapet. Parapet treatment will be consistent and compatible with the architectural style of the building.
- Roofing material for exposed sloped roofs will be consistent and compatible with the architectural style of the building.
- All rooftop mechanical equipment will be shielded from pedestrian view with materials equal to the height of the equipment which are consistent and compatible with the architectural style of the building.
- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- All balconies will be habitable; where porches are provided, they will be functional, with a minimum interior depth of four feet.

## **E3. MA Site Design**

- Screened Service Areas – All service areas, dumpsters and loading facilities will be located at the rear of the buildings and fully screened from views from sidewalks, streets and adjacent residential development through the use of fences or walls constructed of permanent opaque materials such as masonry or painted metal, with metal doors; and buffered by the use of evergreen landscaping.
- Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) techniques.
- All surface parking areas will be located to the rear or side of buildings.
- Outdoor accessory light fixtures which complement the design of the building or streetlights mounted on poles will be provided, where needed, particularly as recommended by the CPTED review, above. Outdoor light fixtures must light all areas adjacent to the building that are used by the public and shall be oriented away from adjacent residential areas.

- A minimum of twenty (20) square feet of private outdoor space will be provided for each dwelling unit in the form of a balcony or open space dedicated for residents.

#### **E4. MA Mobility Requirements**

- A functional and attractive pedestrian environment, consisting of landscaping and sidewalk, will be provided along all street rights-of-way. Where sufficient right-of-way width does not exist to support these improvements, the developer will construct it within an easement approved by and dedicated to the City of Largo. See Table 2-10: MA Pedestrian Zone for standards.
- Well-defined, safe pedestrian access will be provided between building entrances and public sidewalks, transit stops, and parking facilities.
- At a minimum, either Class 1 or Class 2 bicycle parking facilities shall be provided.

### **F. MA Parking**

#### **F1. MA Surface Parking Buffer**

Perimeter landscaping for surface parking lots will include a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) feet minimum height to four (4) feet maximum height wall, fence, linear evergreen hedge, or combination thereof. Interior parking lot landscaping will meet the requirements of the *City of Largo Comprehensive Development Code (CDC)*.

#### **F2. MA Parking Accommodation**

Minimum parking standards for the WBD-CRD will meet the requirements of the *City of Largo CDC*. Alternative mixed-use and shared parking scenarios may be submitted to the City for review as part of the development approval application. All technical reports supporting alternative parking scenarios will be signed and sealed by a professional engineer registered to practice in Florida (or similar certified professional with demonstrated expertise in this area) and utilize recognized sources for alternative methodologies. In general, parking standards may be met by one or a combination of the following methods:

- Surface or structured parking spaces: Surface or structured parking may be provided on or off-site from the parcel it serves. Parking lots and garages will be located no closer to the front property line than the facade of the building they serve. Side and rear yard areas may be used for parking. All surface parking lots fronting a street right-of-way must not exceed thirty percent (30%) of the block length, and be completely screened from view by a wall, fence, landscaping, or combination thereof. For residential-only property abutting an alley, vehicular access to parking will be provided from the alley rather than a frontage line.
- Payment in-lieu-of parking spaces: After adoption of the WBD-CRD Plan, the City of Largo will explore the creation of a City Parking Trust Fund. Payment in-lieu-of parking spaces, up to a percentage of total required parking, could be contributed to a parking fund created to provide public parking within the Community Redevelopment District.
- Shared parking: The required number of parking spaces for two or more independent uses may be reduced by up to twenty-five percent (25%) of the combined total required spaces under the following conditions:

- The owners of two or more establishments having separate parking standards make collective provision for shared parking facilities and the peak periods of usage are not concurrent;
  - A cross access and cross parking agreement must be executed by the owners of the uses involved and recorded with the City.
- On-street parking: If a City Parking Trust Fund is created, on-street parking along street frontages may be counted toward fulfilling the parking standards for a private parcel of land that is less than 15,000 square feet in area. A payment to the City's Parking Trust Fund for each parking space so allocated would be required. Individual public on-street parking spaces will not be dedicated specifically to any parcel.
- Alternatives to automobile parking: The City may consider additional alternative parking measures from those previously listed.
  - Bicycle parking. A development may provide additional bicycle parking spaces, greater than the number required in the CDC. The additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 up to a maximum of ten percent (10%) of the required automobile spaces.
  - Commuter Choice Program. A development may provide a comprehensive commuter choice program administered by an Employee Transportation Coordinator in lieu of a maximum of ten percent (10%) of the required automobile spaces. The program will include participation in Pinellas Suncoast Transit Authority (PSTA) Employer's Choice Transit Benefit Program and employer sponsored transit passes. The program may also include flextime, vanpool/carpool subsidies, designated vanpool/carpool parking, and multi-modal promotion programs.

## **G. MA Available Bonuses**

Density, intensity, and height bonuses may be granted by the City Commission as part of a Development Agreement based upon the following process and criteria. The City Commission retains the decision making power to determine whether specific public benefit represented by the character and design of the proposed project is commensurate with the bonus requested. The property owner or owner's agent shall submit a development plan, meeting the site plan submission requirements of the *City of Largo Comprehensive Development Code (CDC)*, which demonstrates that:

- The development includes at least two or more of the following uses: residential, retail, general commercial or office. Vertically integrated buildings are encouraged to provide both residential and non-residential uses in proximity to active streets. Ground floors facing the street must be activated through residential or non-residential land uses;
- The site area is at least 15,000 square feet in size;
- The development meets on or more of the provisions contained in Table 2-11: MA Density Bonus, Table 2-12: MA Intensity Bonus or G3. MA Height Bonus.

A Development Agreement incorporating the proposed development plan shall be presented to the City of Largo Planning Board for review and then to the City of Largo City Commission for consideration and approval.

## **G1. MA Density Bonus**

Bonus density in the MA Character District may be granted by the City Commission for developments meeting one or more of the provisions contained in Table 2-11: MA Density Bonus, below, utilizing the process described in G. MA Available Bonuses, above. Total bonus density shall not exceed a maximum density of thirty (30) dwelling units per acre.

**Table 2-11: MA Density Bonus**

<b>Density Bonus Criteria</b>	<b>Amount of Bonus</b>
Mixed-use development with a minimum of ten percent (10%) gross project floor area dedicated for office, retail sales, or service uses at the sidewalk level	Ten (10) dwelling units per acre (du/A)
Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of ten percent (10%) of the total units in the project as affordable housing*	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of twenty percent (20%) of the total units in the project as affordable housing*	Ten (10) dwelling units per acre (du/A)
The dedication of a minimum of ten percent (10%) of the total units in the project as work force housing**	Five (5) dwelling units per acre (du/A)

\*The term affordable is defined as available at a monthly cost which does not exceed thirty percent (30%) of a low or moderate income household's average gross monthly income. Low and moderate income households earn less than 120 percent of the median income of the area. Generally, the parameters for the affordability of the units will be the same as the City of Largo's SHIP program. The maximum affordable housing purchase price established in the Local Housing Assistance Plan is currently \$190,000 and is subject to periodical review. The maximum rents are established by the State of Florida, based upon housing size and income range from very low to moderate income.

Set aside units should reflect the characteristics of the market rate units in a project for size, number of bedrooms and finishings. In other words, if a project contains fifty percent (50%) one bedroom and fifty percent (50%) two bedroom units, then the units set aside under the bonus provisions should reflect these percentages (fifty percent (50%) of the affordable units should be one bedroom and fifty percent (50%) should be two bedroom).

\*\* Work force housing is defined as housing for households earning between 120% and 150% of median household income, available at a monthly cost of no more than thirty percent (30%) of a household's average gross monthly income. The housing must be within walking distance of the place of employment.

## **G2. MA Intensity Bonus**

Bonus intensity in the MA Character District may be granted by the City Commission for developments meeting one or more of the provisions contained in Table 2-12: MA Intensity Bonus, below, utilizing the process described in G. MA Available Bonuses, above. Total bonus intensity shall not exceed a maximum intensity of 2.0 FAR.

**Table 2-12: MA Intensity Bonus**

<b>Intensity Bonus Criteria</b>	<b>Amount of Bonus</b>
Structured parking with a minimum of twenty percent (20%) of the total spaces available for public use	One half (0.5) FAR
A minimum of ten percent (10%) of the gross project floor area dedicated for dining, entertainment, retail sales, or service uses at the sidewalk level	One half (0.5) FAR
Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)	One half (0.5) FAR

### **G3. MA Height Bonus**

Buildings within the MA Character District will be a minimum of two (2) stories in height, and a maximum of six (6) stories in height, but eligible to be considered for a height bonus of up to eight (8) stories upon meeting all of the following additional criteria:

- The site is a minimum of one acre in size or represents a full block consolidation;
- Structured parking is part of the project design;
- Mixed-use development or development including a component of public use (such as a public conference or meeting facility) is proposed for the site;
- The site incorporates at least two (2) Optional Design Standards as contained in APPENDIX B: OPTIONAL DESIGN STANDARDS;
- The bonus height is granted by the City Commission utilizing the process described in G. MA Available Bonuses, above.

### **G4. MA Transfer of Development Rights**

Under the provisions of the Countywide Plan Rules governing the transfer of development rights, density and intensity may exceed the otherwise applicable maximum density and/or intensity requirements of the character district of the receiving parcel by an amount not to exceed twenty percent (20%). Such increase may be permitted only by action of the City Commission and consistent with the Countywide Plan Rules in addition to any other density and/or intensity increase or bonus.

### **G5. MA Conforming/Nonconforming Structures and Uses**

Nonconforming structures in the MA Character District may be permitted to make improvements to their sites and/or structures provided they are consistent with the intent of the WBD-CRD Plan. These improvements must meet the standards of Section E. MA Design Standards and Section F. MA Parking. This allows nonconforming businesses the opportunity to conform to the development and design standards set forth in the Plan while maintaining the economic use of the site. However, they will not be permitted to expand their floor area greater than twenty-five percent (25%) of the current floor area. No existing structures shall be made nonconforming by reason of height as a result of the adoption of the WBD-CRD Plan.

Single family residential properties in the MA District that are conforming at the time of adoption of the WBD-CRD Plan shall remain conforming after adoption. These properties are

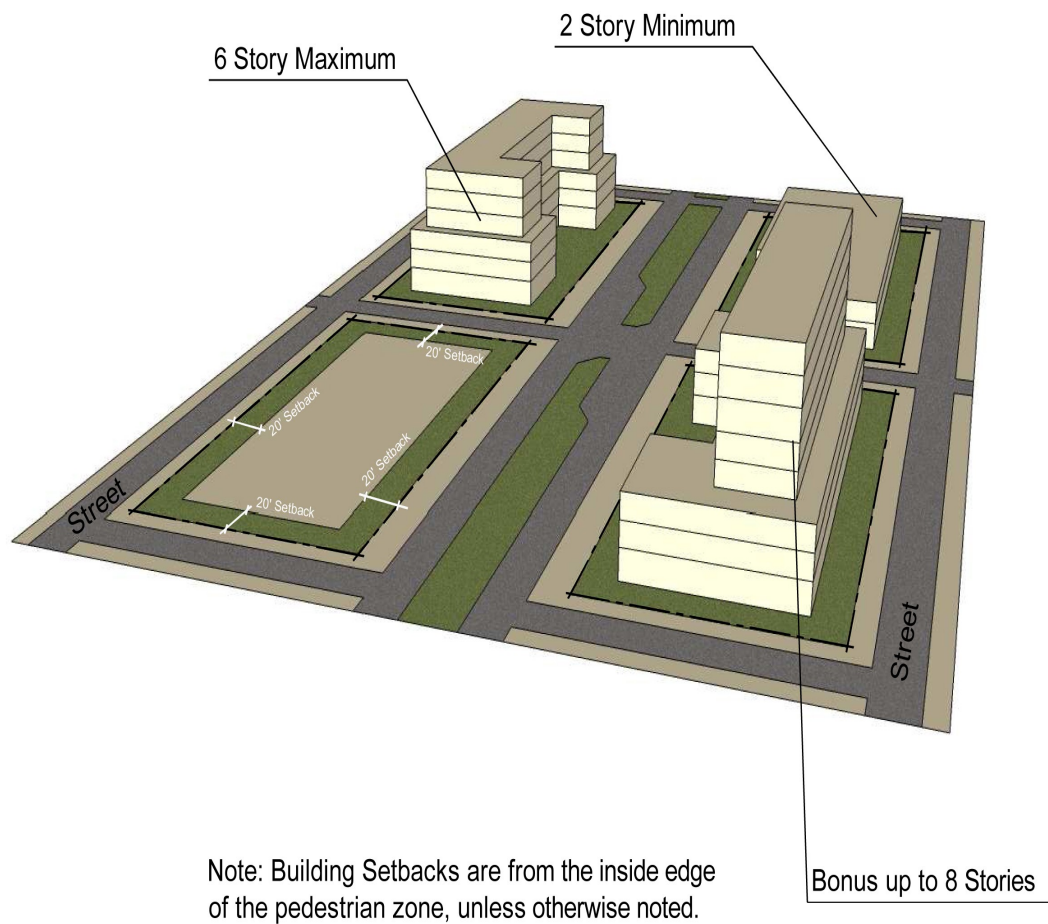
encouraged to redevelop to meet the intent of the provisions of the Plan, including the inclusion of live/work uses (as provided for in the City Home (CH) Character District) and the addition of accessory units and garages with alley access (as provided for in the Neighborhood Residential (NR) Character District).

#### **G6. MA Modification of Building Height**

In order to facilitate the redevelopment of sites, which due to size or configuration cannot economically redevelop at a minimum building height of two (2) stories, one story buildings may be approved subject to the following conditions:

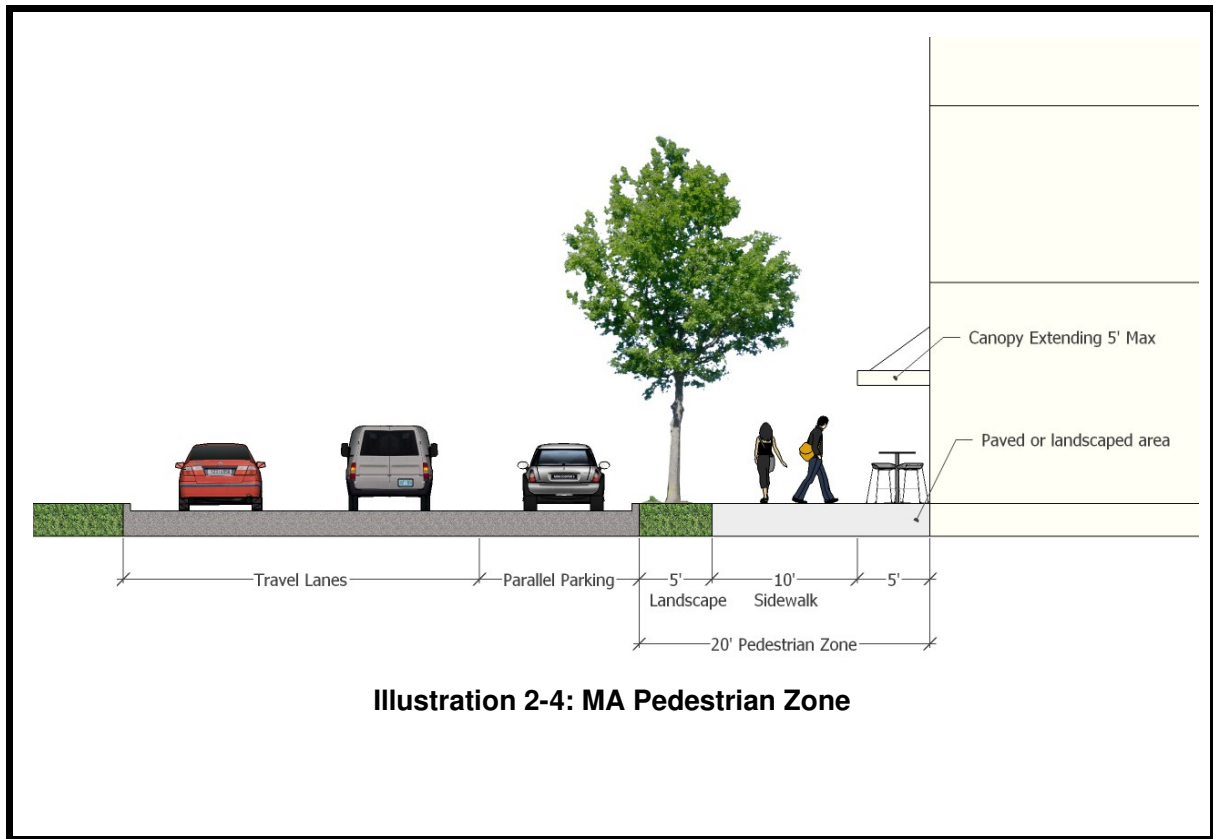
- A finding is made by the Development Controls Officer (DCO) that demonstrates unique conditions exist on the subject site which do not allow feasible multi-story development or redevelopment. This finding shall be based on the submission by the property owner or owner's agent of a development plan meeting the site plan submission requirements of the *Comprehensive Development Code (CDC)*. The DCO's finding shall then be presented to the City of Largo City Commission for consideration and approval as part of a Development Agreement.
- The proposed development must meet the standards of Section E. MA Design Standards and Section F. MA Parking, with the exception of minimum building height.





## Potential Building Massing Diagram

**Illustration 2-3: MA Massing Diagram**



## **2.5 City Home Character District (CH)**

### **A. CH District Intent and Description**

The CH Character District (see Map 2.2 Character Districts) is intended for multifamily residential uses with limited potential for live-work office use. This character district also serves as a transition between the high density Mixed-Use MUC and MA Districts and lower density residential neighborhoods found in the NR Character District. CH District allows multifamily residential uses and small professional office uses (500 sq. ft. or less) designed as part of live/work units, through a special conditional approval process. New single family homes are permitted, as long as they are at least two (2) stories in height.

### **B. CH Allowable Uses**

Residential and live work uses are allowed in the CH District. A list of specific uses permitted in the WBD-CRD is found within the Permitted Use Table in the *City of Largo Comprehensive Development Code (CDC)*.

### **C. CH Prohibited Uses**

The following uses are not considered appropriate within the WBD-CRD and are, therefore, prohibited anywhere in the WBD-CRD:

- Automotive repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right-of-way. Included are automotive repair garages which have overnight, outdoor storage of vehicles;
- Car and boat sale lots using outdoor displays;
- Car washes;
- Convenience stores which exceed 2,700 square feet of gross floor area;
- Manufacturing and other industrial uses;
- Mini-storage facilities and warehouses;
- Mobile homes and recreational vehicle/travel trailer parks;
- Pawnshops; and
- Similar uses which do not meet the intent of the City's redevelopment goals for this District as stated in the Community Goal Section of the WBD-CRD Plan.

### **D. CH Development Standards**

Density, height, and impervious surface ratios (ISR) for the CH Character District are listed in Table 2-13: CH Development Standards. Height maximums are given by the number of stories for the CH Character District, rather than feet, to give developers greater flexibility, and to encourage greater floor to ceiling heights. Structured parking is excluded from FAR calculations to promote its use within the WBD-CRD.

**Table 2-13: CH Development Standards**

	Density		Intensity		Height			ISR	Lot Size
	Max base du/A	Max bonus du/A	Max base FAR	Max bonus FAR	Min Height	Max base height	Max bonus height	Max ISR	Min. Lot Size
City Home (CH)	15	30*	NA	NA	2 stories	3 stories	5 stories*	0.90	15,000 sq. ft.**

\* Bonus density/intensity and height may be granted by the City Commission for properties meeting the provisions in Section 2.5(G), City Home Character District (CH), Available Bonuses.

\*\* Minimum lot size in order to be eligible for bonus provisions.

### **D1. CH Density**

Development in the CH Character District will be subject to a maximum base density of fifteen (15) units per acre.

### **D2. CH Height**

Buildings within the CH Character District will be a minimum of two (2) stories in height and a maximum of three (3) stories in height (Illustration 2-5: CH Massing Diagram). Buildings within fifty (50) feet of the property or right-of-way line shared with a Neighborhood Residential (NR) Character District will not exceed a maximum building height of three (3) stories. No height bonuses shall be granted for three story buildings within this fifty feet.

### **D3. CH Setbacks/Pedestrian Zone**

In order to create a pedestrian oriented urban environment, buildings will be placed at a build-to line at the inside of the area containing sidewalks, landscaping, and related amenities (the “pedestrian zone”). The pedestrian zone is located around the perimeter of the site. The zone width is measured from the back edge of street curb and typically includes both a portion of the public right-of-way as well as private property. Buildings will be located at the build-to line along a property’s primary street frontage, with parking to the side and/or rear. To place emphasis on the pedestrian environment, awnings and balconies may project a maximum of five (5) feet into the pedestrian zone, subject to a minimum clearance of eight (8) feet being maintained from the finished grade. Where amenities that promote pedestrian use such as sidewalks, benches, bus stops, bike racks, landscaping, public gathering places and outdoor restaurants are provided, building facades may be setback an additional ten (10) feet into the site from the build-to line (see Table 2-14: CH Pedestrian Zone).

**Table 2-14: CH Pedestrian Zone**

Character Districts	Pedestrian Zone	Landscape Area (Between street and sidewalk)	Sidewalk
City Home	15*	5'	5'

\* Portions of the pedestrian zone not required to be landscape area or sidewalk may be a combination of paved and landscape areas located between the sidewalk and building façade.

Front/Side/Rear Setback:	Build-to a line at the inside edge of the pedestrian zone as contained in Table 2-14: CH Pedestrian Zone to a maximum setback from the edge of the pedestrian zone of fifteen (15) feet
--------------------------	---

Setbacks from all non-street frontage property lines shall be at least the width of the required CH pedestrian zone (fifteen (15) feet).

Setbacks from a property line shared with a less dense character district, or with a Residential Low or Residential Urban FLUM designation:

- Shall be a minimum of fifteen (15) feet in width;
- Shall consist of green space; parking, driveways and loading areas are not permitted;
- Shall increase by seven (7) feet for each additional one hundred (100) feet of building length facing the setback (or fraction thereof) beyond the first one hundred (100) feet of building length.

Patios, plazas and pool decks for residential buildings may encroach up to a maximum of five (5) feet into the required side or rear setback if the maximum permitted impervious surface ratio is maintained.

## **E. CH Design Standards**

### **E1. CH Active Ground Floor**

The first floor of each new building will have a strong pedestrian orientation on street-facing sides, with windows, attractive detailing, decorative design treatments, and weather-protected entrances. First floor uses will be designed to enhance street level activity. Although garages and other access points may be required on street facing sides, these requirements are intended to enhance the pedestrian and public environment by minimizing blank walls facing streets and pedestrian ways.

- Pedestrian Protection – Awnings and/or recessed entrances for pedestrian weather protection and visual interest will be installed on all new buildings. Materials will be consistent with the architectural style of the building. A minimum of eight (8) feet vertical clearance from sidewalk to the underside of any awning is required. Where appropriate, an arcade or projecting balconies may also be provided to meet this requirement. The intent of this standard is to provide shade and weather protection over sidewalks or areas directly adjacent or next to the building where the public will walk.
- The primary public entrance for new buildings will face the highest street classification right-of-way.
- Windows and entrances will comprise no less than fifty percent (50%) of each first floor facade facing a public street. Each window will be vertically oriented and larger in area than the largest window serving floors above.

### **E2. CH Architectural Excellence**

All new buildings will include architectural design treatments that add to the WBD-CRD urban character, advance the Plan's goals, and include appropriate public elements needed for the neighborhood's livability.

- Building Height/Roof Form – All new buildings will include architectural design elements

including pitched roofs, parapets, or other design treatments at the roof level. These elements will be excluded from the maximum building height limits.

- A facade transition line will be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
- Neon, primary and black colors, and checks, stripes, and other patterns are prohibited as the primary facade treatment on all buildings.
- Flat roofs are prohibited unless screened with a decorative architectural feature such as a parapet. Parapet treatment will be consistent and compatible with the architectural style of the building.
- Roofing material for exposed sloped roofs will be consistent and compatible with the architectural style of the building.
- All rooftop mechanical equipment will be shielded from pedestrian view with materials equal to the height of the equipment which are consistent and compatible with the architectural style of the building.
- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- All balconies will be habitable; where porches are provided, they shall be functional, with a minimum interior depth of four feet.

### **E3. CH Site Design**

- Screened Service Areas – All service areas, dumpsters and loading facilities will be located at the rear of the buildings and fully screened from views from sidewalks, streets and adjacent residential development through the use of fences or walls constructed of permanent opaque materials such as masonry or painted metal, with metal doors; and buffered by the use of evergreen landscaping.
- Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) techniques.
- All surface parking areas will be located to the rear or side of buildings.
- Outdoor accessory light fixtures which complement the design of the building or streetlights mounted on poles will be provided, where needed, particularly as recommended by the CPTED review, above. Outdoor light fixtures must light all areas adjacent to the building that are used by the public and shall be oriented away from adjacent residential areas.
- A minimum of twenty (20) square feet of private outdoor space will be provided for each dwelling unit in the form of a balcony or open space dedicated for residents.

### **E4. CH Mobility Requirements**

- A functional and attractive pedestrian environment, consisting of landscaping and sidewalk, will be provided along all street rights-of-way. Where sufficient right-of-way width does not exist to support these improvements, the developer will construct it within an easement approved by and dedicated to the City of Largo. See Table 2-14: CH Pedestrian Zone for standards.

- Well-defined, safe pedestrian access will be provided between building entrances and public sidewalks, transit stops, and parking facilities.
- At a minimum, either Class 1 or Class 2 bicycle parking facilities shall be provided for multi-family development.

## **F. CH Parking**

### **F1. CH Surface Parking Buffer**

Perimeter landscaping for surface parking lots will include a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) feet minimum height to four (4) feet maximum height wall, fence, linear evergreen hedge, or combination thereof. Interior parking lot landscaping will meet the requirements of the *City of Largo Comprehensive Development Code (CDC)*.

### **F2. CH Parking Accommodation**

Minimum parking standards for the WBD-CRD will meet the requirements of the *City of Largo CDC*. Alternative mixed-use and shared parking scenarios may be submitted to the City for review as part of the development approval application. All technical reports supporting alternative parking scenarios will be signed and sealed by a Professional Engineer registered to practice in Florida (or similar certified professional with demonstrated expertise in this area) and utilize recognized sources for alternative methodologies. In general, parking standards may be met by one or a combination of the following methods:

- Surface or structured parking spaces: Surface or structured parking may be provided on or off-site from the parcel it serves. Parking lots and garages will be located no closer to the front property line than the facade of the building they serve. Side and rear yard areas may be used for parking. All surface parking lots fronting a street right-of-way must not exceed thirty percent (30%) of the block length, and be completely screened from view by a wall, fence, landscaping, or combination thereof. For residential-only property abutting an alley, vehicular access to parking will be provided from the alley rather than a frontage line.
- Payment in-lieu-of parking spaces: After adoption of the WBD-CRD Plan, the City of Largo will explore the creation of a City Parking Trust Fund. Payment in-lieu-of parking spaces, up to a percentage of total required parking, could be contributed to a parking fund created to provide public parking within the Community Redevelopment District.
- Shared parking: The required number of parking spaces for two or more independent uses may be reduced by up to twenty-five percent (25%) of the combined total required spaces under the following conditions:
  - The owners of two or more establishments having separate parking standards make collective provision for shared parking facilities and the peak periods of usage are not concurrent;
  - A cross access and cross parking agreement must be executed by the owners of the uses involved and recorded with the City.
- On-street parking: If a City Parking Trust Fund is created, on-street parking along street frontages may be counted toward fulfilling the parking standards for a private parcel of land that is less than 15,000 square feet in area. A payment to the City's Parking Trust

Fund for each parking space so allocated would be required. Individual public on-street parking spaces will not be dedicated specifically to any parcel.

- Alternatives to automobile parking: The City may consider additional alternative parking measures from those previously listed.
  - Bicycle parking. A development may provide additional bicycle parking spaces, greater than the number required in the *CDC*. The additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 up to a maximum of ten percent (10%) of the required automobile spaces.
  - Commuter Choice Program. A development may provide a comprehensive commuter choice program administered by an Employee Transportation Coordinator in lieu of a maximum of ten percent (10%) of the required automobile spaces. The program will include participation in Pinellas Suncoast Transit Authority (PSTA) Employer's Choice Transit Benefit Program and employer sponsored transit passes. The program may also include flextime, vanpool/carpool subsidies, designated vanpool/carpool parking, and multi-modal promotion programs.

## **G. CH Available Bonuses**

Density, intensity, and height bonuses may be granted by the City Commission as part of a Development Agreement based upon the following process and criteria. The City Commission retains the decision making power to determine whether the specific public benefit represented by the character and design of the proposed project is commensurate with the bonus requested. The property owner or owner's agent shall submit a development plan, meeting the site plan submission requirements of the *City of Largo Comprehensive Development Code (CDC)*, which demonstrates that:

- The site area is at least 15,000 square feet in size;
- The development meets one or more of the provisions contained in Table 2-15: CH Density Bonus or G2. CH Height Bonus.

The Development Agreement incorporating the proposed development plan shall be presented to the City of Largo Planning Board for review and then to the City of Largo City Commission for consideration and approval.

### **G1. CH Density Bonuses**

Bonus density in the CH Character District may be granted by the City Commission for developments meeting one or more of the provisions contained in Table 2-15: CH Density Bonus, below, utilizing the process described in G. CH Available Bonuses, above. Total bonus density shall not exceed a maximum density of thirty (30) dwelling units per acre.



**Table 2-15: CH Density Bonus**

<b>Density Bonus Criteria</b>	<b>Amount of Bonus</b>
Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of ten percent (10%) of the total units in the project as affordable housing*	Five (5) dwelling units per acre (du/A)
The dedication of a minimum of twenty percent (20%) of the total units in the project as affordable housing*	Ten (10) dwelling units per acre (du/A)
The incorporation of a live/work component representing at least ten percent (10%) of the total units in the project	Five (5) dwelling units per acre (du/A)
Redevelopment of eligible mobile home parks participating in the Mobile Home Park Relocation Assistance Program (see Map 2.4 Eligible Mobile Home Parks)	Five (5) dwelling units per acre (du/A)

\*The term affordable is defined as available at a monthly cost which does not exceed thirty (30) percent of a low or moderate income household's average gross monthly income. Low and moderate income households earn less than 120 percent of the median income of the area. Generally, the parameters for the affordability of the units will be the same as the City of Largo's SHIP program. The maximum affordable housing purchase price established in the Local Housing Assistance Plan is currently \$190,000 and is subject to periodical review. The maximum rents are established by the State of Florida, based upon housing size and income range from very low to moderate income.

Set aside units should reflect the characteristics of the market rate units in a project for size, number of bedrooms and finishings. In other words, if a project contains fifty percent (50%) one bedroom and fifty percent (50%) two bedroom units, then the units set aside under the bonus provisions should reflect these percentages (fifty percent (50%) of the affordable units should be one bedroom and fifty percent (50%) should be two bedroom).

## **G2. CH Height Bonus**

Buildings within the CH Character District will be a minimum of two (2) stories and a maximum of three (3) stories, but are eligible to be considered for a height bonus of up to five (5) stories upon meeting all of the following additional criteria:

- The site is a minimum of 15,000-square feet in size;
- Structured or garage parking (or parking under the building) is part of the project design;
- The project includes either an affordable housing component or a live/work component as defined in Part 2.2 Section F. Affordable Housing;
- The site incorporates at least two (2) Optional Design Standards as contained in APPENDIX B: OPTIONAL DESIGN STANDARDS;

The bonus height is granted by the City Commission utilizing the process described in G. CH Available Bonuses, above.

## **G3.CH Transfer of Development Rights**

Under the provisions of the Countywide Plan Rules governing the transfer of development rights, density and intensity may exceed the otherwise applicable maximum density and/or intensity requirements of the character district of the receiving parcel by an amount not to exceed twenty percent (20%). Such increase may be permitted only by action of the City Commission and consistent with the Countywide Plan Rules in addition to any other density

and/or intensity increase or bonus.

#### **G4. CH Conforming/Nonconforming Structures and Uses**

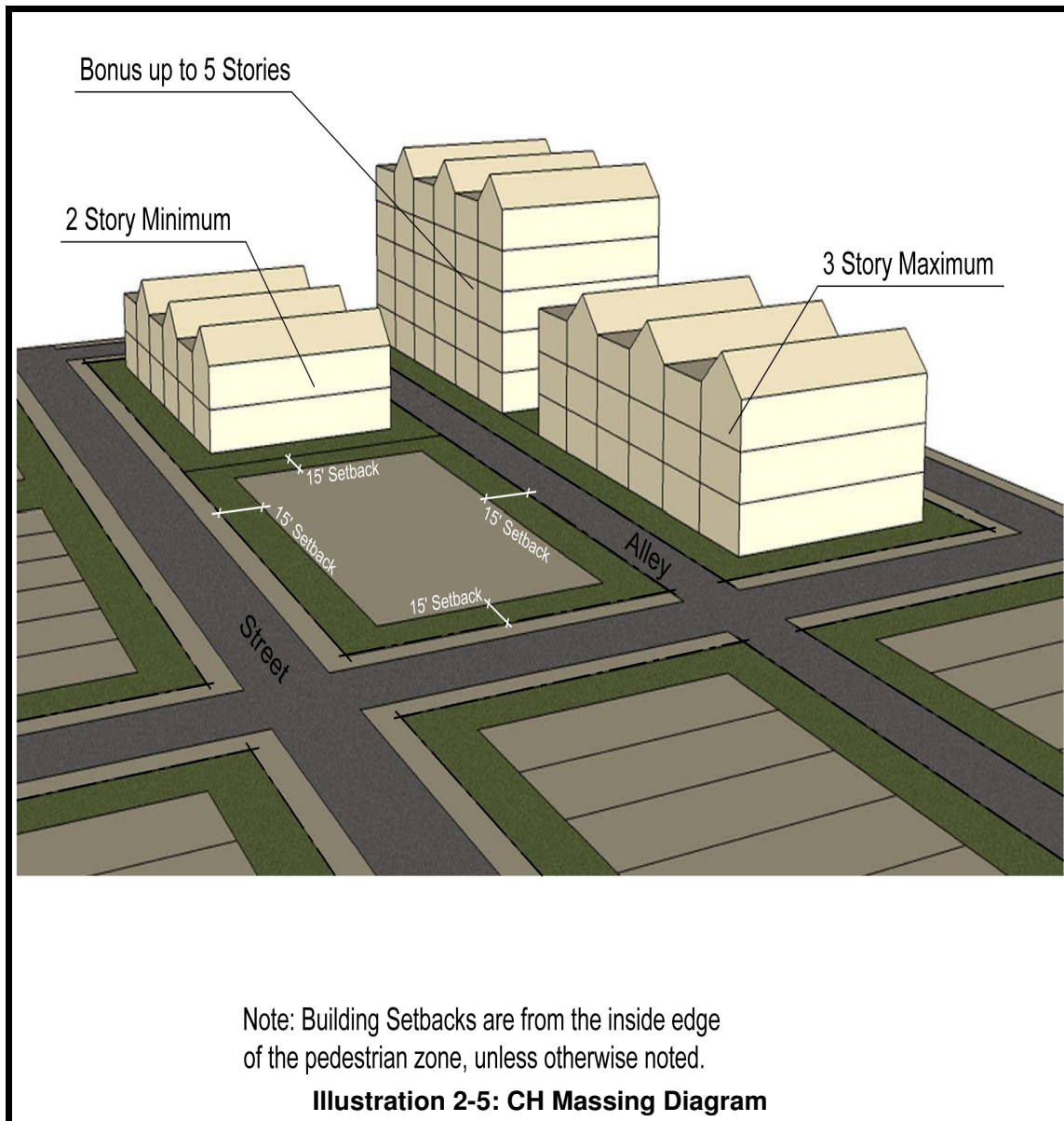
Nonconforming structures in the CH Character District may be permitted to make improvements to their sites and/or structures provided they are consistent with the intent of the WBD-CRD Plan. These improvements must meet the standards of Section E. CH Design Standards and Section F. CH Parking. This allows nonconforming businesses the opportunity to conform to the development and design standards set forth in the Plan while maintaining the economic use of the site. However, they will not be permitted to expand their floor area greater than twenty-five percent (25%) of the current floor area. No existing structures shall be made nonconforming by reason of height as a result of the adoption of the WBD-CRD Plan.

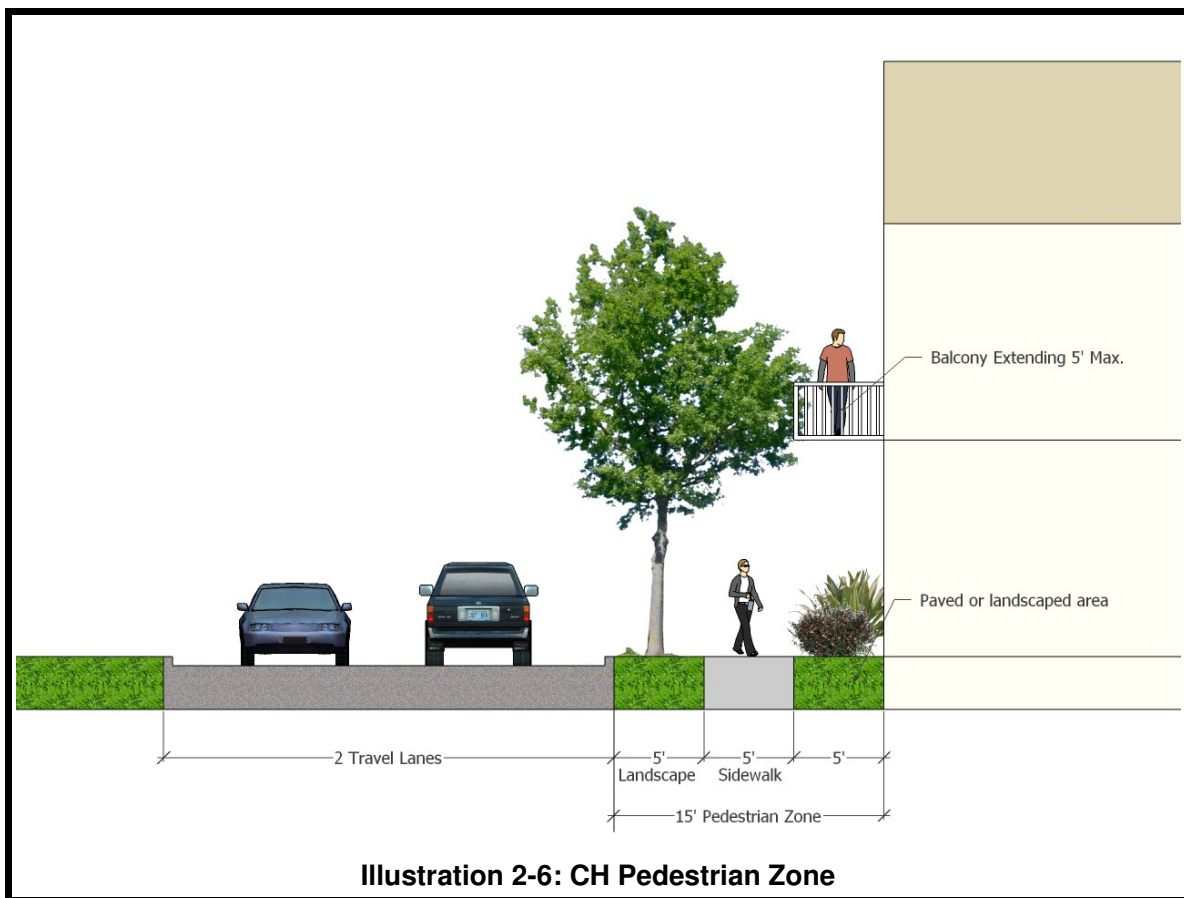
Single family residential properties in the CH District that are conforming at the time of adoption of the WBD-CRD Plan shall remain conforming after adoption. These properties are encouraged to redevelop to meet the intent of the provisions of the Plan, including the addition of accessory units and garages with alley access (as provided for in the Neighborhood Residential (NR) Character District).

#### **G5. CH Modification of Building Height**

In order to facilitate the redevelopment of sites, which due to size or configuration cannot economically redevelop at a minimum building height of two (2) stories, one story buildings may be approved subject to the following conditions:

- A finding is made by the Development Controls Officer (DCO) that demonstrates unique conditions exist on the subject site which do not allow feasible multi-story development or redevelopment. This finding shall be based on the submission by the property owner or owner's agent of a development plan meeting the site plan submission requirements of the *Comprehensive Development Code (CDC)*. The DCO's finding shall then be presented to the City of Largo City Commission for final determination.
- The proposed development must meet the standards of Section E. CH Design Standards and Section F. CH Parking with the exception of minimum building height.





# 2.6 Neighborhood Residential Character District (NR)

## A. NR District Intent and Description

The NR Character District (see Map 2.2 Character Districts) is intended for lower-density single-family residential use. The NR Character District supports the preservation of existing neighborhoods while providing the opportunity for revitalization through selective residential infill, including the construction of accessory dwelling units. Neighborhood Residential allows only single-family residential development, including accessory dwellings. Nonresidential land uses are not allowed in the Neighborhood Residential Character District.

## B. NR Allowable Uses

Single family residential uses with accessory units are allowed in the NR District. A list of specific uses permitted in the WBD-CRD is found in the Permitted Use Table within the *City of Largo Comprehensive Development Code (CDC)*.

## C. NR Prohibited Uses

All non-residential uses, except for home occupation uses as contained in the *CDC*, are prohibited in the Neighborhood Residential (NR) Character District.

## D. NR Development Standards

Density requirements for the NR Character District are outlined in Table 2-16: NR Development Standards. In the NR Character District maximum building height is given in feet, to ensure compatibility with adjacent homes.

Table 2-16: NR Development Standards

	Density	Intensity	Height	ISR	Lot Size
Neighborhood Residential (NR)	7.5 (du/A)	NA	25 feet*	.70	NA

\* As measured from the finished floor elevation.

### D1. Density

Development in the NR Character District will be permitted up to a maximum density of 7.5 dwelling units per acre (du/A).

### D2. Accessory dwelling units

Accessory dwelling units are permitted in the NR Character District. An accessory dwelling unit is a second dwelling unit that may be located within an owner-occupied single-family detached home, or is a separate detached structure on the same lot as an owner-occupied single-family detached home. The accessory dwelling unit may contain independent cooking, sleeping, bathing and sanitary facilities. A definition and standards for accessory dwellings are provided

in the *City of Largo CDC*.

### **D3. Height**

Buildings within the NR Character District are permitted to be up to twenty-five (25) feet in height (Illustration 2-7: NR Massing Diagram).

### **D4. Setbacks/Pedestrian Zone**

A pedestrian zone along all street frontages between the street edge and proposed buildings will be provided as part of an enhanced pedestrian environment. Pedestrian amenities such as sidewalks, bus stops and landscaping will be located in this zone. The zone width is measured from the back edge of street curb and typically includes both a portion of the public right-of-way as well as private property. Pedestrian zone requirements are summarized in Table 2-17: NR Pedestrian Zone.

**Table 2-17: NR Pedestrian Zone**

<b>Pedestrian Zone</b>	<b>Landscape Area (Between street and sidewalk)</b>	<b>Sidewalk</b>
10'	5'	5'

\* Portions of the pedestrian zone not required to be landscape area or sidewalk may be a combination of paved and landscape areas located between the sidewalk and building façade.

- Front Setback: Twenty (20) foot minimum setback from the inside edge of the pedestrian zone as contained in Table 2-17: NR Pedestrian Zone.
- Side Setback: Five (5) foot minimum setback from the inside edge of the pedestrian zone as contained in Table 2-17: NR Pedestrian Zone (where adjacent to the public right-of-way) or five-foot (5') minimum setback from all side property lines.
- Rear Setback: Twenty (20) foot minimum setback from all rear property lines (five (5) foot minimum setback from alley property line where garage with alley access is provided).

Setbacks in the Neighborhood Residential Character District are designed to match the setbacks currently existing in the single family neighborhoods in the WBD. Porches and/or breezeways may project a maximum of five (5) feet into the above front and rear setbacks.

## **E. NR Design Standards**

### **E1. NR Architectural Excellence**

All new buildings will include architectural design treatments that add to the WBD-CRD urban character, advance the Plan's goals, and include appropriate public elements needed for the neighborhood's livability.

- Building Height/Roof Form – All new dwellings will include architectural design elements including pitched roofs, parapets, or other design treatments at the roof level.
- Neon, primary and black colors, and checks, stripes, and other patterns are prohibited as the primary façade treatment on all buildings.

- Roofing material for exposed sloped roofs will be consistent and compatible with the architectural style of the building.
- All mechanical equipment (either ground mounted or rooftop) will be shielded from pedestrian view with materials equal to the height of the equipment which are consistent and compatible with the architectural style of the building.
- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- Where porches are provided, they shall be functional, with a minimum interior depth of four feet.

## **E2. NR Site Design**

- Site design shall incorporate Crime Prevention Through Environmental Design (CPTED) techniques.
- Outdoor accessory light fixtures which complement the design of the building will be provided, where needed, particularly as recommended by the CPTED review, above. Outdoor light fixtures must light all areas adjacent to the building that are used by the public and shall be oriented away from adjacent residential areas.

## **E3. NR Mobility Requirements**

- A functional and attractive pedestrian environment, consisting of landscaping and sidewalk, will be provided along all street rights-of-way. Where sufficient right-of-way width does not exist to support these improvements, the developer will construct it within an easement approved by and dedicated to the City of Largo. See Table 2-17: NR Pedestrian Zone for standards.
- Well-defined, safe pedestrian access will be provided between the entrances of dwellings and public sidewalks, transit stops, and parking areas.

## **F. NR Parking**

### **F1. NR Surface Parking Buffer**

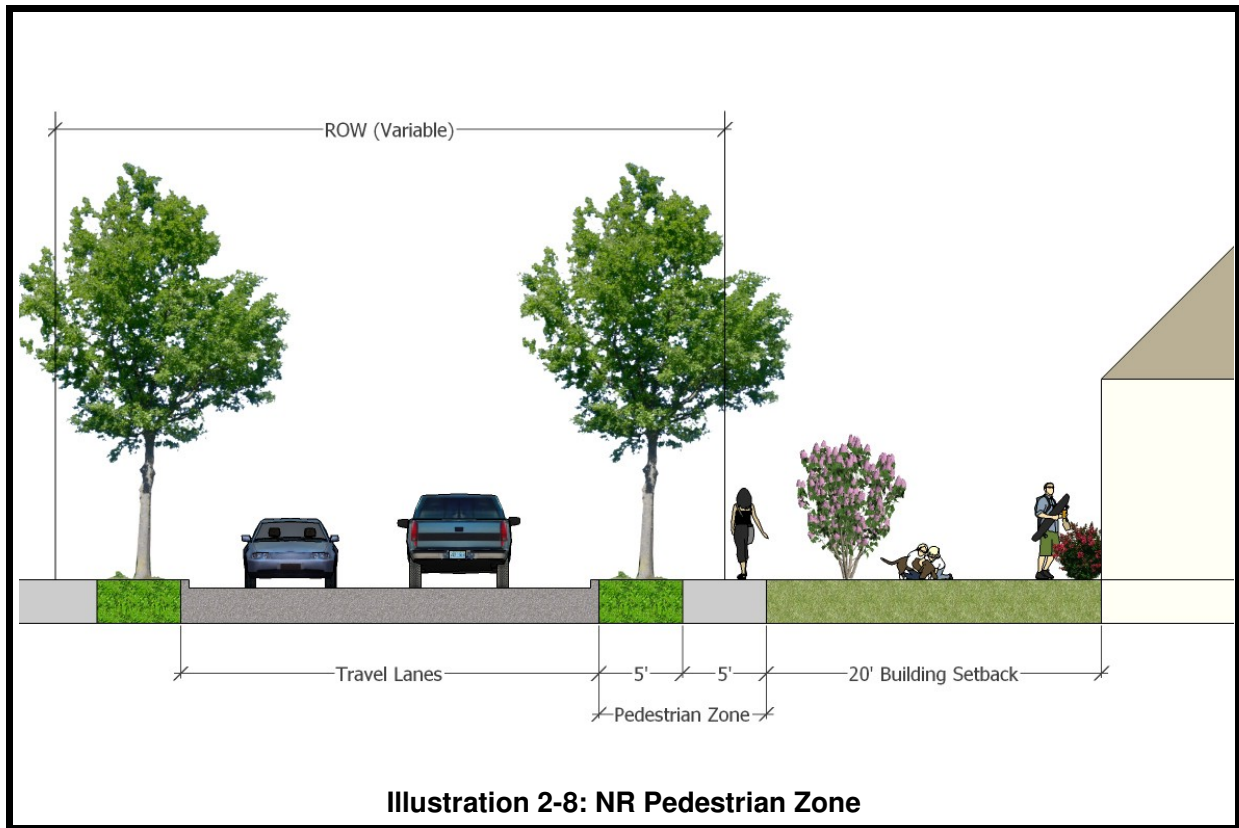
Perimeter landscaping for surface parking lots which are designed to serve more than one dwelling will include a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) foot minimum height to four (4) foot maximum height wall, fence, linear evergreen hedge, or combination thereof. Interior parking lot landscaping will meet the requirements of the *City of Largo CDC*.

### **F2. NR Parking Accommodation**

- Minimum parking standards for the WBD-CRD will meet the requirements of the *City of Largo CDC*.
- For property abutting an alley, vehicular access to parking will be provided from the alley rather than a frontage line.







## 2.7 Build-Out Scenarios

Table 2-18: WBD-CRD Build-Out Scenario, 2009 and Table 2-19: 1997 West Bay Drive Build-Out provide possible build-out scenarios under both the 2009 WBD-CRD Plan and the 1997 West Bay Drive Community Redevelopment Plan.

Table 2-18: WBD-CRD Build-Out Scenario, 2009 provides for three build-out scenarios: a base range assuming redevelopment at the base density/intensity permitted under each character district (see Table 2-4: WBD-CRD Development Standards); a mid range scenario assuming a fifty percent (50%) utilization of the bonus density/intensity allowed under each character district by the year 2025; and a high range scenario assuming complete redevelopment of all property in the WBD-CRD and complete utilization of all bonus density/intensity allowed under each character district. The mid range scenario is considered to be the most realistic and accordingly the best suited for planning purposes. It is used to establish the trip generation numbers in APPENDIX D: TRANSPORTATION IMPACT ANALYSIS.

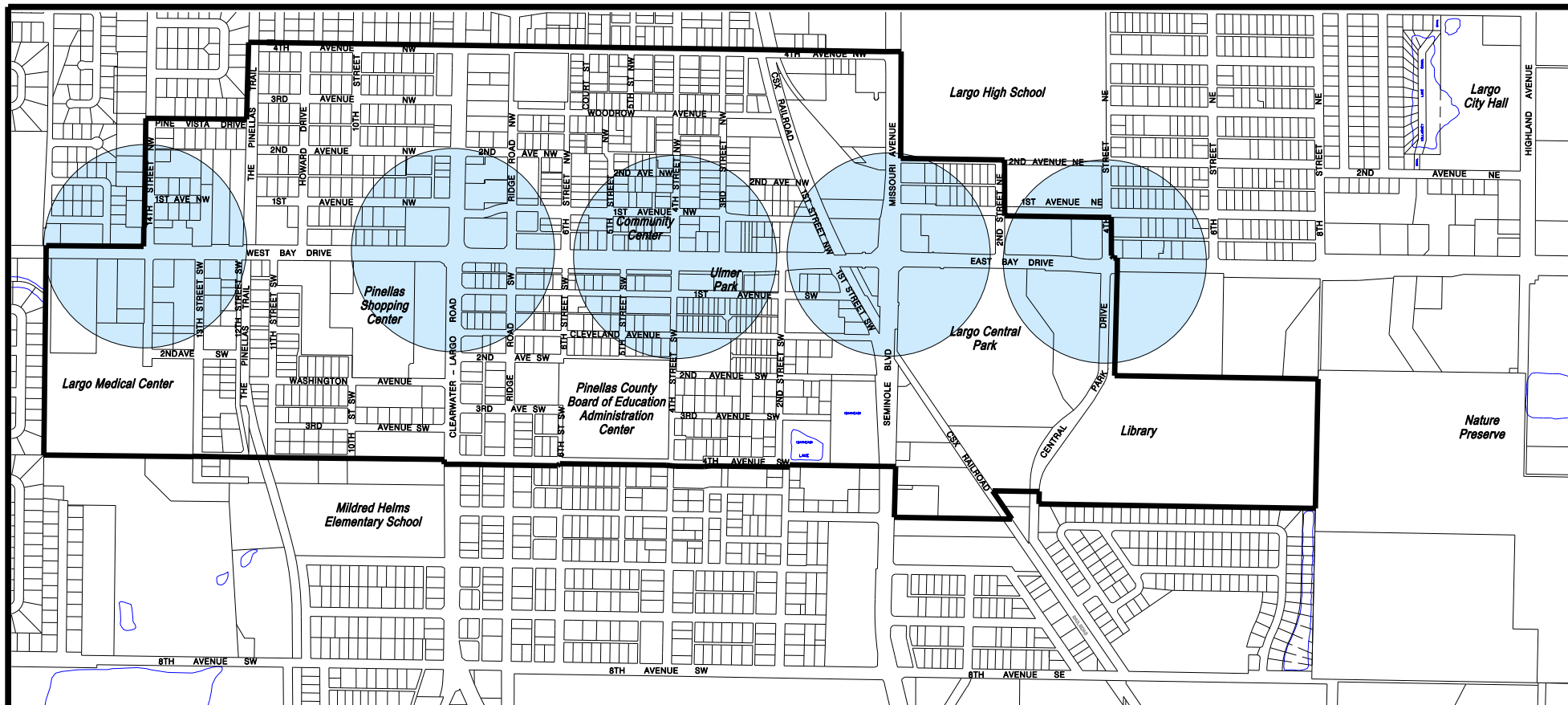
**Table 2-18: WBD-CRD Build-Out Scenario, 2009**

Base Range														Mid Range*				High Range			
	Acreage	Density		Intensity		Density		Intensity		Density		Intensity									
		du/A	Total du	FAR	SF	du/A	Total du	FAR	SF	du/A	Total du	FAR	SF								
Mixed-Use Corridor (60% residential)	63.20	15	948			40	2,528			50	3,160										
Mixed-Use Corridor (40% non-residential)	42.20			1	1,838,232			2	3,676,464			3	5,514,696								
Medical Arts (40% residential)	14.00			1	609,840			1.50	914,760			2	1,219,680								
Medical Arts (60% non-residential)	20.00	15	300			20	400			30	600										
City Home	28.00	15	420			20	560			30	840										
Neighborhood Residential	49.00	7.50	368			7.50	368			7.50	368										
Recreation/Open Space	74.00			0.25	805,860			0.25	805,860			0.25	805,860								
Transportation/Utility	9.00			0.70	274,428			0.70	274,428			0.70	274,428								
Institutional	4.00			0.75	130,680			0.75	130,680			0.75	130,680								
Residential/Office General	12.00	15	180	0.50	261,360	15	180	0.50	261,360	15	180	0.50	261,360								
Total	315.4		2,216		3,920,400		4,036		6,063,552		5,148		8,206,704								

\*assumes 50% utilization of bonus potential for density and Intensity

**Table 2-19: 1997 West Bay Drive Build-Out**

<b>Land Use</b>	<b>Acreage</b>	<b>2009 Taxable Value</b>
<b>Existing Land Use</b>		
Vacant	9.80	\$45,083,378.00
Single Family Residential	66.50	\$98,436,751.00
Mobile Home	4.40	\$114,800.00
Duplex	13.40	\$18,946,350.00
Multi-Family Residential	14.90	\$35,892,028.00
Recreation/Open Space	47.20	\$420,533.00
Institutional	75.40	\$1,422,432.00
Commercial	72.20	\$1,283,760.00
Industrial	11.60	\$1,215,694.00
<b>Total</b>	<b>315.40</b>	<b>\$202,815,726</b>



1/8 Mile Walking Radius



West Bay Drive  
Community Redevelopment  
District Boundary

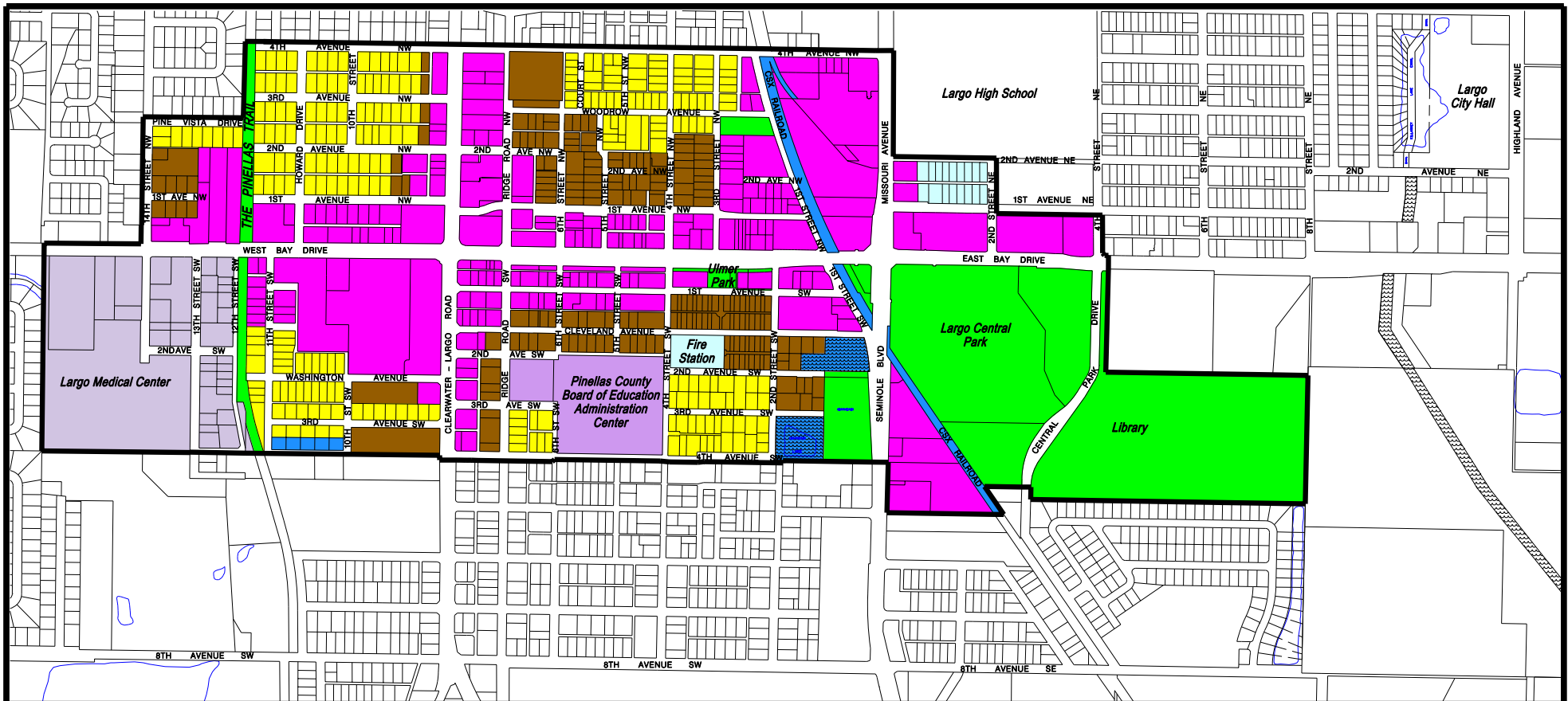
MAP 2.1  
**WEST BAY DRIVE**  
**COMMUNITY REDEVELOPMENT DISTRICT PLAN**  
**URBAN DESIGN NODES**

DATE: June, 2009

This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'



#### CHARACTER DISTRICTS

- Mixed Use Corridor
- Medical Arts
- City Home
- Neighborhood Residential

#### OTHER LAND USE DESIGNATIONS

##### NOT RELATED TO DISTRICTS

- Recreation/Open Space (ROS)
- Transportation /Utility (TU)
- Institutional
- Residential/Office General
- Water/Drainage Feature



West Bay Drive  
Community Redevelopment  
District Boundary

MAP 2.2

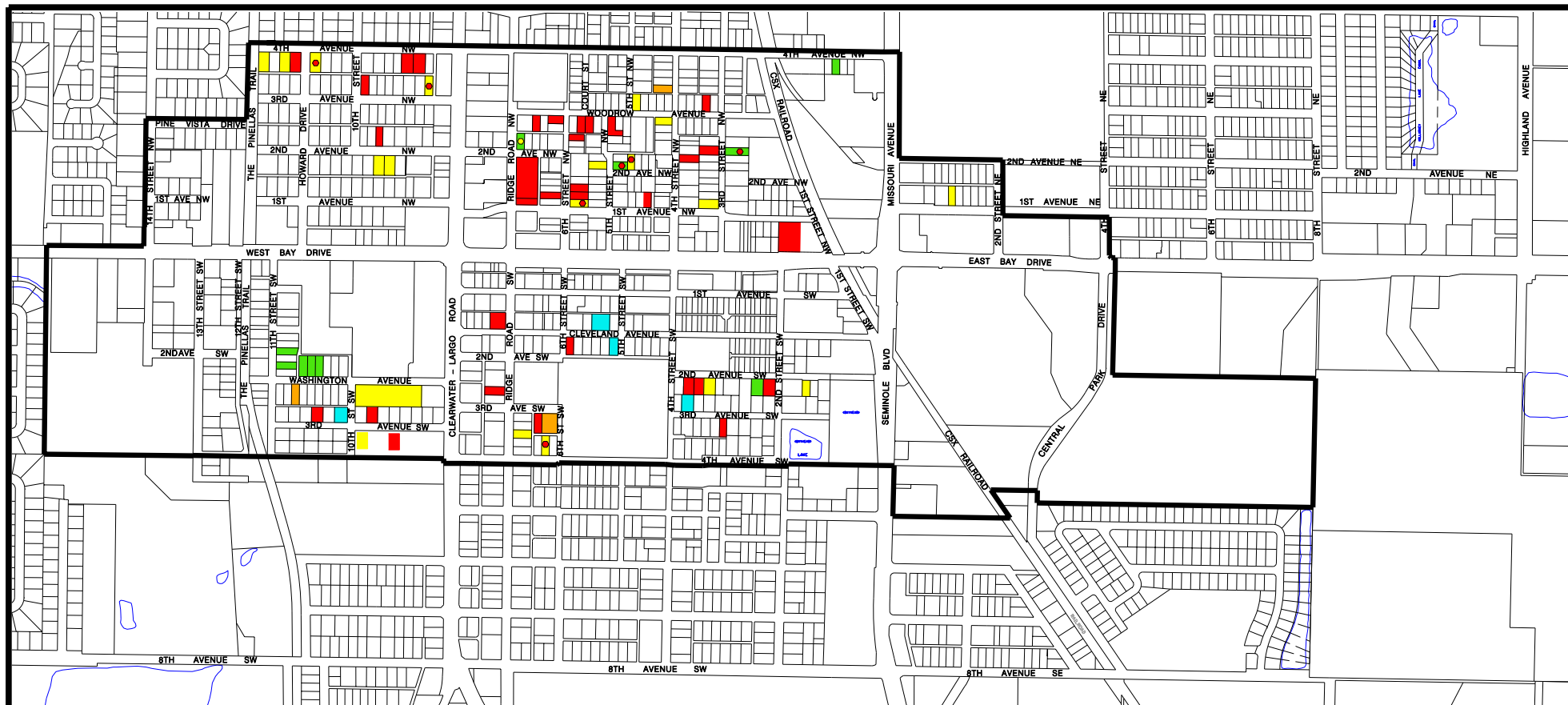
## WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN CHARACTER DISTRICTS AND OTHER LAND USES

DATE: July, 2009

This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'



- Down Payment Assistance (20)
- Homestead (10)
- Owner/Occupied Rehabs (39)
- Rental Rehabs (4)

- Replacements (3)
- West Bay Drive  
Community Redevelopment  
District Boundary

MAP 2.3  
**WEST BAY DRIVE**  
**COMMUNITY REDEVELOPMENT DISTRICT PLAN**  
**HOUSING PROGRAM LOCATOR MAP**

DATE: June, 2009

This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'





# PART III: TRANSPORTATION

## 3.1 Existing Characteristics

### A. Transportation Concurrency Exception Area

A Transportation Concurrency Exception Area (TCEA) is where, in order to encourage infill and redevelopment, exceptions are made to Florida State transportation concurrency requirements. A TCEA is granted provided that alternative modes of transportation, land use mixes, urban design, connectivity, and funding are addressed. The West Bay Drive Community Redevelopment District (WBD-CRD) Plan completely contains the West Bay Drive TCEA. It was adopted on December 2, 2008 into the City of Largo's *Comprehensive Plan* as shown in Figure T-11, Transportation Concurrency Exception Areas (See Map 3.1 Transportation Concurrency Exception Areas).

The City of Largo's WBD-CRD Plan provides for increasing densities, land use intensities and traffic generation rates. These increases are the result of the plan's objective to create a mix of land uses that will support a live-work-play and multimodal type of environment.

A Transportation Impact Analysis (TIA) of the WBD-CRD Plan's potential transportation impacts on the existing roadway system was completed by the TBE Group (See APPENDIX D: TRANSPORTATION IMPACT ANALYSIS). The TIA used both the Pinellas Planning Council's (PPC) methodology and the Pinellas Metropolitan Planning Organization (MPO) methodology on the following roadway segments:

- West Bay Drive from 20<sup>th</sup> Street NW to Clearwater-Largo Road,
- West Bay Drive from Clearwater-Largo Road to Seminole Boulevard,
- East Bay Drive from Seminole Boulevard to Highland Avenue,
- Clearwater-Largo Road from 4<sup>th</sup> Avenue SW to West Bay Drive,
- Clearwater-Largo Road from West Bay Drive to 4<sup>th</sup> Avenue NW,
- Missouri Ave/Alt. US Hwy 19 from 4<sup>th</sup> Avenue NW to West Bay Drive, and
- Seminole Boulevard from West Bay Drive to 4<sup>th</sup> Avenue SW.

### B. Existing Conditions

The existing level of service (LOS), laneage, roadway classification, and multimodal attributes for the WBD-CRD Plan's roadways were analyzed. The following summarizes the resulting LOS for each segment.

- West Bay Drive from 20<sup>th</sup> St NW to Clearwater-Largo Road operates at LOS C;
- West Bay Drive from Clearwater-Largo Road to Seminole Boulevard operates at LOS F;
- East Bay Drive from Seminole Boulevard to Highland Ave. operates at LOS F;
- Clearwater-Largo Road from 4<sup>th</sup> Ave. SW to West Bay Drive operates at LOS C;
- Clearwater-Largo Road from West Bay Drive to 4<sup>th</sup> Ave. NW operates at LOS C;
- Missouri Ave/Alt. US Hwy 19 from 4<sup>th</sup> Ave. NW to West Bay Drive operates at LOS D;

- Seminole Boulevard from West Bay Drive to 4<sup>th</sup> Ave. SW operates at LOS C.

The WBD-CRD Plan's roadways currently operate at an acceptable level with an overall LOS D.

### **C. Trip Generation**

The WBD-CRD Plan's trip generation analysis included the existing trips represented by existing land uses and expected trips that future development under the WBD-CRD Plan would generate. The analysis included the new character districts that are within the WBD-CRD Plan, the internal capture and the multimodal reduction expected as a result of the WBD-CRD Plan's expected reduction in vehicle trips due to increased pedestrian amenities.

The trip generation calculation is the difference between the existing trips and expected trips (including internal capture and multimodal reduction), the result of which is the additional trips that are expected to be generated. The analysis concludes that future redevelopment under the WBD-CRD Plan will generate less than 500 additional trips beyond the trips generated by the 1997 Plan (see APPENDIX D: TRANSPORTATION IMPACT ANALYSIS)

### **D. Trip Distribution and Assignment**

WBD-CRD Plan's additional (new) trips were distributed and assigned to the Plan's roadways based on the results of the Florida Standard Urban Transportation Model Structure (FSUTMS) and the Tampa Bay Regional Planning Model (TBRPM) 2025. The FSUTMS model was adjusted for the Plan's mix of land uses.

### **E. Roadway Improvements**

WBD-CRD Plan's roadways have no scheduled capacity improvements up to the year 2012. Therefore, none were considered in the TIA.

### **F. Future Traffic Conditions**

WBD-CRD Plan's additional (new) trips were added to the Forecasted 2025 Volumes to determine the impact for the year 2025. The result is that all of the WBD-CRD Plan's roadways are expected to operate at an acceptable LOS D, except for West Bay Drive from Clearwater-Largo Road to Seminole Boulevard which is expected to be LOS F. With the expected multimodal improvements the vehicle trips in this segment are expected to be reduced.

### **G. Intersection Analysis**

An intersection analysis was conducted for the intersection of East Bay Drive and Missouri Avenue. The results show the intersection is operating below the adopted level of service; however, with the expected multimodal improvements the level of service is expected to improve.

## **3.2 Multimodal Transportation District (MMTD)**

A MMTD is a locally designated and State of Florida approved area where priority is placed on “assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit” (Florida Statutes Chapter 163.3180). The MMTD provides local governments with a planning tool to reinforce community design elements that support walking, bicycling and transit use. Further, the District provides alternative approaches to

concurrency determinations, such as multimodal performance measures, in addition to the traditional automobile level of service standards (LOS). Local governments may seek a MMTD designation for urban centers, regional centers and traditional towns or villages.

The goal of a MMTD is “to facilitate the use of multiple modes of transportation, leading to a reduction in automobile use and vehicle miles traveled” (FDOT Multimodal Transportation Districts and Areawide Quality of Service Handbook). The basic criteria establishing a MMTD are:

- Provision of a complementary mix of land uses, including residential, educational, recreational and cultural uses.
- Provision of appropriate densities and intensities of land uses within walking distance of transit stops.
- Provision of an interconnected network of streets designed to encourage walking and bicycling use with traffic calming where desirable. In addition, provision of transit service within the designated area or a definitive commitment to the provision of transit.
- Provision of transit- and pedestrian-friendly design standards. This includes standards for mixed-use development; public infrastructure that is safe, comfortable and attractive for pedestrians; adjoining buildings open to the street; and parking facilities structured to avoid conflict with pedestrian, transit, automobile and truck travel.

The criteria of the MMTD are implemented through a local municipality’s comprehensive plan, special area plans, land development regulations and capital improvement projects.

The evaluation and designation of a MMTD is accomplished through a cooperative effort of the Florida Department of Transportation (FDOT) and the Florida Department of Community Affairs (DCA). The program recognizes the interconnectivity between land use, urban design and transportation. Areas that do not meet the minimum criteria, as listed above, may receive designation based on the local government's commitment to appropriate future development that will meet the requirements of the district.

The City of Largo intends to establish a MMTD consistent with the boundaries of the WBD-CRD. Though the area within the WBD-CRD boundaries is designated a Transportation Concurrency Exception Area by the Florida Department of Transportation, the City recognizes the benefits and compatibility of a multimodal environment in implementing the community's vision for the WBD-CRD. The establishment of the WBD-CRD as a MMTD will further emphasize the City's commitment to creating a livable community where families can live, work, shop and play.

## **A. West Bay Drive's Multimodal Viability**

Review of the viability of a MMTD requires quantitative and qualitative analysis. A technical review of the level of service for all modes of transportation is necessary to verify adequate levels of mobility. Included in the level of service determination is a review of land use, urban design and transportation criteria. A complementary mix of land uses, appropriate density and intensity of land uses, network connectivity, and transit- and pedestrian-friendly design standards are the elements used for the review.

### **A1. Complementary mix of land uses**

The WBD-CRD includes diverse land uses consistent with the formation of a MMTD. Both significant and supporting land uses are located within the two mile length of the District. Significant land uses are considered critical in the land use mix of a viable multimodal district.

Supporting uses, such as day care facilities and restaurants, add to the diversity of the land use mix. In the WBD-CRD, a residential base is supported by significant land uses that include office, retail, educational, cultural, and recreational.

The WBD-CRD Plan encourages a better balance of residential and non-residential development to promote multimodal transportation (see Map 3.2 Range of Land Uses). Four character districts provide a wide range of development opportunities. Two mixed-use character districts allow single-use residential or commercial development, as well as a combination of the two uses. Compact mixed-use developments are encouraged through density and intensity bonuses. Two residential-only character districts support higher density multi-family development and single-family neighborhood preservation.

## **A2. Appropriate density and intensity of land uses**

Sufficient land use density and intensity is a critical factor in sustaining a MMTD. Currently, the density and intensity of development in the WBD-CRD does not meet the minimum requirements for a MMTD. The provisions of the WBD-CRD Plan support a viable MMTD. The Plan increases residential density and commercial intensity entitlements in order to achieve the critical mass necessary to support the MMTD. The Plan allows for higher residential density and commercial intensity mixed-use character districts that transition to medium density multifamily residential, which buffers single-family neighborhood preservation areas. The two mile length and one-half mile width of the District place most destinations within walking distance.

## **A3. Network Connectivity**

A well connected network of sidewalks, paths, roadways and transit service is essential for a successful MMTD. Convenient interconnected multimodal facilities encourage walking, bicycling and transit usage by providing a safe and comfortable travel environment. The transportation network must provide connectivity between nodes, as well as access to regional intermodal facilities. The level of service for the MMTD is determined by the degree of interconnection of its transportation network and intermodal connections.

### **a. Proper pattern of roadways**

An interconnected street network provides opportunities for alternative travel routes for all modes of travel. The WBD-CRD's street layout is a traditional grid system offering many parallel travel routes and a maximum number of intersection points. Pedestrian crosswalks and crossing devices are provided at the major roadway intersections. The pedestrian and bicycle network is further enhanced by the Pinellas Trail where many ingress and egress opportunities exist. In locations where the roadway network has been interrupted, opportunities exist to provide a pedestrian travelway through the provision of a path or sidewalk connection. The WBD-CRD Plan preserves the small block size in the District, and proposes several enhancements to the existing grid system through several capital improvement projects (see Part VI: Capital Improvements).

### **b. Pedestrian Connectivity**

Good pedestrian connectivity is integral to the creation of a viable MMTD. Direct pedestrian routes to destinations and intermodal facilities such as bus stops is a key component of a walkable community. Shared use paths like the Pinellas Trail or mid-block pedestrian crossings increase the pedestrian connectivity in the WBD-CRD. The WBD-CRD Plan will improve pedestrian amenities by requiring a designated "pedestrian zone" in front of all new

development, as well as through several capital improvement projects (see Part VI: Capital Improvements).

#### **c. Bicycle Connectivity**

A complete network of streets, the Pinellas Trail and shared use paths provide excellent non-motorized vehicle access throughout the majority of the WBD-CRD. The use of bicycles for transportation is supported through the provision of bicycle parking at private developments and transit stops as well as at bike racks provided by the City. The WBD-CRD Plan requires minimum bicycle facilities for all new development, and additionally offers incentives for incorporating enhanced bicycle amenities into new projects.

#### **d. Transit Connectivity**

APPENDIX D: TRANSPORTATION IMPACT ANALYSIS includes the Pinellas Suncoast Transit Authority (PSTA) Bus System Map, illustrating available services. Mass transit service is available on the three major arterials that divide the District.

#### **e. Convenient connections between modes**

Integrated connections between modes of transportation is central to the success of a MMTD. The WBD-CRD's sidewalk network provides direct routes with convenient pedestrian crossings to transit facilities. Handicapped accessible transit stops and buses serve the WBD-CRD and make multimodal connections feasible and convenient for all users. A bus stop is within a one-fourth mile walking trip of any location within the District. Bicycle racks on buses and bicycle parking at transit stops support intermodal use. All of Pinellas Suncoast Transit Authority's buses are equipped with bicycle racks.

#### **f. Connections to regional intermodal facilities**

The strategic location of the WBD-CRD in the center of Pinellas County creates exceptional opportunities for regional intermodal facilities and connections. Safe and convenient regional pedestrian and bicycle access is provided to the District by the Pinellas Trail. This multi-use path extends over thirty-four miles from northern to southern Pinellas County. A network of sidewalks connects the District to neighboring municipalities.

Pinellas Suncoast Transit Authority provides regional public transit service through the WBD-CRD. Regional bus service extends from northern to southern Pinellas County. Express commuter bus service operates daily from the City of Clearwater's downtown transit center to the Carillon regional employment area through the District. The WBD-CRD Plan proposes creating a mass transit transfer station within the District to expand the availability of public transit service. The addition of continuous bus service on West Bay – East Bay Drive would further enhance the regional intermodal connections within the WBD-CRD, potentially connecting the Gulf Beaches, major north-south transit routes, and the regional airport.

Tampa Bay Area Regional Transportation Authority (TBARTA) is dedicated to improving mobility and expanding multimodal transportation options in the Tampa Bay region. TBARTA's efforts create the possibility of light rail through the WBD-CRD. In addition, TBARTA's public engagement efforts, which include workshops, briefings, and presentations to the community, work to focus improvement efforts in strategic areas, such as the WBD-CRD, and build public support for investing in regional mass transit.

### **A4. Transit and pedestrian friendly design**

The physical location of the WBD-CRD within Pinellas County, as well as the linear layout of the

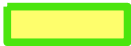
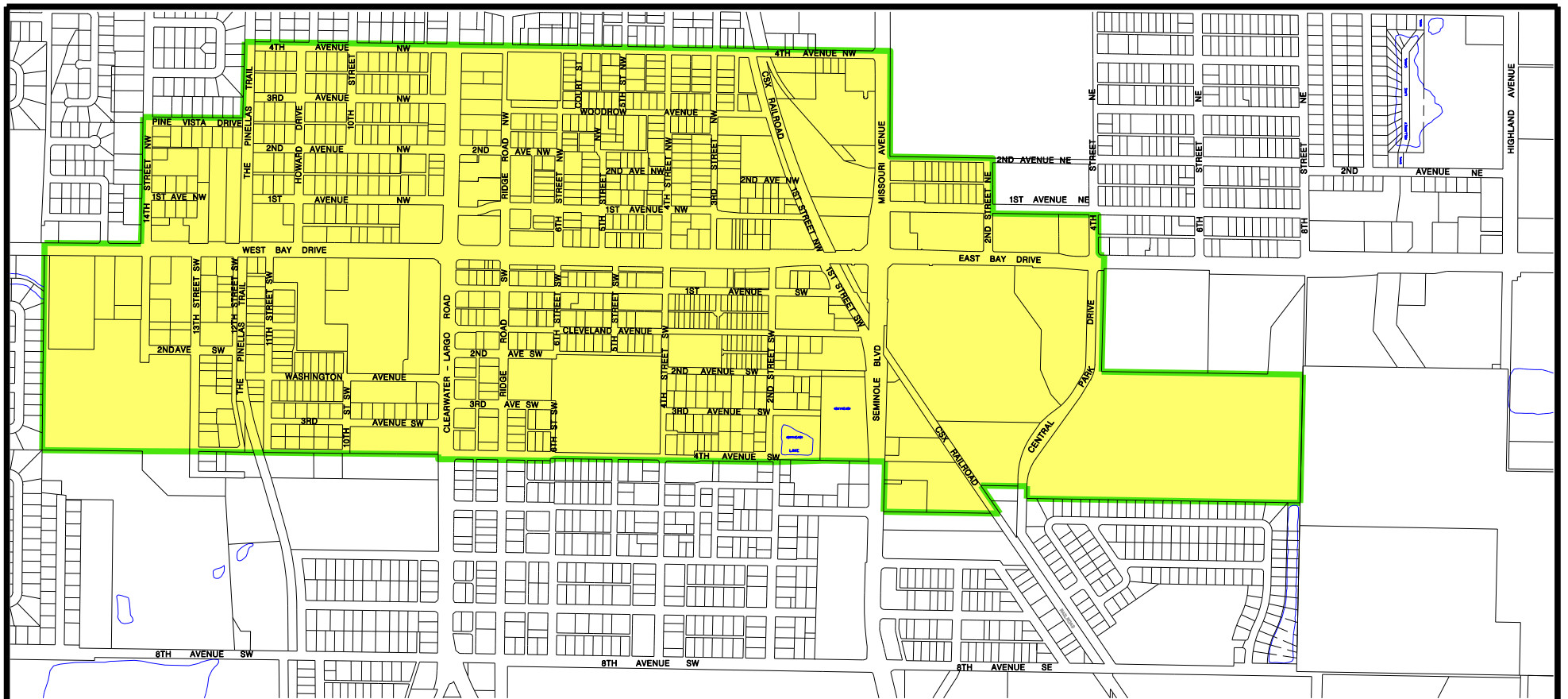
District, contribute to a transit- and pedestrian-friendly design. The District is bisected by two major north-south roadways, Clearwater-Largo Road and Seminole Boulevard-Missouri Avenue, and one major west-east road, West Bay-East Bay Drive on which regular transit service is provided. Transit stops are readily accessible from any location within the District. Sidewalks along the main roadways provide convenient pedestrian travel routes to transit stops and destination points. Secondary neighborhood roadways offer streets conducive to bicycle transportation.

The proposed streetscape capital improvement projects implement the WBD-CRD Plan's multimodal goals by providing a safe, comfortable and attractive walking environment with pedestrian amenities and access to multimodal opportunities. The streetscape will provide continuous and safe pedestrian pathways to transit stops, building entrances and parking lots. Pedestrian amenities including benches, trash receptacles, shade street trees, and distinct transit shelters combine to create a comfortable and attractive walking environment. To promote a pedestrian-friendly atmosphere in a more dense and intense environment, the Plan moves building mass to the back of the sidewalk.

## **B. Summary**

The goal of a MMTD is to reduce vehicle miles traveled by creating opportunities for alternative forms of travel. Recognition of the relationship between land use, urban design and transportation is critical for the success of a multimodal district. An appropriate mix of residential density and commercial intensity is necessary to create the critical mass to support alternative modes of travel. A properly designed network of transportation corridors is necessary to provide safe and comfortable pathways for pedestrians and bicyclists. Efficient and convenient public transit makes regional connections to and from the district possible.

The goals, development standards and proposed capital improvement program (CIP) projects of the WBD-CRD Plan support the creation of a MMTD. The intent of the Plan is to create a walkable downtown where citizens may live, work, shop, and play, thus meeting the criteria for a MMTD.



West Bay Drive  
Community Redevelopment  
District Boundary & Transportation  
Concurrency Area

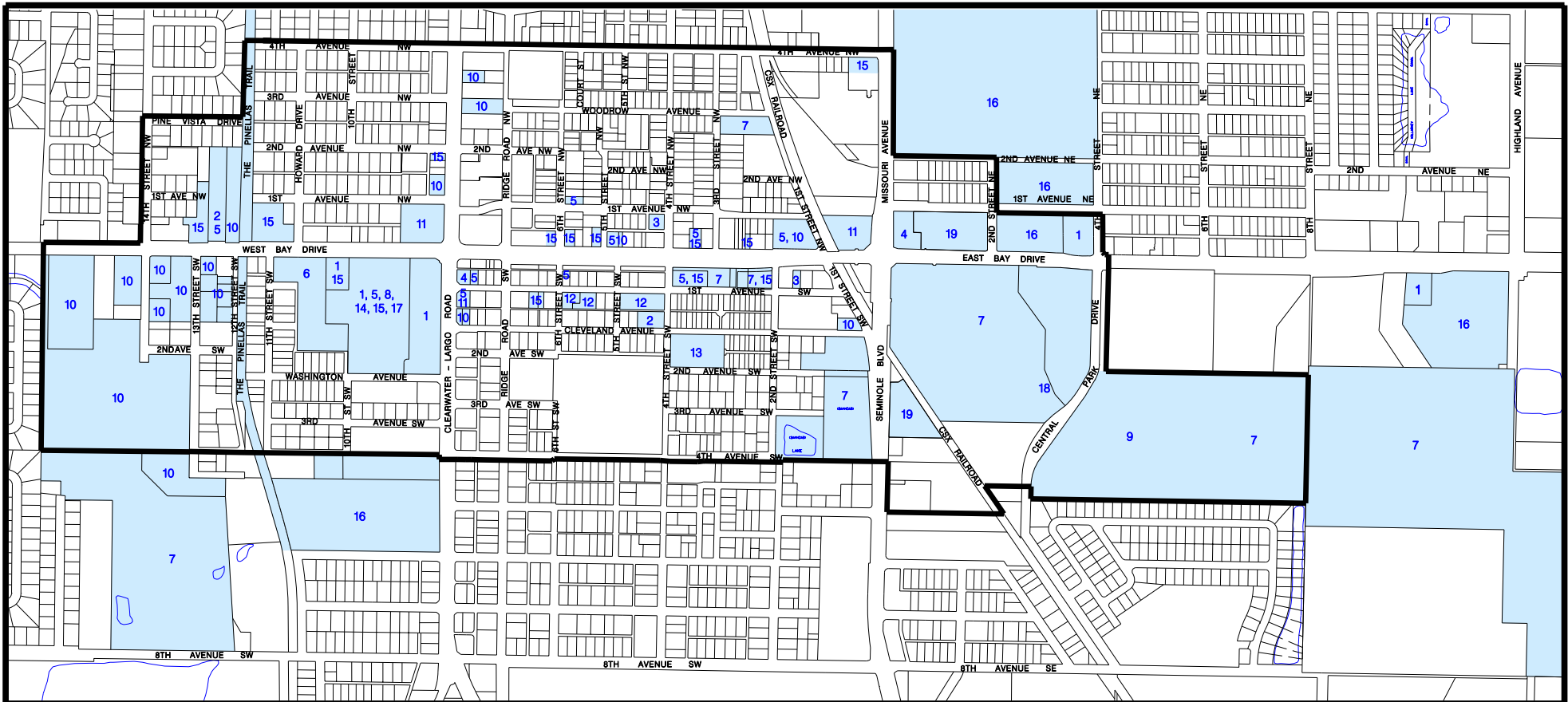
MAP 3.1  
**WEST BAY DRIVE**  
**COMMUNITY REDEVELOPMENT DISTRICT PLAN**  
**TRANSPORTATION CONCURRENCY**  
**EXCEPTION AREAS**

DATE: June, 2009



This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'



- |   |                      |
|---|----------------------|
| 1. Bank                                       | 11. Pharmacy         |
| 2. Child Care Facility                        | 12. Place of Worship |
| 3. Community /Civic Center                    | 13. Fire Station     |
| 4. Convenience Store                          | 14. Post Office      |
| 5. Hair Care                                  | 15. Restaurant       |
| 6. Hardware Store                             | 16. School           |
| 7. Health Club or Outdoor Recreation Facility | 17. Supermarket      |
| 8. Laundry /Dry Cleaner                       | 18. Theater          |
| 9. Library                                    | 19. Hotel            |
| 10. Medical/Dental Office                     |                      |

-  Diverse Land Use Site  
 West Bay Drive  
 Community Redevelopment  
 District Boundary

MAP 3.2  
**WEST BAY DRIVE**  
**COMMUNITY REDEVELOPMENT DISTRICT PLAN**  
**RANGE OF LAND USES**

DATE: June, 2009

This map was prepared by the City of Largo  
 Community Development Department.



Scale: 1" = 1000'



# **PART IV: CAPITAL IMPROVEMENTS**

## **4.1 Introduction**

This Section makes recommendations, provides cost estimates and an outline schedule for achieving infrastructure and services that meet the goals of the WBD-CRD Plan and adequately support the additional growth encouraged under the Plan. Because of the community's emphasis on creating a walkable downtown, projects that increase pedestrian mobility are given a priority for funding through the City's Capital Improvement Program (CIP). Transportation and transit related improvements also support Plan goals, including designating the WBD-CRD as a Multimodal Transportation District (MMTD). Improvements within the Neighborhood Residential Character District strengthen existing neighborhoods, encourage respectful infill development, and support mobility goals. Infrastructure improvements provide for additional capacity (particularly additional stormwater capacity) to sustain future development.

## **4.2 Pedestrian Mobility**

The quality of the pedestrian environment is critical to the success of the redevelopment area. Pedestrian mobility refers to a person's ability to walk within a one-quarter mile radius from important community assets. These assets may include major uses, corridor crossings, community connectors like the Fred Marquis Pinellas Trail, or attractions such as Largo Central Park. When the walkable areas one-quarter mile in radius from existing major signalized street intersections and attractors were mapped (see Map 2.1 Urban Design Nodes), the WBD-CRD was found to contain five functional nodes. The availability of sidewalks and adequate street crossings were reviewed for each node and for movement generally within the District. To increase pedestrian mobility within the nodes and the WBD-CRD, several crossing treatments are recommended in Table 4-20: Recommended Pedestrian Mobility Improvements and are proposed to be included in the City of Largo CIP beginning in FY 2010.

These proposed intersection improvements provide for enhanced north-south pedestrian crossings on West Bay Drive that are critically important for pedestrian mobility. Currently, the amount of traffic using West Bay Drive, the number of vehicular lanes, timing of signals, speed of traffic, and lack of pedestrian/median refuge locations severely limit pedestrian mobility north and south across the corridor. The downtown segment of the West Bay Drive corridor has been retrofitted with a set of wide sidewalks with street trees, landscaped medians, and parallel on-street parking along both sides of the street. As a result, east-west pedestrian movement between Clearwater-Largo Road and Missouri Avenue/Seminole Boulevard has been significantly improved. North-south access across West Bay/East Bay Drive is still a challenge.

In order to increase pedestrian and bicyclist comfort, safety, and mobility within the WBD-CRD, improved crosswalk refuge medians are needed along West Bay Drive and portions of Clearwater-Largo Road. Also, the urban design standards for new development include building design elements to increase pedestrian comfort and safety (arcades, awnings, appropriately oriented entrances, etc.).

**Table 4-20: Recommended Pedestrian Mobility Improvements**

Status	Project	Description/Recommendation	Fiscal Year	Costs
Proposed	Central Park Drive at EBD Pedestrian Crossing Improvements	4-way intersection, 6 to 2 lanes, that provides main access to the City's Central Park, Performing Arts Center, and Library facilities/ <b>Retrofit crossing with curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	2009	\$80,000
<b>Subtotal</b>				<b>\$80,000</b>
New	14 <sup>th</sup> Street at West Bay Drive Pedestrian Crossing Improvements	4-way intersection that provides main entry to the Largo Medical Center/ <b>Retrofit striped 5-lane section with curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	2013/14	\$60,000
New	Publix Shopping Center at WBD Pedestrian Crossing Improvements	5-lane street section traffic signal that provides main entry to shopping center/ <b>Retrofit striped 5-lane section with curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	Future	\$44,000
New	Clearwater/Largo Road at WBD Pedestrian Crossing Improvements	4-way intersection, 6 to 7 lane arterial corridors, provides dual turn lane movements in each direction, and has minimal concrete separator medians/ <b>Retrofit crossing to meet ADA standards, install curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	2012/13	\$130,000
New	4 <sup>th</sup> Street at WBD Pedestrian Crossing Improvements	4-way intersection, 5 to 2 lanes, that provides main access to the downtown shopping district/ <b>Retrofit crossing with curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	2013/14	\$60,000
New	Seminole Boulevard/Missouri Avenue at WBD Pedestrian Crossing Improvements	4-way intersection, 6 to 9-lane arterial corridors that provide dual turn lane movements in each direction, and have minimal concrete separator medians/ <b>Retrofit crossing to meet ADA standards, install curbed pedestrian refuge medians, right-of-way landscaping and more visible crossing pavement</b>	Included as a new project in 2010-2011 CIP	\$180,000
<b>Subtotal</b>				<b>\$474,000</b>

## 4.3 Connectivity and Transit Related Improvements

In addition to the pedestrian mobility improvements, which increase pedestrian mobility within the functional nodes and across West Bay Drive, improvements are also proposed which address District wide connectivity goals, support public transit and help lay the foundation for the creation of a Multimodal Transportation District (MMTD). These projects include the creation of links to the regional trail system, connections across the District to connect important destinations, site development and construction of new transit facilities, and public parking improvements in the downtown (see Table 4-21: Connectivity and Transit Related Improvements).

**Table 4-21: Connectivity and Transit Related Improvements**

Status	Project	Description/Recommendation	Fiscal Year	Costs
Completed	West Bay Drive Improvements	Clearwater-Largo Road to Seminole Blvd	2001	\$4,750,000
Completed	First Avenue NW Extension	Constructed as part of Downtown Drainage Improvement project, costs included in that project description	2001	NA
Completed	Brick Street Restoration Project	Completed	2003	\$360,000
Completed	Public Parking Lot	1 <sup>st</sup> Avenue and 3 <sup>rd</sup> Street, non-CIP	2004	\$27,300
Completed	Unpaved Roads Improvements	12 <sup>th</sup> Street, 2 <sup>nd</sup> Avenue, and 4 <sup>th</sup> Avenue	2003	\$442,000
Completed	Clearwater/Largo Road Streetscape	Portion in District	2008	\$1,720,000
<b>Subtotal</b>				<b>\$7,299,300</b>
Proposed	East Bay Drive/Central Park Drive Traffic Signal Mast Arm	Intersection of East Bay Drive and Central Park Drive/ <b>Install new traffic signal mast arms to improve safety</b>	2009	\$220,000
Proposed	Fourth Street SW Reconstruction	West Bay Drive to 8 <sup>th</sup> Avenue SW/ <b>Reconstruction of 4<sup>th</sup> Street SW with brick paving, curbs, new urban trail, sidewalk and landscaping</b>	2009	\$2,232,000
<b>Subtotal</b>				<b>\$2,452,000</b>
New	WBD at Pinellas Trail R/W Landscaping, WBD – CRD Gateway Treatments, Property & Easement Acquisition	Site adjacent to Pinellas Trail and West Bay Drive/ <b>Create trailhead with landscaping and parking facilities to connect Pinellas Trail to Largo Medical Center and District</b>	2010 - 14	\$1,540,000
New	Clearwater/Largo Road Streetscape	Clearwater-Largo Road from West Bay Drive to 4 <sup>th</sup> Avenue SW/ <b>Retrofit with roadway, median island, streetscape and pedestrian crossing improvements similar to completed northern CLR segment</b>	2011 - 15	\$1,000,000
New	WBD-CRD Gateway Treatments	Right-of-way locations selected at western and eastern boundaries of WBD-CRD/ <b>Installation of gateway signs and landscaping</b>	Future	\$48,000

New	Clock Tower Plaza (Triangle Parcel) Improvements	City owned property at intersection of West Bay Drive and Seminole Boulevard/ <b>Construction of public plaza, landscaping, associated transit facilities, sidewalk</b>	Included as a new project in 2010-2014 CIP	Funding TBD
New	WBD / CRD Mass Transit Transfer Station, Downtown Parking Improvements	Site to be determined on West Bay Drive/ <b>Ticket kiosk, bus bays, building with break room. Additional site to be selected for construction of surface or structured public parking facility</b>	Included as a new project in 2010-2014 CIP	Funding TBD
New	Multi-Use Trail	<b>Urban trail connections to Eagle Lake Park, Highland Complex, Largo Central Park, the Pinellas Trail, and the downtown district.</b>	2011-14	\$957,000
New	Multi-Use Trail	4 <sup>th</sup> Avenue SW between Pinellas Trail and Seminole Blvd.	Future	\$430,000
<b>Subtotal</b>				<b>\$3,975,000</b>

## 4.4 Infrastructure Improvements (Stormwater)

One of the significant issues facing the redevelopment of the WBD-CRD is the accommodation of stormwater requirements within the existing development pattern. The City has previously developed master stormwater basins for the downtown core of the WBD-CRD. The 1997 plan and subsequent stormwater improvement projects were sized to accommodate a 95 percent coverage of the downtown core, an area generally located between 1<sup>st</sup> Avenue NW and 1<sup>st</sup> Avenue SW, and between Ridge Road-Clearwater-Largo Road and Seminole Boulevard. This area was seen by the City as a primary redevelopment opportunity in the 1997 Plan. These stormwater projects will assist future redevelopment activities within this portion of the downtown core.

However, any future redevelopment located outside of this area will need to provide stormwater facilities on individual properties and will pose a significant redevelopment constraint. In the past, interpretations made by the Southwest Florida Water Management District (SWFWMD) allowed for the crediting of previously-developed properties, and, to some extent public improvements, from meeting the full stormwater treatment standards. Within redevelopment areas, this provision permitted the maximum use of smaller properties for building and parking placement and new public facilities. However, this interpretation has recently changed and SWFWMD is currently requiring all redevelopment properties to meet the same treatment standards as do new greenfield properties. In urban areas where land prices are high, the development industry has moved to create larger master systems, or design stormwater vaults under surface parking lots, pedestrian plazas, structured parking ramps, or even within public street right-of-ways to meet the treatment standards. Otherwise, the effect of the SWFWMD interpretation decreases the ultimate development yield for properties and adds to the costs.

The City will consider the creation of additional master stormwater basins to accommodate larger areas of the WBD-CRD and use this as an incentive that can be granted or purchased by individual developers in order to attract redevelopment proposals (see Table 4-22: Stormwater Improvements).

**Table 4-22: Stormwater Improvements**

Status	Project	Description/Recommendation	Fiscal Year	Costs
Completed	Downtown Drainage Improvements	Various locations in WBD-CRD/Regional stormwater ponds	2001	\$3,704,000
Proposed	Downtown Drainage Retention Ponds Improvements	Site to be determined/Capacity related improvement to support future development	2009	\$900,000
New	CRD Neighborhood Streets	Various locations in WBD-CRD/Stormwater Infrastructure will be addressed as part of an entire area wide project to also include roadway repair, and installation of sidewalks and curb and gutter	2013 - 15	\$650,000
New	Regional Watershed Management Planning	The development of the Watershed Management Plan will facilitate the planning and designing of stormwater system improvements to address flooding, water quality, infrastructure rehabilitation, and to meet regulatory requirements for the two basins impacting West Bay Drive (Allen's Creek, McKay Creek)	2011 - 12	\$350,000
<b>Sub-total</b>				<b>\$5,604,000</b>

## 4.5 Neighborhood Preservation and Revitalization Improvements

The Neighborhood Residential Character Districts in the WBD-CRD are distinctive for the many single-family homes that date from the 1930s and 1940s, the historic brick streets, and the impressive oak trees that provide an excellent tree canopy. Public improvement projects within the Neighborhood Residential Character District is intended to preserve and protect the neighborhoods by:

- Enhancing neighborhood character and identity,
- Encouraging respectful infill,
- Expanding or improving infrastructure, and
- Improving connectivity to local services and amenities.

Paving the unimproved alleys that run through the NR Character District will improve infrastructure, facilitate rear access parking and improve connectivity through the neighborhoods. The installation of new pedestrian scale streetlights will improve safety, enhance neighborhood character and identity, improve infrastructure, and improve connectivity to local services and amenities. Expanding reclaimed water service will expand infrastructure and conserve potable water. The creation of neighborhood entrances with neighborhood identification signage and landscaping will enhance neighborhood character and identity. The installation of new sidewalks with appropriate streetscaping and/or landscaping will enhance neighborhood character and identity, encourage respectful infill, expand and improve infrastructure and improve connectivity to local services and amenities. The preservation and

restoration of brick streets will enhance neighborhood character and identity, and encourage respectful infill. These projects are listed in Table 4-23: Neighborhood Preservation and Revitalization Improvements .

**Table 4-23: Neighborhood Preservation and Revitalization Improvements**

<b>Status</b>	<b>Project</b>	<b>Description/Recommendation</b>	<b>Fiscal Year</b>	<b>Costs</b>
Proposed	Unpaved Alley Erosion Control	Citywide program, focusing on CRDs/ <b>Prioritize and install permeable paving</b>	2009-2010	\$460,000
Proposed	Citywide Sidewalk and Trails Initiative	Citywide program, including CRDs/ <b>Prioritize and install sidewalks</b>	2009-14	\$1,804,000
<b>Subtotal</b>				<b>\$2,264,000</b>
New	Pedestrian Scale Streetlights	Various locations/ <b>Prioritize and install streetlights</b>	Future	\$330,000
New	Neighborhood Entrance Treatments	Various locations/ <b>Prioritize and install Neighborhood Entrance signs and landscaping</b>	Future	\$36,000
New	Expansion of Reclaimed Water Service	Various locations/ <b>Prioritize and expand reclaimed water service</b>	Future	\$1,200,000
New	Sidewalks – WBD Residential Neighborhoods	Various locations/ <b>Prioritize and install sidewalks</b>	Future	\$142,000
New	Alleys – WBD Residential Neighborhoods	Various locations/ <b>Prioritize and install permeable alleys</b>	Future	\$1,688,000
<b>Subtotal</b>				<b>\$3,396,000</b>

## 4.6 WBD-CRD Summary of Budget Impacts

**Table 4-24: WBD-CRD Capital Improvement Program Summary**

Status	Project	Description	Fiscal Year	Funding Source	Costs
Completed	Downtown Drainage Improvements	Regional stormwater ponds	2001		\$3,704,000
Completed	West Bay Drive Improvements	Clearwater/Largo Road to Seminole Boulevard	2001		\$4,750,000
Completed	First Avenue NW Extension	Constructed as part of Downtown Drainage Improvement project, costs included in that project description	2001		
Completed	Brick Street Restoration Project	Completed	2003		\$360,000
Completed	Public Parking Lot	1 <sup>st</sup> Avenue and 3 <sup>rd</sup> Street, non-CIP	2004		\$27,300
Completed	Unpaved Roads Improvements	12 <sup>th</sup> Street, 2 <sup>nd</sup> Avenue, and 4 <sup>th</sup> Avenue	2003		\$442,000
Completed	Clearwater/Largo Road Streetscape	Portion in District	2008		\$1,720,000
<b>Sub-total</b>					<b>\$11,003,300</b>
Proposed	East Bay Drive/Central Park Drive Traffic Signal Mast Arm	Intersection of East Bay Drive and Central Park Drive	2009	Local Option Sales Tax (LOST)	\$220,000
Proposed	Downtown Drainage Retention Ponds Improvements	Site to be determined	2009	LOST	\$900,000
Proposed	Unpaved Alley Erosion Control	Citywide program, focusing on CRDs	2009-2010	LOST	\$460,000
Proposed	Fourth Street SW Reconstruction	West Bay Drive to 8 <sup>th</sup> Avenue SW	2009	County Gas Tax (CGT)	\$2,232,000
Proposed	Citywide Sidewalk and Trails Initiative	Citywide program, including CRDs	2009-14	LOST/ General Fund	\$1,804,000
Proposed	Central Park Drive at WBD Pedestrian Crossing Improvements	Retrofit crossing with curbed pedestrian refuge medians and more visible crossing pavement	2009	LOST	\$80,000
<b>Sub-total</b>					<b>\$5,696,000</b>
New	14 <sup>th</sup> Street at West Bay Drive Pedestrian Crossing Improvements	Retrofit stripped 5-lane section with curbed pedestrian refuge medians and more visible crossing pavement	Future	Tax Increment Funding (TIF)  City (\$30K)  County (\$30K)	\$60,000
New	WBD-CRD Gateway Treatments	Install gateway signs and landscaping in locations selected	Future	City TIF (\$24K)	\$48,000

		at western and eastern boundaries of WBD-CRD		County TIF (\$24K)	
New	WBD at Pinellas Trail R/W Landscaping, WBD – CRD Gateway Treatments, Property & Easement Acquisition	Create trailhead with landscaping and parking facilities to connect Pinellas Trail to Largo Medical Center and District	2010 - 14	City TIF (\$570K) County TIF (\$570K) LOST (\$200K) Tree Fund (\$200K)	\$1,540,000
New	Publix Shopping Center at WBD Pedestrian Crossing Improvements	Retrofit stripped 5-lane section with curbed pedestrian refuge medians and more visible crossing pavement	Future	City TIF (\$22K) County TIF (\$22K)	\$44,000
New	Clearwater/Largo Road at WBD Pedestrian Crossing Improvements	Retrofit crossing to meet ADA standards, install curbed pedestrian refuge medians, and move visible crossing pavement	Future	City TIF (\$65K) County TIF (\$65K)	\$130,000
New	4 <sup>th</sup> Street at WBD Pedestrian Crossing Improvements	Retrofit crossing with curbed pedestrian refuge medians and more visible crossing pavement	Future	City TIF (\$30K) County TIF (\$30K)	\$60,000
New	Seminole Boulevard/Missouri Avenue at WBD Pedestrian Crossing Improvements	Retrofit crossing to meet ADA standards, install pedestrian refuge medians, more visible crossing pavement	Future	City TIF (\$90K) County TIF (\$90K)	\$180,000
New	Clearwater/Largo Road Streetscape	West Bay Drive to 4 <sup>th</sup> Avenue SW retrofit similar to northern C/LR segment improvements	Future	City TIF (\$500K) County TIF (\$500K)	\$1,000,000
New	Clock Tower Plaza (Triangle Parcel) Improvements	City owned property at intersection of West Bay Drive and Seminole Boulevard: plaza with transit use	Included as a new project in 2010-2014 CIP	City/County TIF	Funding TBD
New	Pedestrian Scale Streetlights	Various locations	Future	City TIF	\$330,000
New	Neighborhood Entrance Treatments	Various locations	Future	City TIF	\$36,000
New	Expansion of Reclaimed Water Service	Various locations	Future	Wastewater Fund	\$1,200,000
New	WBD-CRD Neighborhood Streets	Stormwater Infrastructure will be addressed as part of an entire area wide project; also includes	2013 - 15	City TIF	\$650,000



		roadway repair, installation of sidewalks, curb and gutter			
New	Sidewalks – WBD Residential Neighborhoods	Various locations	Future	City TIF	\$142,000
New	Alleys – WBD Residential Neighborhoods	Various locations	Future	City TIF LOST	\$1,688,000
New	WBD / CRD Mass Transit Transfer Station, Downtown Parking Improvements	Site to be determined on West Bay Drive for transit transfer station and associated surface and/or structured parking facility	Included as a new project in 2010-2014 CIP	City/County TIF	Funding TBD
New	Multi-Use Trail	Urban trail connections to Eagle Lake Park, Highland Complex, Largo Central Park, the Pinellas Trail, and the WBD downtown district.	2011-14	LOST (\$950K) GF (\$7K)	\$957,000
New	Multi-Use Trail	4 <sup>th</sup> Avenue SW between Pinellas Trail and Seminole Blvd.	Future	City TIF (\$215K) County TIF (\$215K)	\$430,000
New	Regional Watershed Management Planning	The development of the Watershed Management Plan will facilitate the planning and design of stormwater system improvements to address flooding, water quality, infrastructure rehabilitation, and to meet regulatory requirements for the two basins impacting West Bay Drive (Allen's Creek, McKay Creek)	2011 - 12	Stormwater Fund	\$350,000
New	Other		Future		TBD
<b>Sub-total</b>					<b>8,845,000</b>
<b>TOTAL PROPOSED CIP'S</b>					<b>\$5,696,000</b>
<b>TOTAL NEW CIP'S</b>					<b>\$8,845,000</b>
<b>GRAND TOTAL</b>					<b>\$14,541,000</b>

# **PART V: FUNDING SOURCES**

## **5.1 Methods of Financing**

There are several funding techniques that can be utilized to finance redevelopment. The following are examples with brief explanations on their application.

### **A. Tax Increment Financing**

Tax Increment Financing (TIF) is a redevelopment funding mechanism established under Chapter 163, Part III (Community Redevelopment Act) of the Florida Statutes. As a financial tool, it provides that the assessed value of a designated redevelopment area may be frozen upon establishment of a redevelopment plan. The frozen base continues to be available to all local taxing agencies for operating purposes throughout the duration of the redevelopment project.

Any growth in assessed value over the base is reserved for the repayment of indebtedness incurred by the redevelopment agency in conjunction with redeveloping the area. The tax revenue generated by the redevelopment area is placed into a tax increment trust fund.

The property tax rates of local agencies continue to apply to this assessed value increment, but the revenue resulting therefrom is not available to other local taxing agencies (except the School Board) until all project indebtedness has been repaid.

In July 1997, the Largo City Commission declared itself to be a redevelopment agency to undertake and carry out community redevelopment in the WBD area. In June 2000, the City of Largo requested and was granted a TIF for the WBD-CRD by Pinellas County Board of County Commissioners (see APPENDIX C: ORDINANCES). The TIF benchmark year was set at 2000 figures. A outline of the WBD Tax Increment Funding revenues from its inception through the 30 year life of the fund can be found in Table 5-25: WBD-CRD Tax Increment Funding Revenues. A breakdown of the actual TIF Fund expenditures covering FY 2002 through FY 2008 can be found in Table 5-26: Actual TIF Expenditures FY2002- FY2008.

**Table 5-25: WBD-CRD Tax Increment Funding Revenues**

DTIF	Tax Calendar	Taxable		Pinellas County	Pinellas Tax	Cumulative Pinellas	City of Largo	Largo Tax	Cumulative Largo	Total TIF	Cumulative Total
	Year	Value	Increment	Millage Rate	95%		Millage Rate	95%			
<b>BASE YEAR</b>	<b>2000</b>	<b>92,870,800</b>									
Yr 1	2001	102,506,800	9,636,000	6.1410	56,216	56,216	3.4000	31,124	31,124	87,340	87,340
Yr 2	2002	107,607,900	14,737,100	6.1410	85,976	142,191	3.4000	47,601	78,725	133,576	220,916
Yr 3	2003	124,403,100	31,532,300	6.1410	183,958	326,149	3.7500	112,334	191,059	296,292	517,208
Yr 4	2004	142,993,800	50,123,000	6.1410	292,415	618,564	4.7500	226,180	417,239	518,595	1,035,803
Yr 5	2005	161,575,200	68,704,400	6.1410	400,818	1,019,382	4.2758	279,078	696,317	679,896	1,715,699
Yr 6	2006	196,361,300	103,490,500	5.4700	537,788	1,557,171	4.2758	420,379	1,116,696	958,168	2,673,867
Yr 7	2007	207,480,768	114,609,968	5.4700	595,571	2,152,742	3.6514	403,840	1,520,536	999,410	3,673,278
Yr 8	2008	202,916,165	110,045,365	4.8730	509,439	2,662,180	3.8448	401,947	1,922,483	911,386	4,584,663
Yr 9	2009	182,624,549	89,753,749	4.8730	415,502	3,077,682	3.8448	327,831	2,250,314	743,332	5,327,996
Yr 10	2010	173,493,321	80,622,521	4.8730	373,230	3,450,911	4.1686	319,279	2,569,593	692,509	6,020,505
Yr 11	2011	171,758,388	78,887,588	4.8730	376,154	3,816,110	4.3791	328,184	2,897,777	704,338	6,713,887
Yr 12	2012	173,475,972	80,605,172	4.8730	395,874	4,189,259	4.5092	345,292	3,243,069	741,166	7,432,328
Yr 13	2013	176,945,491	84,074,691	4.8730	425,302	4,578,470	4.5976	367,215	3,610,283	792,516	8,188,754
Yr 14	2014	181,369,128	88,498,328	4.8730	447,679	4,988,160	4.4988	378,231	3,988,515	825,910	8,976,675
Yr 15	2015	184,996,511	92,125,711	4.8730	466,029	5,414,642	4.4513	389,578	4,378,093	855,606	9,792,735
Yr 16	2016	188,696,441	95,825,641	4.8730	484,745	5,858,253	4.4078	401,265	4,779,358	886,010	10,637,611
Yr 17	2017	192,470,370	99,599,570	4.8730	503,836	6,319,344	4.3680	413,303	5,192,661	917,139	11,511,995
Yr 18	2018	196,319,777	103,448,977	4.8730	523,309	6,798,235	4.3317	425,702	5,618,363	949,011	12,416,598
Yr 19	2019	200,246,173	107,375,373	4.8730	543,171	7,295,314	4.2985	438,473	6,056,836	981,644	13,352,149
Yr 20	2020	204,251,096	111,380,296	4.8730	563,430	7,810,932	4.2682	451,628	6,508,463	1,015,058	14,319,396
Yr 21	2021	208,336,118	115,465,318	4.8730	584,095	8,345,461	4.2408	465,177	6,973,640	1,049,271	15,319,102
Yr 22	2022	212,502,841	119,632,041	4.8730	605,173	8,899,280	4.2158	479,132	7,452,773	1,084,305	16,352,053

Yr 23	2023	216,752,897	123,882,097	4.8730	626,672	9,472,774	4.1933	493,506	7,946,279	1,120,178	17,419,052
Yr 24	2024	221,087,955	128,217,155	4.8730	648,601	10,066,336	4.1731	508,311	8,454,590	1,156,912	18,520,925
Yr 25	2025	225,509,714	132,638,914	4.8730	670,969	10,680,368	4.1550	523,561	8,978,150	1,194,530	19,658,518
Yr 26	2026	230,019,909	137,149,109	4.8730	693,785	11,315,279	4.1389	539,268	9,517,419	1,233,053	20,832,697
Yr 27	2027	234,620,307	141,749,507	4.8730	717,056	11,971,487	4.1247	555,446	10,072,864	1,272,502	22,044,351
Yr 28	2028	239,312,713	146,441,913	4.8730	740,793	12,649,418	4.1123	572,109	10,644,973	1,312,902	23,294,391
Yr 29	2029	244,098,967	151,228,167	4.8730	765,005	13,349,506	4.1017	589,272	11,234,245	1,354,277	24,583,751
Yr 30	2030	248,980,947	156,110,147	4.8730	789,701	14,072,194	4.0926	606,950	11,841,195	1,396,652	25,913,390

Taxable Value – yrs 14 -30 assume 2% increase

Largo Millage Rate – yrs 14 – 30 assume roll back + 3% growth in personal income

**Table 5-26: Actual TIF Expenditures FY2002- FY2008**

Categories	Actual Funds Expended
Land acquisition	\$4,281,030 .00
Pedestrian and ADA Improvements	\$30,490 .00
Operating Supplies	\$16,000 .00
Advertising	\$19,411 .00
Entertainment Programming in Ulmer Park	\$27,700 .00
Utilities	\$7,513 .00
Economic Development	\$3,750 .00
	<b>\$4,385,894.00</b>

## **B. Federal Funds**

When available, Federal funds will be used for this project area.

## **C. Community Development Block Grant (CDBG) Funds**

Community Development Block Grant Funds may be used to carry out a wide range of community development activities towards revitalizing neighborhoods, economic development, and providing improved community facilities and services especially to low and moderate income persons (see Map 5.1 CDBG Target Area).

## **D. Special Assessment Districts**

A special assessment district can be established for the purpose of assessing property owners for public improvements.

## **E. State Brownfield Designated Area**

Brownfield designation is a key factor in the revitalization of a community redevelopment district. In 2008, the City of Largo received a Brownfield Designation through the Pinellas County Brownfield Program for a portion of the WBD-CRD. Participation in this program will enhance redevelopment opportunities through financial incentives for properties with real or perceived environmental issues.

## **F. Parking Trust Fund**

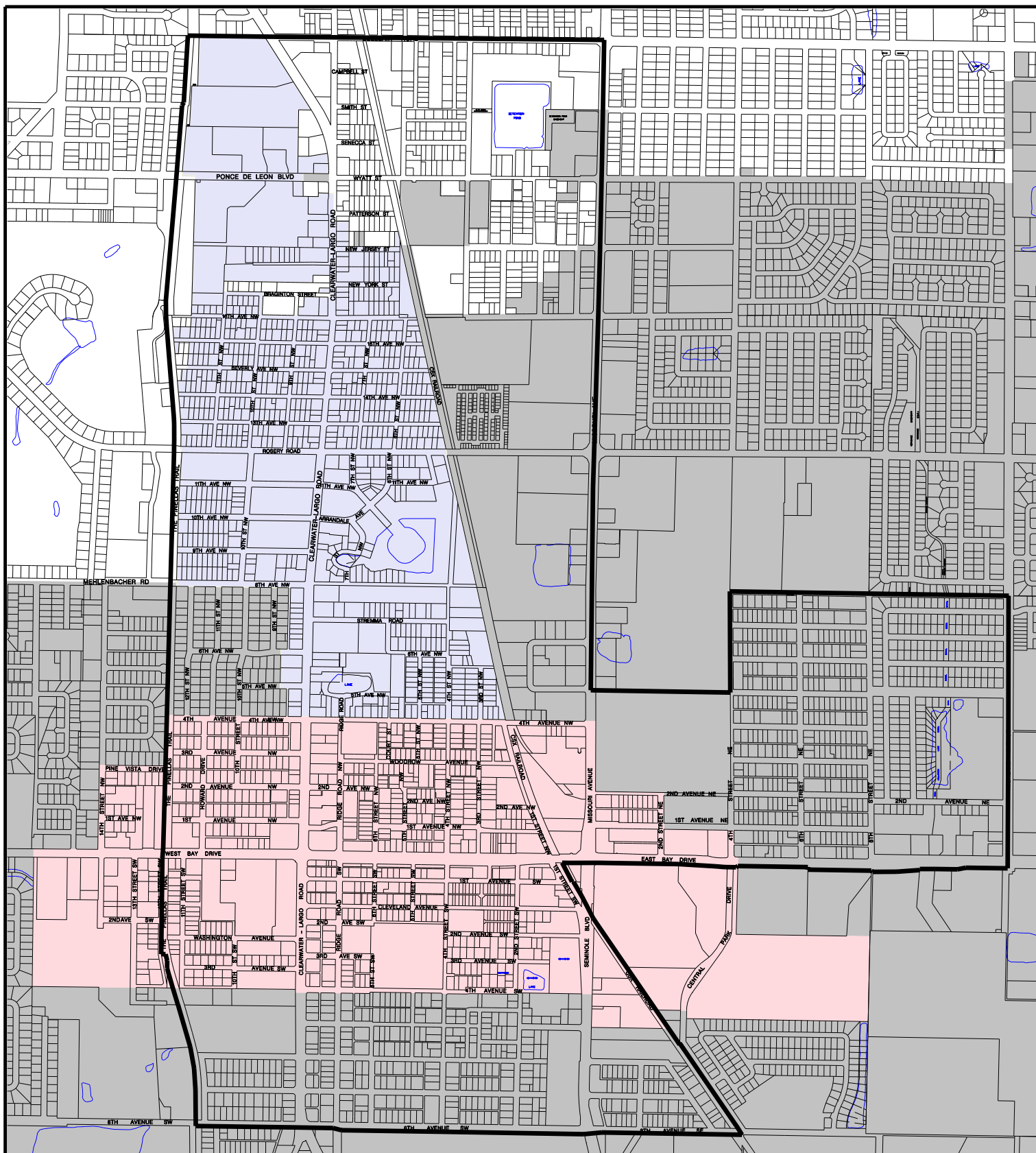
The City will explore the creation of a Parking Trust Fund to provide public parking spaces within the WBD-CRD. The Fund could be capitalized through developer contributions on projects where they cannot meet nonresidential parking requirements.





## **G. Mobility Fee**

The City will explore the creation of a Mobility Fee as part of the implementation of a Multimodal Transportation District (MMTD).

These financing methods can be used by the City in conjunction with the Redevelopment Agency and private sector to implement a comprehensive program for redevelopment.

Since the necessary components of a redevelopment program can be quite diverse, the available funding sources for each specific redevelopment component will be explored to the extent appropriate. The scope and quality of redevelopment may depend on a municipality's ability to complement the objectives of the redevelopment program and lower development costs to the private sector.



- |  |   |   |                                   |
|--|---|---|-----------------------------------|
|  | West Bay Drive<br>Community Redevelopment<br>District Boundary        |  | City of Largo<br>CDBG Target Area |
|  | Clearwater-Largo Road<br>Community Redevelopment<br>District Boundary |  | Largo City Limits                 |

MAP 5.1  
WEST BAY DRIVE  
COMMUNITY REDEVELOPMENT DISTRICT PLAN  
CDBG TARGET AREA

Date: June, 2009  
This map was prepared by the City of Largo  
Community Development Department.



Scale: 1"=1300'

# PART VI: CONSISTENCY WITH OTHER PLANS

## 6.1 Special Area Plans

The West Bay Drive Community Redevelopment District (WBD-CRD) Plan is designed to comply with the requirements of Section 4.2.7.5. Special Area Plans of the Countrywide Plan Rules. Below, the characteristics of the WBD-CRD are discussed in relation to the requirements for Special Area Plans. Special Area Plan (SAP) requirements are in colored text and Nimbus Sans font reference the appropriate Section of the Countrywide Plan Rules. Plain text in Bitstream Charter font following the colored text requirements discusses how the WBD-CRD Plan addresses the SAP provisions.

### 4.2.7.5 Special Area Plans

#### 4.2.7.5.1. Special Area Plans Required.

##### A. Plan Issues and Objectives

1. Existing land use and related characteristics of the area;

This information is contained in PART I: DISTRICT PROFILE.

2. Issues to be addressed by the plan;

Section I: 1.6 Goals of 2009 Plan outlines the issues addressed by the Plan.

3. Plan objectives in relationship to the local government comprehensive plan and *Pinellas by Design: An Economic Development and Redevelopment Plan for the Pinellas Community*:

The WBD-CRD Plan is intended to further the goals and objectives of the *City of Largo Strategic Plan* and *Comprehensive Plan*:

##### **City of Largo *Strategic Plan*:**

The City of Largo's *Strategic Plan* was adopted in 2004 and provides a long range vision for Largo's growth and development. The historic downtown area along West Bay Drive contained within the WBD-CRD Plan area is identified in the *Strategic Plan* as one of Largo's Major Activity Centers. As such, it is identified as a priority area within which the City plans to focus redevelopment activity. The WBD-CRD Plan specifically provides for redevelopment of this Major Activity Center to further the goals and objectives of the City's *Strategic Plan* (see Section I: Introduction; Goals of the 2009 Plan of the WBD-CRD). Also, the 2008 City of Largo *Comprehensive Plan*, adopted in December 2008, incorporates the principles of the *Strategic Plan* as they relate to the WBD-CRD.

##### **City of Largo *Comprehensive Plan*:**

The *Comprehensive Plan* was updated to meet the State of Florida requirements for the required seven year Evaluation and Appraisal Report (EAR) Based Amendments.



The updated *Comprehensive Plan* was adopted in December 2008. The WBD-CRD Plan specifically provides for redevelopment which will further the goals and objectives of the City's *Comprehensive Plan* (Section I 1.6 Goals of 2009 Plan).

The 2008 *Comprehensive Plan* contains several goals, objectives and policies within the Future Land Use Element (FLUE) that specifically address the WBD-CRD. These are discussed below:

### **Future Land Use Element**

**GOAL 1:** Revitalize and reconnect the community by creating Activity Centers, Mixed-Use Corridors, and a network of Community Streets, by strengthening neighborhoods and existing Major Employment Centers and by expanding and improving connections to parks and open space.

**OBJECTIVE 1.1:** Concentrate development within Activity Centers and Major Employment Centers and redevelop major commercial corridors into Mixed-Use Corridors, through implementation of the *Strategic Plan* Activity Centers Implementation Program and as shown on Figure FLU-5 - City of Largo *Strategic Plan* ("the *Strategic Plan*").

#### **POLICIES**

1.1.1: Increase allowable density and intensity to facilitate the redevelopment of the City's commercial corridors into Major Activity Centers, Neighborhood Activity Centers and Mixed-Use Corridors in accordance with density and intensity provisions permitted under the "Rules Concerning the Administration of the Countywide Future Land Use Plan Map, as amended ("the Countywide Plan Rules") (Pinellas County, Ordinance 89-4, as amended).

1.1.2: Develop Special Area Plans and establish incentives to guide (re)development within designated Activity Center boundaries.

**GOAL 2:** Maintain a viable balance between land uses to achieve economic sustainability, maintain an affordable cost of living, protect natural resources, and ensure compatibility between existing development and new development.

**OBJECTIVE 2.1:** The City shall pursue service and regulatory incentives for (re)development within adopted CRDs, Activity Centers, and other designated redevelopment areas.

#### **POLICIES**

2.1.1: Coordinate planning for higher density/intensity development within adopted CRDs and Activity Centers with adopted regional mass transit plans.

2.1.5: Implement Community Redevelopment Districts (CRD) pursuant to Chapter 163, Part III, of the Florida State Statutes.

2.1.6: Amend the West Bay Drive CRD Plan to increase densities/intensities to a level that will support long-term economic viability of the CRD. Upon adoption of the West Bay Drive CRD Plan, amend the *Comprehensive Plan* accordingly to reflect the densities/intensities and policies of the amended CRD Plan, including the strategies outlined in Policy 2.1.7.b.

2.1.7: Actively pursue (re)development within the Clearwater-Largo Road and West Bay Drive CRDs in accordance with the adopted CRD Plans.

The WBD-CRD Plan provides for the creation of a Mixed-Use Activity Center as directed in the *Strategic Plan*, as well as increased density and intensity as recommended in the *Comprehensive Plan*, within the context of the requirements of a Special Area Plan (see Section I: Introduction; Goals of the 2009 Plan of the WBD-CRD).

## ***Pinellas By Design: An Economic Development and Redevelopment Plan for the Pinellas Community:***

The development and design standards contained in the WBD-CRD Plan are intended to reflect the guidelines in *Pinellas by Design*. Future Land Use Element Policies 1.1.8., 2.3.8. of the City of Largo 2008 *Comprehensive Plan* recommend that applicable Land Development Regulations (LDRs) of the City of Largo's *Comprehensive Development Code (CDC)* be amended to support the creation of mixed-use pedestrian oriented Activity Centers (which includes the WBD-CRD) based on the recommendations of *Pinellas By Design*. Upon adoption of the WBD-CRD, the City of Largo will begin the process of amending the LDRs. This effort is scheduled to commence in 2009.

The applicable sections of *Pinellas By Design* are addressed below:

### **Chapter 6: Regulatory Tools and Urban Design; Subsection 3.2. Town Center**

#### **3.2.1. DESCRIPTION AND TYPICAL LAND USES.**

Town Centers are mid-sized concentrations of residential and nonresidential activities. These centers tend to be predominantly characterized by traditional municipal center land uses. Examples: In Pinellas County, examples of town centers include the traditional municipal centers of Safety Harbor, Dunedin, Largo and Palm Harbor. *Pinellas By Design* identifies the historic Largo downtown as a Town Center.

#### **3.2.2. DESIGN CHARACTERISTICS.**

No one design is appropriate for all town centers, but generalizations can be made with regard to what should be included in their design. While each town center location will have unique characteristics, several design goals should be incorporated.

##### **Configuration**

Implement build-to and reduced setback lines from the right-of-way.

The WBD-CRD Plan requires build-to and reduced setback lines for new mixed-use and multi family development (see the Setback/Pedestrian Zone subsection for each character district). Table 6-35: Consistency with Special Area Plan Provisions of Countywide Plan Rules; Specifically with *Pinellas by Design* provides specific comparisons to guidelines contained in *Pinellas by Design*.

##### **Building Placement**

Future buildings should be required to locate adjacent to the main public right-of-way line with a minimum setback.. Buildings fronting the main street right-of-way add to the pedestrian experience and reinforce the active public realm. First floor non-residential uses should face the street.

In the MUC, MA and CH Character Districts, buildings are required to be placed at build-to lines behind the pedestrian zone, which contains the public sidewalk and related pedestrian amenities. The design standards for the Mixed-Use (MUC, MA) character districts require that the first floor of each new building have a strong pedestrian orientation facing the street, and designed for active uses (see E1. MUC Active Ground Floor and E1. MA Active Ground Floor).

## Mix of Uses

The vertical as well as the horizontal mixture of land uses is important to the success of the downtown core. Providing non-residential uses such as retail, restaurants, or office on the ground floor of buildings assists in generating active streets. Providing residential uses above the ground floor generates users for the local businesses.

Section 2.2 Design Elements of the WBD-CRD Plan, describes several Design Elements which are addressed in the standards for each character district. *Mix of Uses* emphasizes the importance of vertical as well as horizontal mixed-uses, with active, non-residential uses on the ground floor such as restaurants, retail and offices and residential uses above the ground floor. The design standards for the Mixed-Use (MUC, MA) character districts require that the first floor of each new building have a strong pedestrian orientation facing the street, and designed for active uses (see E1. MUC Active Ground Floor and E1. MA Active Ground Floor). Bonus provisions support mixed-use development including residential development as well active uses at the ground level (see for example, Section II, The Plan, Mixed-Use Character District (MUC), G. MUC Available Bonuses).

### Preserve existing rights-of-way and require increased connectivity.

Section 2.2 Design Elements of the WBD-CRD Plan, describes several Design Elements which are addressed in the standards for each character district. *Network of Interconnected Streets and Block Size* emphasizes the importance of maintaining an adequate street grid with short, walkable blocks for better connectivity.

### Encourage a variety of residential uses.

The WBD-CRD Plan encourages a variety of residential uses as follows:

The Mixed-Use Corridor Character District permits residential densities up to thirty units per acre and up to fifty units per acre under bonus provisions, thus encouraging a range of multifamily residential uses, particularly as incorporated into mixed-use projects (see Section II, The Plan, Mixed-Use Character District (MUC), A. MUC District Intent and Description);

The Medical Arts Character District permits residential densities up to fifteen units per acre and up to thirty units per acre under bonus provisions. The residential provision in the MA Character District is intended to support the possibility of multifamily residential uses for the families of patients connected with the primary medical uses as well as work force housing (see Section II, The Plan, Medical Arts Character District (MA), A. MA District Intent and Description);

The City Home Character District permits residential densities up to fifteen units per acre and up to thirty units per acre under bonus provisions. The CH Character District is intended for multifamily residential uses with limited potential for small live-work office use (see Section II, The Plan, City Home Character District (CH), A. CH District Intent and Description);

The Neighborhood Residential Character District permits residential densities up to seven and one-half units per acre and is intended for lower-density single-family residential use, with a provision for accessory units (see Section II, The Plan, Neighborhood Residential Character District (NR), A. NR District Intent and Description).

## Buffers/Open Space

### Emphasize usable open space in the design.

APPENDIX B: OPTIONAL DESIGN STANDARDS of the WBD-CRD Plan, provides for the granting of bonus density, intensity and height in return for the creation of functional open space. Also, in order to create an incentive for the creation of public open space, public open space (including interior atriums, outdoor plazas and courtyards, café seating, or other public pedestrian use areas) is exempted from FAR limitations in each character district (see, for example Section II, The Plan, Mixed-Use Character District (MUC) D2. MUC Exemptions from FAR Limitations).

### Parking

#### Reduce surface parking standards for redevelopment and new construction.

The WBD-CRD Plan, Section I: Introduction, describes several 2.2 Design Elements which are addressed in the standards for each character district. Parking Placement and Quantity emphasizes the importance of alternatives to traditional surface parking by requiring that parking be accommodated through a combination of on-street spaces, limited surface parking lots along secondary streets, and parking structures. This prevents the pedestrian environment from being segmented by surface parking lots. Shared parking concepts are recommended that recognize that because different uses have parking needs occurring at different times, the total amount of parking can be reduced.

Also, each character district in the WBD-CRD Plan emphasizes alternatives to surface parking for redevelopment and new construction as follows:

The Parking Accommodation subsection of each character district emphasizes alternatives to surface parking for redevelopment and new construction by:

- limiting the amount of street frontage a block surface parking may occupy;
- allowing for payment in lieu of required parking;
- encouraging shared parking;
- allowing on street parking to count toward the parking requirement;
- allowing alternative parking measures such as bicycle parking and commuter choice plans to count toward a percentage of the required parking (for example, see Section II, The Plan, Mixed-Use Character District (MUC), F2. MUC Parking Accommodation).

The Available Bonuses subsection of the MUC and MA Character Districts provides for bonus intensity and height in return for the construction of structured parking (for example, see Section II, The Plan, Mixed-use Character District (MUC), G. MUC Available Bonuses). The CH Character District provides for bonus height in return for structured, garage or tuck in parking.

### 3.2.3. DESIGN GUIDELINES

#### Density/intensity

#### Residential density range

From ten dwelling units per acre to thirty dwelling units per acre (may be increased if the project qualifies for density or other types of incentives).

## **Nonresidential intensity range**

From 0.2 FAR to 1.0 FAR (FAR may be increased if provided for in a special area plan, CBD, or CRD).

See Table 6-35: Consistency with Special Area Plan Provisions of Countywide Plan Rules; Specifically with Pinellas by Design for comparisons between density and intensity ranges in the *WBD-CRD Plan* and in *Pinellas by Design*. Density up to thirty units per acre in the WBD-CRD is permitted, as provided for in *Pinellas by Design*, with higher densities permitted based on meeting bonus provisions. Intensity up to one FAR is permitted, as provided for in *Pinellas by Design*, with higher intensities permitted based on meeting bonus provisions.

**Setbacks/build-to lines:** Town center structures are characterized by being sited relatively close to roadways, and alleyways are typically incorporated. In a redevelopment scenario, the same configuration should be continued because of right-of-way constraints and the intent to reuse, rehabilitate, and refurbish existing buildings.

Within town centers, front, side, and rear setbacks should be a maximum of no more than the average setbacks of the three adjacent buildings to each side and to the rear, as well as an equivalent number across any contiguous roadway.

### **Setback/build-to line range for street-facing redevelopment:**

From zero feet for any new construction to as currently exists or averaged

### **Build-to line range for street-facing new construction:**

From zero feet to ten feet and in proportion to building height

See Table 6-35: Consistency with Special Area Plan Provisions of Countywide Plan Rules; Specifically with Pinellas by Design for comparisons between the build-to lines and setbacks in the *WBD-CRD Plan* and in *Pinellas by Design*. A build-to line is established for the MUC, MA and CH Character Districts at the back of the required pedestrian zone, with setbacks up to ten feet to account for outdoor restaurant seating and pedestrian amenities. The NR Character District establishes setbacks based on those of the existing urban single family neighborhoods in the WBD area.

**Height:** Two or more stories consistent with the traditional character of the center, not to exceed six stories.

## **Height range**

From two stories Consistent with the traditional character of the center up to six stories, except that additional height may be permitted if:

- the site is larger than one acre;
- structured parking is part of the project design;
- the site is located in a FEMA flood zone;
- mixed-use development is proposed on a site larger than the local minimum commercial lot standard.

See Table 6-35: Consistency with Special Area Plan Provisions of Countywide Plan Rules; Specifically with Pinellas by Design for comparisons between the height requirements in

the WBD-CRD Plan and in *Pinellas by Design*. The MUC, MA and CH Character Districts provide for a minimum height of two stories for new development with a maximum height of six stories, and the ability to bonus up to eight stories based on meeting several criteria derived from *Pinellas by Design*:

- The site is a minimum of one acre in size or represents a full block consolidation;
- Structured parking is part of the project design;
- The site has frontage on one of more of the following: West Bay Drive, East Bay Drive, Clearwater-Largo Road, Missouri Avenue, Seminole Boulevard, or CSX Railroad right-of-way;
- Mixed-use development is proposed for the site;
- The site incorporates at least two Optional Design Standards as contained in APPENDIX B: OPTIONAL DESIGN STANDARDS (for example, see Section II, The Plan, Mixed-Use Character District (MUC), G. MUC Available Bonuses).

Height limits in the NR Character District are set at twenty-five feet in order to be compatible with existing residential construction. There is no height bonus in this district.

**Vehicular circulation and parking:** Parking standards can be reduced in town centers because by definition, they lend themselves to pedestrian activities. . . . Shared parking and access are strongly encouraged.

Each Character District in the WBD-CRD Plan emphasizes alternatives to surface parking for redevelopment and new construction, including shared parking (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Parking, Parking Accommodation). The effect of the parking alternatives contained in the Parking Accommodation subsections is to reduce parking.

**Pedestrian/bicycle access:** Right-of-way sidewalk installation should conform to the adopted standards of the jurisdiction.

Whenever possible and appropriate, convenient pedestrian amenities should be installed including outdoor seating, bus waiting areas, and similar facilities. At a minimum, provision should be made for transit stops in convenient and accessible locations.

#### **Bicycle parking guidelines**

<u>From</u>	<u>To</u>
protected bicycle parking	in proportion to and appropriate
at 1 space per 1,000 square feet	for the maximum non-residential square
of non-residential floor area	footage

Within the WBD-CRD Plan, each character district requires construction of pedestrian and bicycle improvements as follows:

- A pedestrian environment, consisting of landscaping and sidewalk, will be provided along all street rights-of-way. Where sufficient right-of-way width does not exist to support these improvements, the developer will construct it within an easement

approved by and dedicated to the City of Largo.

- Well-defined, safe pedestrian access will be provided between building entrances and public sidewalks, transit stops, and parking facilities.
- At a minimum, either Class 1 or Class 2 bicycle parking facilities shall be provided (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Mobility Requirements as well as the subsection, Setbacks/Pedestrian Zone).

In addition, APPENDIX B: OPTIONAL DESIGN STANDARDS provides for the following pedestrian and bicycle mobility standards:

- Construction and dedication of a mid-block pedestrian walkway;
- Creation of a public waiting area with pedestrian protection and appropriate street furniture at transit stops;
- Provision of locker room facilities with showers in addition to Class 1 or Class 2 bicycle parking to support pedestrian and bicycle transit;

In addition, the Parking Accommodation subsection of each character district encourages the provision of the following additional facilities:

**Bicycle parking:** A development may provide additional bicycle parking spaces, greater than the number required in the *Comprehensive Development Code*. The additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 up to a maximum of ten percent of the required automobile spaces, or up to fifteen percent if shower facilities for bicycle commuters are provided (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Parking, Parking Accommodation).

**Signage:** Signage should conform to the adopted standards of the jurisdiction and be integrated with the building design. Consolidated signage should be employed in order to reduce sign proliferation.

Signage standards specific to the WBD-CRD will be developed as part of the revision of the *City of Largo Comprehensive Development Code (CDC)*, scheduled to commence in 2009.

**Landscaping:** Landscaping should conform to the adopted standards of the jurisdiction with special attention paid to pedestrian use areas and buffering of residential from nonresidential uses.

Each Character District within the WBD-CRD Plan requires the installation of landscaping, both as part of the pedestrian zone and as buffers around the perimeter of parking lots (for example, see Section II, The Plan, Mixed-Use Character District (MUC), D4. MUC Setbacks/Pedestrian Zone as well as the subsection, Parking).

#### (4.2.7.5.1 Special Area Plans Required)

### **B. Plan Composition**

#### **1. Permitted uses and any differentiation by location;**

See Table 2-4: WBD-CRD Development Standards for a description of the WBD-CRD Character Districts and other land uses contained in the WBD-



CRD. Map 2.2 Character Districts locates the four character districts and other land uses within the WBD-CRD.

- A specified list of allowable uses within each character district will be contained in the Permitted Use Table in the *City of Largo Comprehensive Development Code (CDC)*.
- A list of prohibited uses is provided for each character district (for example, see Section II, The Plan, Mixed-Use Character District (MUC), B. MUC Allowable Uses and C. MUC Prohibited Uses).

## 2. Density/intensity standards for permitted uses;

Table 2-4: WBD-CRD Development Standards summarizes density/intensity standards for the WBD CRD Character Districts.

## 3. Design guidelines, if any, appropriate to the plan;

Design guidelines are provided for each character district (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Design Standards). APPENDIX B: OPTIONAL DESIGN STANDARDS provides standards which, if met, can be used to grant bonus density/intensity and height.

## 4. Affordable housing provisions, if any, appropriate to the plan;

Affordable housing is strongly encouraged in the WBD-CRD Plan through bonus provisions contained in the MUC, MA and CH Character District (for example, see Section II, The Plan, Mixed-Use Character District (MUC), G. MUC Available Bonuses). Bonus density is available in two increments: the dedication of a minimum of ten percent of the total housing units in a project as affordable units results in a bonus of five dwelling units per acre; the dedication of a minimum of twenty of the total housing units in a project as affordable units results in a bonus of ten dwelling units per acre. 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 (see Map 2.3 Eligible Mobile Home Parks). Bonus height is also available in the CH District by the inclusion of either an affordable housing component or a live/work component.

The intent of the Neighborhood Residential (NR) Character District is to preserve existing single family housing stock within the context of the neighborhoods adjacent to the historic downtown. The standards for this district are designed to encourage infill homes that are in keeping with the relatively small, affordable houses that make up the existing neighborhoods.

## 5. Mixed-use provisions, if any, appropriate to the plan;

Three character districts, including MUC, MA and CH (on a limited scale) allow both residential and nonresidential land uses. Developments in the MUC Character District are encouraged to include at least two distinct land uses within two to eight story buildings. Vertically integrated mixed-use buildings are encouraged and ground floors must be activated through



residential or non-residential land uses. The MA District is a mixed-use category that allows professional office, multifamily residential, and retail uses. The CH Character District allows multifamily residential uses and small professional office uses (500 square feet or less) including live/work units.

#### 6. Special provision for mobility and circulation, including mass transit, access management, parking, pedestrians, and bicycles;

Each character district requires construction of pedestrian and bicycle improvements (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Mobility Requirements as well as the subsection, Setbacks/Pedestrian Zone). APPENDIX B: OPTIONAL DESIGN STANDARDS, provides for additional pedestrian and bicycle mobility standards which, if met, can be used to grant bonus density/intensity and height.

In addition, the Parking Accommodation subsection of each character district encourages the provision of additional bicycle parking facilities and commuter choice programs (for example, see Section II, The Plan, Mixed-Use Character District (MUC), Parking, F2. MUC Parking Accommodation).

The Capital Projects recommended by the WBD-CRD Plan include several projects addressing mobility including: improving pedestrian mobility through construction of enhanced crosswalks; construction of sidewalks in neighborhoods; enhanced corridor streetscape; construction of a new downtown mass transit transfer facility and a trailhead connection to the Pinellas Trail (see PART IV: CAPITAL IMPROVEMENTS ).

#### 7. Identification of and reference to land development regulations that implement the plan;

Land development regulations implementing the WBD-CRD Plan will be contained within the *City of Largo Comprehensive Development Code (CDC)*, Section 9200: Community Redevelopment Districts and are scheduled to be revised during the Fall of 2009 along with the land development regulations implementing the Clearwater-Largo Road CRD.

#### 8. Public and/or private improvements, contributions and/or incentives, if any, appropriate to the plan;

The Capital Projects recommended by the WBD-CRD Plan consist of projects intended to implement the goals and objectives of the WBD-CRD Plan (see PART IV: CAPITAL IMPROVEMENTS ).

Bonus density/intensity and height incentives are contained within the Available Bonuses subsection of each character district (for example, see Section II, The Plan, Mixed-Use Character District (MUC), G. MUC Available Bonuses).

#### 9. The local government plan approval process.

The local government plan approval process follows the requirements of Chapter 163, State Statutes as well as the requirements of the Pinellas

### C. Plan Impacts

1. Identification of water, sewer, and stormwater drainage impacts that may be anticipated based on the plan, identification of overall system capacities, and an analysis of the difference between these anticipated impacts on the systems as compared to the impacts based on the current Countywide Plan Map designations; and Relevant Countywide Consideration, as enumerated in Sections 5.5.3.1.1 through 5.5.3.1.6.

#### Potable Drinking Water Assessment

The City of Largo purchases its potable water supply from Pinellas County Utilities. The Pinellas County Utilities potable water sources are managed by Tampa Bay Water (TBW), the regional water supplier. The regional water supply is a mixture of groundwater, treated surface water, and desalinated seawater. The primary source for the groundwater supply is the Floridan Aquifer. The Hillsborough River, Alafia River, Tampa Bypass Canal, and C.W. Bill Young Regional Reservoir are the primary sources for the treated surface water supply. The desalinated seawater supply primary source is the Hillsborough Bay. The mixture of these water sources is transferred to pumping stations where it undergoes minor additional processes before being pumped to consumers.

Currently, the potable water demand within the WBD-CRD Plan is estimated at 1.14 million gallons per day, and the average projected potable water demand of the concurrency analysis is approximately 6.04 million gallons per day as shown in Table 6-27: Potable Water Demand.

**Table 6-27: Potable Water Demand**

Land Use	Total Density		Average Demand (mgd)	
	Current	Future	Current	Future
Residential	2191 units	4,959 units	0.57	1.29
Non-Residential	2,329,772 sf	7,908,754 sf	0.57	3.16
<b>Total</b>			<b>1.14</b>	<b>4.45</b>

\*Assumes maximum density build-out scenario as shown in Section 2.7 Build-Out Scenario, Table 2-18.

The residential potable water demand is based on Pinellas County's Level of Service Standard of 120 gallons per capita per day for its annual five year and twenty year potable water demand projections. The non-residential demand is based on Florida Administrative Code 64-6 system design estimated sewage flows of 0.1 to 1.76 gallons per day per square feet.

According to Pinellas County Utilities, current per capita potable water use is below 100 gallons per day. The reduction in potable water demand is due to ongoing conservation methods, as well as the use of reclaimed water for lawn watering. With the decrease in per capita demand, Pinellas County

Utility has adequate capacity to meet future growth.

### **Stormwater Drainage Improvements**

In 1993, the City commissioned the *City of Largo Downtown Stormwater Management Master Plan*. The study was performed in order to eliminate flooding in the downtown area and provide water quality treatment for stormwater runoff prior to discharge from the study area. The study area was approximately 340 acres and was bounded by Rosery Road on the north, by Taylor Road on the south, by the CSX Railroad and Seminole Boulevard on the east, and by Clearwater-Largo Road on the west. The study recommended a downtown stormwater management plan, which entailed a system of ponds to meet the stormwater management needs for this area. Two new ponds were constructed as part of this system. Based on the assumptions of the 1997 West Bay Drive Redevelopment Plan that the downtown area would redevelop at an Impervious Surface Ratio (ISR) of .95, the ponds were considered to be able to handle future stormwater flows.

The City of Largo's 2008 updated Comprehensive Plan recommends that the City develop a City wide Watershed Management Plan, which will include the WBD-CRD Plan area. The Watershed Management Plan will develop Level of Service (LOS) Standards for the City. The Watershed Management Plan has been approved as part of the City's 2010 Capital Improvements Program (CIP), scheduled to commence in 2011 and be completed in 2012 (See Table 4-21: Connectivity and Transit Related Improvements). Until the Watershed Management Plan is completed, existing conditions shall be the LOS Standard. Accordingly, until adoption of the Watershed Management Plan, individual developments will be required to demonstrate that they do not adversely impact existing flood control and water quality conditions. The WBD-CRD Plan recommends a maximum ISR within the downtown core (MUC and MA Character Districts) to .90, which is expected to keep the impact of new development and redevelopment on existing flood control and water quality standards within the original assumptions.

The Watershed Management Plan may recommend the creation of additional stormwater basins in the WBD-CRD to use as an incentive to attract redevelopment proposals. In addition, the City is looking beyond the creation of ponds to upgrade the stormwater infrastructure associated with existing neighborhood streets. Also approved as part of the 2010 City CIP is the CRD Neighborhood Streets project, which will improve selected neighborhood streets, including the stormwater infrastructure, in the WBD-CRD between 2013 and 2015.

### **Sanitary Sewer Improvements**

Currently, the average flow within the WBD-CRD is approximately 1.04 million gallons per day. This is illustrated in Table 6-28: Current Sanitary Sewer Flow Rates.

**Table 6-28: Current Sanitary Sewer Flow Rates**

Land Use	Total Density	Average Demand (mgd)
Residential	2,192 units	475,534
Non-Residential	5,640,332sf	567,428
<b>Total</b>		<b>1,042,962</b>

The concurrency analysis is based on the existing Level of Service standard of 100 gallons per capita per day for residential flow, and in the range of 0.1 to 1.76 gallons per day per square feet for non-residential flow. The future flow demand for average daily and peak hour is approximately two (2.28) million gallons and six (5.69) million gallons, respectively shown in Table 6-29: Future Sanitary Sewer Flow Rates \*.

**Table 6-29: Future Sanitary Sewer Flow Rates \***

Land Use	Total Density	Average Daily Demand (mgd)	Peak Hour Flow (mgal)
Residential	4,959 units	1.08	2.69
Non-Residential	7,908,754 sf	1.20	3.00
<b>Total</b>		<b>2.28</b>	<b>5.69</b>

\* Assumes maximum density build-out scenario as shown in Section 2.7 Build-Out Scenario, Table 2-18.

The following table shows the net sanitary sewer impact of 1.55 million gallons per day for the current and projected sanitary sewer flow. The wastewater reclamation facility has a current available capacity of 4.04 million gallons per day, allowing ample capacity for future growth (see Table 6-30: Net Sanitary Sewer Impact).

**Table 6-30: Net Sanitary Sewer Impact**

Plan	Flow Rate (mgd)
Current	1.04
Projected	2.08
Net Impact	<b>1.04</b>
Treatment Plant Capacity	18.00
Annual Average Daily Flow	13.96
Current Available Excess Capacity	<b>4.04</b>

Every five years, City of Largo performs capacity analysis of the wastewater reclamation facility. The analysis report provides information that can aid the City with timely planning, design, permitting, and construction for proper wastewater treatment and disposal. It also evaluates the existing treatment methods and equipment utilized and compares these facilities and

their respective capacities with standard practice design requirements. The flow projections from the current capacity analysis executed in 2004 will not equal or exceed a three month average daily flow of the permitted capacity of 18.0 million gallons per day for at least ten years. Table 6-31: Capacity Analysis Flow Projections illustrates the capacity analysis projected sanitary sewer flow from 2004-2015.

**Table 6-31: Capacity Analysis Flow Projections**

Year	Annual ADF (mgd)	Max 3-Month ADF (mgd)
2004	13.62	15.1
2005	13.83	15.3
2006	13.87	15.4
2007	13.91	15.4
2008	13.96	15.5
2009	13.99	15.5
2010	14.03	15.6
2011	14.06	15.6
2012	14.09	15.6
2013	14.11	15.7
2014	14.12	15.7
2015	14.17	15.7

### **Solid Waste Assessment**

The City of Largo's solid waste is handled by the Pinellas County Utilities Solid Waste Operations. The county's solid waste disposal facilities receive more than one million tons of solid waste per year. The Solid Waste Operations utilize integrated systems of disposal and recycling. The disposal systems consist of Class I municipal solid waste landfill, and Class III bulky waste/construction and demolition debris landfill. The recycling systems entail Waste-to-Energy conversion, yard waste-to-mulch transformation, and household/business recycling programs.

The projected solid waste generation for the WBD-CRD Plan is approximately 720,867 pounds per day indicated in Table 6-32: Projected Solid Waste Generation.

**Table 6-32: Projected Solid Waste Generation**

Land Use	Total Density	Average Demand (lb/day)
Residential	4,959 units	48,593
Non-Residential	7,908,754 sf	672,274
<b>Total</b>		<b>720,867</b>

\* Assumes maximum density build-out scenario as shown in Section 2.7 Build-Out Scenario, Table 2-18.

The analysis assumed a solid waste generation rate of 9.8 pounds per dwelling unit per day for residential, and 0.0025 to 0.115 pounds per square foot per day for non-residential. The integrated systems of solid waste disposal and recycling used by Pinellas County allow adequate capacity for future growth.

**Relevant Countywide Considerations, as enumerated in Sections 5.5.3.1.1 through 5.5.3.1.6.**

#### **Impact on Public Educational Facilities (5.5.3.1.6)**

The impact on public educational facilities has been prepared by City staff utilizing the expected build-out conditions associated with the traffic analysis prepared by TBE (above). A summary matrix of the data is as follows (see Table 6-33: Generation of Additional School Age Children):

**Table 6-33: Generation of Additional School Age Children**

	Maximum Number of Additional Units	School Multiplier (Number of Units x 0.32 children)*	Maximum Number of School Age Children Generated (Year 2025)
<b>WBD-CRD</b>			
1997 WBD-CRD Plan (High Density Scenario)	2,931 units	x 0.32	938
2009 WBD-CRD Plan (Base Density Scenario) **	2,216 units	x 0.32	709
2009 WBD-CRD Plan (Mid Density Scenario)**	4,036 units	x 0.32	1,292
2009 WBD-CRD Plan (High Density Scenario)**	5,148 units	x 0.32	1,647

\*Source: Real Estate & Concurrency Services, Pinellas County Schools

\*\*See Section 2.7 Build-Out Scenario, Table 2-18.

The high density scenario assumes a 2025 build-out at the maximum permitted densities for all parcels. It assumes a very robust local economy and real estate market (that currently does not exist). A much more realistic scenario for 2025 would be a number somewhere between the base density and the high density, and that still assumes a very active local economy. Any individual project will need to meet the state school facilities concurrency requirements as required by state law.

The School Board in conjunction with the Pinellas County School Planning Work Group is in the process of developing current capacity numbers for public schools within the City of Largo. It is expected that current capacity for schools serving the area including the WBD-CRD will be in the ninety percentile range with enrollment declining. A long term policy of redevelopment in this area will have a positive impact on school enrollment.

#### **Land Use Impact on Adjacent Land Uses and Adjoining Jurisdictions (5.5.3.1.6)**

In general, the location of proposed land uses within the WBD-CRD has been designed with the most dense and intense uses (represented by the Mixed-Use Corridor (MUC) Character District) at the center of the District and along major vehicular corridors to allow appropriate transitions both to less dense and intense uses within the District and without its boundaries. Below are descriptions of adjoining land use patterns and a discussion of how any impacts will be mitigated:

##### **1. Western Boundary of WBD-CRD District**

The Medical Arts (MA) Character District is the primary land use at the western boundary of the WBD-CRD. Immediately to the south of the MA area is the Pinecrest Golf Course. To the west are single family neighborhoods designated Residential Low. Redevelopment or new development within the MA District is required to taper in height toward adjacent lower density residential as well as provide appropriate landscape buffers. On the east side of 14<sup>th</sup> Street NW properties designated City Home and Neighborhood Residential provide a transition to existing single family neighborhoods from the higher densities and intensities of the MA District.

##### **2. Northern Boundary of WBD-CRD District**

Single- family neighborhoods designated Neighborhood Residential (and in one area City Home) provide an appropriate transition to similar residential neighborhoods in the Clearwater-Largo Road Community Redevelopment District (CLR-CRD) to the north of 4<sup>th</sup> Avenue NW. Properties designated MUC along Clearwater-Largo Road and Missouri Avenue are adjacent to properties either designated MUC to the north in the CLR-CRD or properties designated Industrial Limited (IL) or Institutional (I) north and east along Missouri Avenue (Prince of Peace Lutheran Church and Largo High School).

##### **3. Eastern Boundary of WBD-CRD District**

Most of the MUC designated properties on the north side of East Bay Drive (between Missouri Avenue and 4<sup>th</sup> Street NE) have redeveloped within the last

ten years and likely will not redevelop in the foreseeable future. Central Park and the Library property are designated as Recreational/Open Space and because of their nature are not expected to create additional impacts on adjacent properties.

#### 4. Southern Boundary of WBD-CRD District

A triangular area between the CSX railroad tracks and Seminole Blvd. is designated as MUC and relates well to industrial properties to the south as well as uses along the Seminole corridor. Recreational/Open Space, Neighborhood Residential and Public/Semi Public uses on the southern boundary of the WBD-CRD likewise relate well to institutional and low density residential uses to the south outside of the district. MUC designated properties along Clearwater-Largo Road are appropriate for the nature of this vehicular corridor and as they redevelop will be required to taper to less dense properties.

Table 6-34: Potential Land Use Impacts on Adjacent Land Uses and Adjoining Jurisdictions graphically shows the relationship between designated land uses within the District and adjacent land uses outside of the District.



**Table 6-34: Potential Land Use Impacts on Adjacent Land Uses and Adjoining Jurisdictions**

	<b>Subject Properties</b>	<b>Properties to the West</b>	<b>Properties to the North</b>	<b>Properties to the East</b>	<b>Properties to the South</b>
	WBD-CRD Land Use Designation	Land Use Designation**	Land Use Designation**	Land Use Designation**	Land Use Designation**
<b>Western Boundary of WBD-CRD District</b>	Medical Arts (MA), City Home (CH), Neighborhood Residential (NR)	Residential Low (RL), Commercial General (CG)	Commercial General (CG), Residential Medium RM), Residential Low (RL)	N/A	Recreation/ Open Space
<b>Northern Boundary of WBD-CRD District</b>	NR, MUC, CH	N/A	RL, MUC, NR, Industrial Limited (IL), Institutional (I)	Institutional (I)	N/A
<b>Eastern Boundary of WBD-CRD District</b>	MUC, Recreation/ Open Space	N/A	I	CG, RL, RU	Recreation/ Open Space, RM, RL
<b>Southern Boundary of WBD-CRD District</b>	Recreation/ Open Space, NR, Public/ Semi Public	N/A	N/A	N/A	IL, CG, RM, RL, RU, R/OG, I
<p>* All adjacent properties are within the corporate limits of the City of Largo.</p> <p>**Source: Countywide Future Land Use Plan</p>					

**Table 6-35: Consistency with Special Area Plan Provisions of Countywide Plan Rules;  
Specifically with *Pinellas by Design***

	<b>West Bay Drive CRD Plan</b>	<b>Special Area Plan Provisions of Countywide Plan Rules</b>
<b>Designation</b>	<b>Community Redevelopment District (CRD)</b>	<b>Special Area Plan (SAP)</b>
<b>General Characteristics</b>	<p>Mixed-use redevelopment of Largo's traditional downtown; preservation of adjoining neighborhoods</p> <p><i>City of Largo Strategic Plan: Major Activity Center</i></p> <p>Historic downtown; concentration of mixed-use and commercial redevelopment at higher densities than community generally</p>	<p>CRD under SAP Provisions; Refers to <i>Pinellas by Design</i> for all development standards</p> <p><i>Pinellas by Design: Town Center</i></p> <p>Mid sized mixed-use concentrations; traditional municipal center; West Bay Drive in Largo specifically mentioned; traditional municipal center</p>
<b>Development Standards</b>	<b>CRD Character District Mixed-Use Corridor (MUC)</b>	<b><i>Pinellas by Design</i></b>
<b>Height</b>		
Base	6 stories	6 stories
Bonus	8 stories	Bonus possible
<b>Density</b>		
Base	30 du/acre	30 du/acre
Bonus	50 du/acre	Bonus possible
<b>Intensity</b>		
Base	1 FAR	1 FAR
Bonus	3 FAR	Bonus possible
<b>ISR</b>	0.9	N/A
<b>Setbacks</b>		
Front	0' to 10'	0' to 10'
Side	0' to 10'	0' to 10'
Rear	0' to 10'	0' to 10'
<b>Min. Site Size</b>	15,000 sq. ft	N/A
	<b>Medical Arts Character District (MA)</b>	
<b>Height</b>		
Base	6 stories	6 stories
Bonus	8 stories	Bonus possible
<b>Density</b>		
Base	15 du/acre	30 du/acre
Bonus	30 du/acre	Bonus possible
<b>Intensity</b>		
Base	1 FAR	1 FAR
Bonus	2 FAR	Bonus possible
<b>ISR</b>	0.9	N/A
<b>Setbacks</b>		
Front	0' to 10'	0' to 10'
Side	0' to 10'	0' to 10'
Rear	0' to 10'	0' to 10'
<b>Min. Site Size</b>	15,000 sq. ft	N/A

<b>Development Standards</b>	<b>CRD Character District</b>	<b><i>Pinellas by Design</i></b>
	<b>City Home Character District (CH)</b>	
<b>Height</b>		
Base	3 stories	6 stories
Bonus	5 stories	Bonus possible
<b>Density</b>		
Base	15 du/acre	30 du/acre
Bonus	30 du/acre	Bonus possible
<b>Intensity</b>		
Base	N/A	N/A
Bonus	N/A	N/A
<b>ISR</b>	0.9	N/A
<b>Setbacks</b>		
Front	0' to 10'	0' to 10'
Side	0' to 10'	0' to 10'
Rear	0' to 10'	0' to 10'
<b>Min. Site Size</b>	15,000 sq. ft	N/A
	<b>Neighborhood Residential Character District (NR)</b>	
<b>Height</b>		
Base	3 stories	N/A
Bonus	N/A	N/A
<b>Density</b>		
Base	7.5 du/acre	N/A
Bonus	N/A	N/A
<b>Intensity</b>		
Base	N/A	N/A
Bonus	N/A	N/A
<b>ISR</b>	0.7	N/A
<b>Setbacks</b>		
Front	20'	N/A
Side	5'	N/A
Rear	20'	N/A
<b>Min. Site Size</b>	N/A	N/A

# APPENDICES

# APPENDIX A: PROPERTY DESCRIPTIONS

## **A. Project:**

West Bay Drive Redevelopment District Legal Description

## **B. Prepared By:**

The City of Largo, Community Development Department

## **C. Date:**

June 18, 2009, 9:28 AM

## **D. Filename:**

C:\Work\Legal Descriptions\Other\West Bay Drive Redevelopment District.rtf

## **E. Description Type:**

Economic Redevelopment District Boundary

## **F. Description:**

A tract of land, lying in the central portion of Pinellas County, Florida, encompassing all, or a portion of, the following sections of the Public Land Survey System (PLSS):

The Northeast 1/4 of Section 33, Township 29 South, Range 15 East;  
The Southeast 1/4 of Section 33, Township 29 South, Range 15 East;  
The Northwest 1/4 of Section 34, Township 29 South, Range 15 East;  
The Southwest 1/4 of Section 34, Township 29 South, Range 15 East;  
The Northeast 1/4 of Section 34, Township 29 South, Range 15 East;  
The Southeast 1/4 of Section 34, Township 29 South, Range 15 East;

And being more particularly described as follows:

Commence at the southwest corner of Lot 4, of "LARGO CENTRAL PARK", according to the map or plat thereof as recorded in Plat Book 115, Pages 3-4, of the Public Records of Pinellas County, Florida, and the Point Of Beginning [P.O.B.].

From the Point Of Beginning, run S 89°04'49" E, a distance of 1,796.51 feet; thence run N 01°12'35" E, a distance of 841.31 feet; thence run N 89°06'17" W, a distance of 1,322.93 feet; thence run N 01°27'44" E, a distance of 675.00 feet, to a point on the south right-of-way line of East Bay Drive [State Road 686]; thence run along the south right-of-way line of said East Bay Drive, the following twelve (12) courses: thence run S 89°06'18" E, a distance of 692.08 feet; thence run S 00°55'34" W, a distance of 25.00 feet; thence run S 89°06'18" E, a distance of 627.68 feet; thence run S 01°15'54" W, a distance of 12.02 feet; thence run N 89°40'05" E, a distance of 14.88 feet; thence run N 89°40'05" E, a distance of 236.79 feet; thence run N 85°57'20" E, a distance of 226.60 feet; thence run N 04°38'16" E, a distance of 10.66 feet; thence run N 89°59'15" E, a distance of 150.49 feet; thence run S 89°11'10" E, a distance of

223.03 feet; thence run N 78°56'53" E, a distance of 82.67 feet; thence run S 89°11'10" E, a distance of 364.08 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of Highland Avenue; leaving said south right-of-way line, thence run N 00°21'47" E, a distance of 120.40 feet, to a point of intersection between the north right-of-way line of said East Bay Drive, and the west right-of-way line of said Highland Avenue; thence run N 00°12'03" E, along the west right-of-way line of said Highland Avenue, a distance of 238.00 feet; leaving said west right-of-way line, thence run N 89°21'50" W, a distance of 142.46 feet; thence run N 00°10'21" E, a distance of 160.02 feet; thence run N 89°11'01" W, a distance of 458.40 feet; thence run N 00°10'21" E, a distance of 100.00 feet, to a point on the south right-of-way line of 2nd Avenue Northeast; thence run N 89°10'59" W, along the south right-of-way line of said 2nd Avenue Northeast, a distance of 185.18 feet; leaving said south right-of-way line, thence run S 00°49'07" W, a distance of 100.00 feet; thence run N 89°11'02" W, a distance of 485.28 feet, to a point on the east right-of-way line of 8th Street Northeast; thence run S 00°34'59" E, along the east right-of-way line of said 8th Street Northeast, a distance of 122.45 feet; leaving said east right-of-way line, thence run N 89°06'41" W, a distance of 59.85 feet, to a point of intersection between the west right-of-way line of said 8th Street Northeast, and the north right-of-way line of 1st Avenue Northeast; thence run N 89°06'41" W, along the north right-of-way line of said 1st Avenue Northeast, a distance of 633.28 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 6th Street Northeast; leaving said north right-of-way line, thence run N 89°06'40" W, a distance of 60.00 feet, to a point of intersection between the west right-of-way line of said 6th Street Northeast, and the north right-of-way line of said 1st Avenue Northeast; thence run N 89°06'40" W, along the north right-of-way line of said 1st Avenue Northeast, a distance of 633.30 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 4th Street Northeast; leaving said north right-of-way line, thence run N 89°35'16" W, a distance of 59.94 feet, to a point of intersection between the west right-of-way line of said 4th Street Northeast, and the north right-of-way line of said 1st Avenue Northeast; thence run N 89°07'39" W, along the north right-of-way line of said 1st Avenue Northeast, a distance of 632.82 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 2nd Street Northeast; leaving said north right-of-way line, thence run N 00°07'29" W, along the east right-of-way line of said 2nd Street Northeast, a distance of 272.68 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of said 2nd Avenue Northeast; leaving said east right-of-way line, thence run N 00°07'29" W, a distance of 30.00 feet, to a point on the north right-of-way line of said 2nd Avenue Northeast; thence run N 89°07'29" W, along the north right-of-way line of said 2nd Avenue Northeast, a distance of 675.10 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of South Missouri Avenue [State Road 595]; leaving said north right-of-way line, thence run N 00°13'31" E, along the east right-of-way line of said South Missouri Avenue, a distance of 691.48 feet; leaving said east right-of-way line, thence run N 89°06'53" W, a distance of 115.44 feet, to a point of intersection between the west right-of-way line of said South Missouri Avenue, and the north right-of-way line of 4th Avenue Northwest; thence run along the north right-of-way line of said 4th Avenue Northwest, the following four (4) courses: thence run N 89°06'58" W, a distance of 685.50 feet; thence run N 89°51'24" W, a distance of 91.14 feet; thence run N 14°45'00" W, a distance of 6.24 feet; thence run N 89°08'20" W, a distance of 224.03 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 3rd Street Northwest; leaving said north right-of-way line, thence run N 89°08'20" W, a distance of 50.00 feet, to a point of intersection between the west right-of-way line of said 3rd Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°08'20" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of

260.00 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 4th Street Northwest; leaving said north right-of-way line, thence run N 89°56'28" W, a distance of 59.66 feet, to a point of intersection between the west right-of-way line of said 4th Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°07'12" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 236.92 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 5th Street Northwest; leaving said north right-of-way line, thence run N 89°07'12" W, a distance of 40.00 feet, to a point of intersection between the west right-of-way line of said 5th Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run along the north right-of-way line of said 4th Avenue Northwest, the following three (3) courses: thence run N 89°07'12" W, a distance of 120.26 feet; thence run N 89°07'16" W, a distance of 9.93 feet; thence run N 89°07'12" W, a distance of 140.72 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of Court Street; leaving said north right-of-way line, thence run N 89°07'12" W, a distance of 20.00 feet, to a point of intersection between the west right-of-way line of said Court Street, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°07'12" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 426.76 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of Ridge Road; leaving said north right-of-way line, thence run N 89°07'12" W, a distance of 60.00 feet, to a point of intersection between the west right-of-way line of said Ridge Road, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°07'12" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 289.68 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of Clearwater-Largo Road; leaving said north right-of-way line, thence run N 89°02'14" W, a distance of 81.94 feet, to a point of intersection between the west right-of-way line of said Clearwater-Largo Road, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°23'34" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 589.56 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 10th Street Northwest; leaving said north right-of-way line, thence run N 89°23'34" W, a distance of 60.00 feet, to a point of intersection between the west right-of-way line of said 10th Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°23'20" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 197.92 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 11th Street Northwest; leaving said north right-of-way line, thence run N 89°23'55" W, a distance of 58.06 feet, to a point of intersection between the west right-of-way line of said 11th Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°26'59" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 192.68 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 12th Street Northwest; leaving said north right-of-way line, thence run N 89°30'29" W, a distance of 60.00 feet, to a point of intersection between the west right-of-way line of said 12th Street Northwest, and the north right-of-way line of said 4th Avenue Northwest; thence run N 89°30'29" W, along the north right-of-way line of said 4th Avenue Northwest, a distance of 102.10 feet, to a point of intersection between said north right-of-way line, and the approximate east right-of-way line of the Fred E. Marquis Pinellas Trail [formerly known as the Seaboard Airline Railroad right-of-way]; leaving said north right-of-way line, thence run N 89°30'29" W, a distance of 67.61 feet, to a point on the approximate west right-of-way line of the said Fred E. Marquis Pinellas Trail; thence run S 01°30'39" W, along the approximate west right-of-way line of the said Fred E. Marquis Pinellas Trail, a distance of 500.24 feet, to a point of intersection between said west right-of-way line, and the north right-of-way line of Pine Vista Drive; leaving said west right-of-way line, thence run N 89°25'41" W,

along the north right-of-way line of said Pine Vista Drive, a distance of 591.81 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 14th Street Northwest; leaving said north right-of-way line, thence run N 89°25'41" W, a distance of 63.13 feet, to a point on the west right-of-way line of said 14th Street Northwest; thence run S 01°00'37" W, along the west right-of-way line of said 14th Street Northwest, a distance of 831.58 feet, to a point of intersection between said west right-of-way line, and the north right-of-way line of West Bay Drive; leaving said west right-of-way line, thence run N 89°36'21" W, along the north right-of-way line of said West Bay Drive, a distance of 207.00 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 15th Street Northwest; leaving said north right-of-way line, thence run N 89°33'46" W, a distance of 70.58 feet, to a point of intersection between the west right-of-way line of said 15th Street Northwest, and the north right-of-way line of said West Bay Drive; thence run N 89°31'25" W, along the north right-of-way line of said West Bay Drive, a distance of 355.58 feet; leaving said north right-of-way line, thence run S 00°39'13" W, a distance of 82.80 feet, to a point on the south right-of-way line of said West Bay Drive; thence run S 00°39'13" W, a distance of 1,277.13 feet; thence run S 89°22'27" E, a distance of 969.00 feet, to a point on the west right-of-way line of 13th Street Southwest; thence run N 88°36'38" E, a distance of 59.86 feet, to a point of intersection between the east right-of-way line of said 13th Street Southwest, and the south right-of-way line of 4th Avenue Southwest; thence run S 88°57'44" E, along the south right-of-way line of said 4th Avenue Southwest, a distance of 302.99 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 12th Street Southwest; leaving said south right-of-way line, thence run S 89°21'23" E, a distance of 58.56 feet, to a point on the approximate westerly right-of-way line of the said Fred E. Marquis Pinellas Trail; thence run S 89°22'18" E, a distance of 62.80 feet, to a point on the approximate easterly right-of-way line of the said Fred E. Marquis Pinellas Trail, the same also being a point of intersection between the west right-of-way line of 11th Street Southwest, and the south right-of-way line of said 4th Avenue Southwest; thence run S 89°22'21" E, along the south right-of-way line of said 4th Avenue Southwest, a distance of 569.14 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 10th Street Southwest; leaving said south right-of-way line, thence run S 89°22'26" E, a distance of 580.24 feet, to a point on the west right-of-way line of said Clearwater-Largo Road; thence run S 00°17'58" E, along the west right-of-way line of said Clearwater-Largo Road, a distance of 29.25 feet; leaving said west right-of-way line, thence run S 88°58'35" E, a distance of 117.77 feet, to a point of intersection between the east right-of-way line of said Clearwater-Largo Road, and the south right-of-way line of said 4th Avenue Southwest; thence run along the south right-of-way line of said 4th Avenue Southwest, the following three (3) courses: thence run S 88°58'35" E, a distance of 113.00 feet; thence run S 89°06'02" E, a distance of 20.00 feet; thence run S 89°06'02" E, a distance of 140.27 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of Ridge Road; leaving said south right-of-way line, thence run S 89°06'02" E, a distance of 60.00 feet, to a point of intersection between the east right-of-way line of Ridge Road, and the south right-of-way line of said 4th Avenue Southwest; thence run along the south right-of-way line of said 4th Avenue Southwest, the following five (5) courses: thence run S 89°06'02" E, a distance of 118.47 feet; thence run S 89°06'02" E, a distance of 16.00 feet; thence run S 89°06'06" E, a distance of 150.83 feet; thence run N 00°14'55" E, a distance of 13.73 feet; thence run S 89°13'17" E, a distance of 405.92 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of 5th Street Southwest; leaving said south right-of-way line, thence run S 89°06'37" E, a distance of 40.00 feet, to a point of intersection between the east right-of-way line of said 5th Street Southwest, and the south right-of-way line of said 4th Avenue Southwest; thence run S 89°10'53" E, along the south right-



of-way line of said 4th Avenue Southwest, a distance of 259.92 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of 4th Street Southwest; leaving said south right-of-way line, thence run S 84°10'10" E, a distance of 62.42 feet, to a point of intersection between the east right-of-way line of said 4th Street Southwest, and the south right-of-way line of said 4th Avenue Southwest; thence run along the south right-of-way line of said 4th Avenue Southwest, the following three (3) courses: thence run S 89°13'42" E, a distance of 185.16 feet; thence run N 83°45'41" E, a distance of 40.23 feet; thence run S 89°06'03" E, a distance of 471.85 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of 2nd Street Southwest; leaving said south right-of-way line, thence run S 89°06'03" E, a distance of 44.04 feet, to a point on the east right-of-way line of said 2nd Street Southwest; thence run N 01°18'35" E, along the east right-of-way line of said 2nd Street Southwest, a distance of 14.78 feet; leaving said east right-of-way line, thence run S 89°05'01" E, a distance of 583.99 feet, to a point on the west right-of-way line of Seminole Boulevard [State Road 595]; thence run S 89°05'01" E, a distance of 105.07 feet, to a point on the east right-of-way line of said Seminole Boulevard; thence run S 01°29'16" W, along the east right-of-way line of said Seminole Boulevard, a distance of 329.60 feet; leaving said east right-of-way line, thence run S 89°05'03" E, a distance of 703.21 feet, to a point on the approximate westerly right-of-way line of Seaboard Coastline Railroad; thence run S 89°05'03" E, a distance of 61.56 feet, to a point on the approximate easterly right-of-way line of said Seaboard Coastline Railroad; thence run N 34°27'36" W, along the approximate easterly right-of-way line of said Seaboard Coastline Railroad, a distance of 223.13 feet; leaving said easterly right-of-way line, thence run S 89°05'08" E, a distance of 243.58 feet, to a point on the west right-of-way line of Central Park Drive; thence run S 89°05'08" E, a distance of 60.00 feet, to a point on the east right-of-way line of said Central Park Drive, the same also being the westerly property line of Lot 4, of "LARGO CENTRAL PARK", according to the map or plat thereof as recorded in Plat Book 115, Pages 3-4, of the Public Records of Pinellas County, Florida; thence run S 01°09'52" W, along the east right-of-way line of said Central Park Drive, the same also being the westerly property line of said Lot 4, a distance of 80.34 feet, to the southwest corner of said Lot 4, and the Point Of Beginning.

Containing 19,153,472.00 square feet, or 439.7032 acres, more or less.

### **G. Basis of Bearings:**

All bearings are based upon the Pinellas County Coordinate Grid System, and are derived from maps supplied by the Pinellas County Property Appraiser's Office.

### **H. Redevelopment District Area:**

19,153,472.00 square feet

439.7032 acres (includes public right-of-way)

0.6870 square miles

### **I. Redevelopment District Perimeter: (i.e., exterior boundary)**

28,685.09 linear feet

5.4328 linear miles

### **J. Parcel Identification Number(s):**

Not Listed



# **APPENDIX B: OPTIONAL DESIGN STANDARDS**

Density, intensity, and height bonuses may be granted by the City Commission through the provision of optional design standards as part of a Development Agreement (as described under the heading “Available Bonuses” in each Character District). The developer or property owner shall bear the burden of demonstrating that the specific character, design and investment commitment is a significant overall public benefit. The City Commission retains the decision making power to determine whether the specific public benefit represented by the proposed design standards are commensurate with the bonus requested. The following are provided as examples and are related to the three main community objectives of the West Bay Drive Community Redevelopment (WBD-CRD) Plan (as stated in Part 1.5 Community Outreach); other design standards may be considered if they are deemed by the City Commission to provide a sufficient public benefit meeting the intent of the WBD-CRD Plan.

## **Objective 1.1 Viable and Vibrant Downtown**

- Provision of a buffer and/or setback to an adjacent lower density residential neighborhood that exceeds the standards in the Plan;
- A prominently located public gathering area such as outdoor seating area, courtyard, or plaza, accessible and visible from the public right of way and open to the public;
- Dedication to the City of property for recreation and parks facilities as reflected in the City of Largo Recreation and Parks Master Plan;
- Provision of public art equal to at least 1% of the construction cost of the project.
- Other public amenities subject to a Development Agreement with the City of Largo City Commission.

## **Objective 1.2 Sustainable Downtown**

- Preservation of existing mature trees on a redevelopment site;
- Construction of stormwater detention facilities which meet the stormwater detention requirements for one or more sites in addition to the subject site;
- Use of alternative surfaces (such as vegetated roofs, pervious pavement or grid pavers) to reduce impervious area and promote stormwater infiltration;
- Certification through the LEED (Leadership in Energy and Environmental Design) program at least at the silver level;
- Installation of on site renewable energy systems (such as solar photovoltaic technology) to offset building energy costs.
- Other public amenities subject to a Development Agreement with the City of Largo City Commission.

### **Objective 1.3 Energetic Downtown**


- Creation of a public waiting area with pedestrian protection and appropriate street furniture at transit stops;
- Implementation of a commuter choice program as described in the Parking Sections of each Character District;
- Construction and dedication of a mid-block pedestrian walkway;
- Contribution to the construction of a public transit transfer station;
- Contribution to the construction of an off site public parking garage;
- Other public amenities subject to a Development Agreement with the City of Largo City Commission.

# APPENDIX C: ORDINANCES

The following is a list of actions, which have contributed to the West Bay Drive Redevelopment Plan.

**Table C-36: West Bay Drive Redevelopment Plan Actions**

YEAR PASSED	BRIEF DESCRIPTION OF ACTION
1990	City of Largo <b>Resolution 1399</b> declared the Town Center's Redevelopment Area as blighted.
1991	Pinellas County Board of County Commissioners <b>Resolution 91-83</b> delegated redevelopment authority to City of Largo City Commission.
1991	City of Largo <b>Ordinance 91-29</b> amended the Comprehensive Development Code to recognize the duties and powers of the Community Redevelopment Agency.
1997	City of Largo <b>Resolution 1639</b> established the Largo City Commission as the Community Redevelopment Agency.
1997	City of Largo <b>Ordinance 97-34</b> adopted the <i>West Bay Drive Community Redevelopment Plan</i> .
1997	Pinellas County Board of County Commissioners <b>Resolution 97-315</b> approved the <i>West Bay Drive Community Redevelopment Plan</i> .
1998	City of Largo <b>Resolution 1651</b> authorized further action as necessary to condemn the real property required to implement the <i>West Bay Drive Community Redevelopment Plan</i> .
1998	City of Largo <b>Resolution 1646</b> accepted agreement with Florida Department of Transportation for improvements to West Bay Drive.
2000	City of Largo <b>Ordinance 2000-99</b> established a Redevelopment Trust Fund for a 30 year term.
2000	Pinellas County Board of County Commissioners <b>Ordinance 00-70</b> approved the creation of the redevelopment trust fund.
2002	City of Largo <b>Resolution 1778</b> found that a blighted area exists in an area east of the West Bay Drive Community Redevelopment District including properties located on the north side of East Bay Drive east to Highland Avenue.
2002	Pinellas County Board of County Commissioners <b>Resolution 02-289</b> delegated redevelopment authority to the City of Largo City Commission for the West Bay Drive Community Redevelopment District expansion area located on the north side of East Bay Drive east of Highland.

- 2003 City of Largo **Ordinance 2003-53** added an affordable housing density bonus of up to 20% to the Comprehensive Development Code Section 9200 West Bay Drive Community Redevelopment District.
- 2003 City of Largo **Ordinance 2003-61** amended the Comprehensive Development Code to include Section 9200 West Bay Drive Community Redevelopment District.
- 2007 City of Largo **Ordinance 2007-65** amended permitted uses and development standards in the West Bay Drive Community Redevelopment District Sections 9200 and 9202 of the Comprehensive Development Code.
- 

# **APPENDIX D: TRANSPORTATION IMPACT ANALYSIS**

# **West Bay Drive Community Redevelopment District**

## **Revisions to the 1997 Redevelopment Plan Transportation Impact Analysis**

Prepared for:



**City of Largo**

Prepared by:



**Cardno TBE**

380 Park Place Boulevard, Suite 300  
Clearwater, FL 33759

July 2009



## **WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PROPOSED REVISIONS TO THE 1997 PLAN**

### **INTRODUCTION**

The West Bay Drive area is the City of Largo's traditional urban core. The Pinellas Board of County Commissioners delegated redevelopment authority to the City of Largo City Commission (Resolution 91-83) in 1991 and the area became a Community Redevelopment District. In 1997 the Board of County Commissioners approved the West Bay Drive Community Redevelopment Plan (Resolution 97-315) and the plan implementation period was ten years. The location of the West Bay Drive Community is shown in Figure 1.

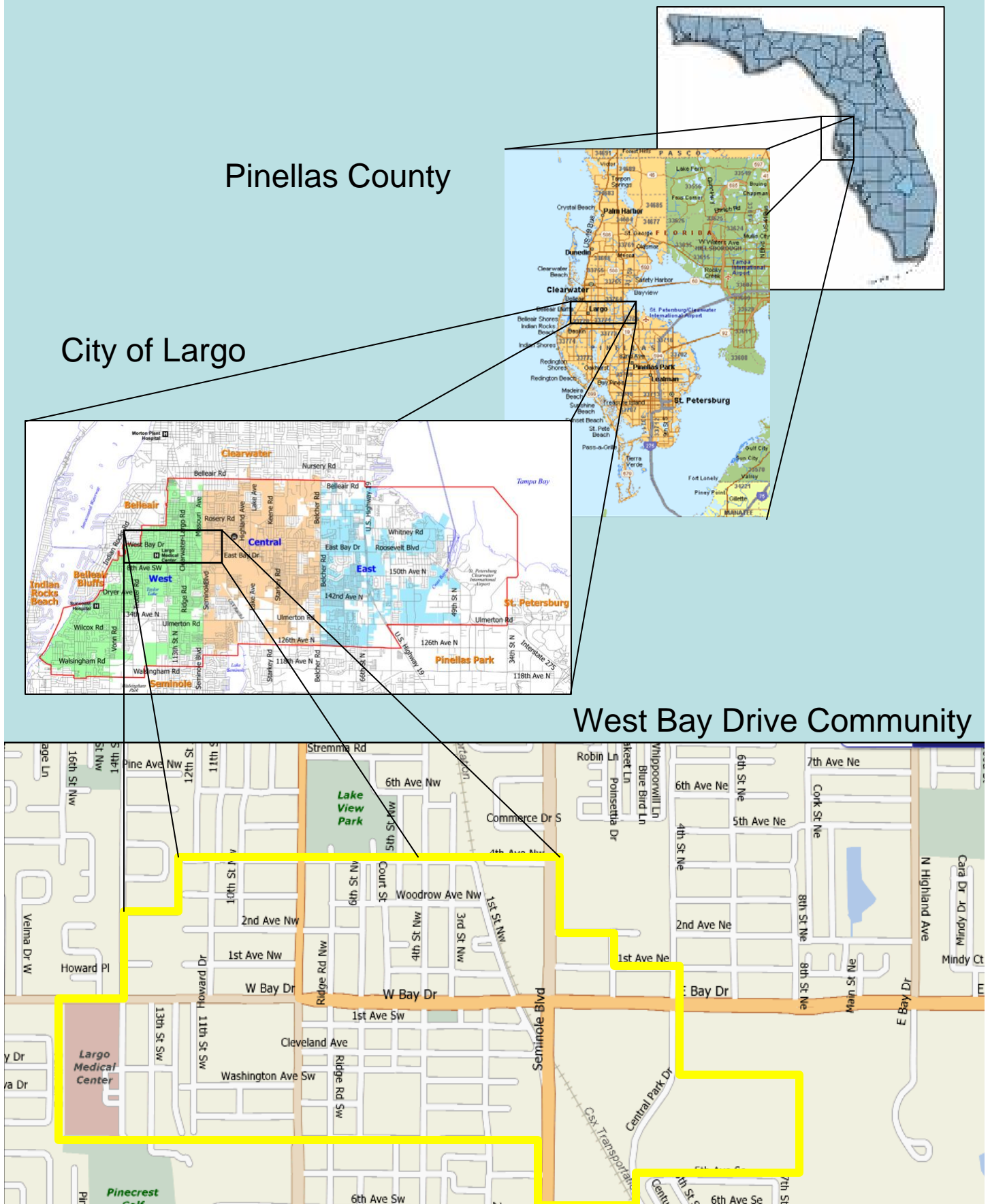
The City of Largo is proposing revisions to the currently adopted plan, (1997) West Bay Drive Community Redevelopment District Plan to include an increase in densities, land use intensities and traffic generation rates and introducing four new character districts. In addition, the district boundaries are proposed to be extended as part of this revision. The purpose of these revisions is to further the City's objective of creating a vibrant downtown with a mix of land uses and intensities/densities to support a sustainable live, work, shop and play environment. The existing (1997) and proposed (2009) redevelopment plans are provided in Appendix A.

As required by the Countywide Plan Rules, substantive changes to an approved special area plan shall be reviewed according to the provisions of Article 5 to the Countywide Plan Rules. Review of the proposed changes and impact on the adopted roadway level of service standards is required to evaluate the potential traffic impacts of the proposed West Bay Drive Community Redevelopment District Plan.

The City of Largo retained TBE Group to conduct a Transportation Impact Analysis (TIA) to evaluate the potential transportation impacts of the proposed changes to the West Bay Drive Redevelopment District to the surrounding roadway network. An initial methodology meeting was held with City staff, Pinellas Planning Council (PPC) staff and TBE staff on December 6, 2007 to discuss the methodology to be utilized for the TIA. Subsequent to the meeting, additional discussions and an additional meeting with the PPC was held on May 8, 2008. Based upon the discussions and meetings, the following methodology and analysis criteria were established:

- The study area would consist of West Bay Drive from 14<sup>th</sup> Street NW to Seminole Boulevard, East Bay Drive from Seminole Boulevard to 4<sup>th</sup> Street NE, Clearwater-Largo Road from 4<sup>th</sup> Street SW to 4<sup>th</sup> Street NW and Seminole Boulevard/Missouri Avenue from 4<sup>th</sup> Ave SW to 4<sup>th</sup> Ave NW
- The analysis would be based on Average Annual Daily Traffic (AADT) volumes
- Trip Generation analysis will be based upon two methodologies:
  - PPC Methodology - based upon rates in the Trip Generation Matrix found in *The Countywide Plan Rules*
  - Pinellas MPO Methodology – based upon rates in *Section 150, Impact Fees*, Pinellas County Land Development Code

Figure 1: Site Location Map



- Project trip distribution based upon the FSUTMS model
- An intersection analysis of East Bay Drive & Missouri Avenue will be conducted
- Existing and 2025 future roadway capacity analysis (with additional West Bay Drive Community Redevelopment trips) will be conducted.

## **EXISTING CONDITIONS**

The existing conditions on the study roadways were reviewed. The existing traffic volumes and level of service were obtained from the latest Pinellas MPO LOS report (Year 2008 LOS). In addition, features such as laneage, roadway classification and multimodal attributes were reviewed. The existing conditions are summarized below:

West Bay Drive from 20<sup>th</sup> Street to Clearwater-Largo Road is a four lane divided, east-west arterial and is a County roadway. There are existing sidewalks along the north and south sides of West Bay Drive. The Average Annual Daily Traffic (AADT) is 24,643 vehicles per day. This segment of West Bay Drive currently operates at a level of service (LOS) C.

West Bay Drive from Clearwater-Largo Road to Seminole Boulevard is a four lane divided, east-west arterial and is a City roadway. There are existing sidewalks along the north and south sides of West Bay Drive. The Average Annual Daily Traffic (AADT) is 40,500 vehicles per day. This segment of West Bay Drive currently operates at a level of service (LOS) F.

East Bay Drive from Seminole Boulevard to Highland Avenue is a six lane divided, east-west arterial and is a State roadway. There are existing sidewalks along the north and south sides of East Bay Drive. The Average Annual Daily Traffic (AADT) is 51,951 vehicles per day. This segment of East Bay Drive currently operates at a level of service (LOS) F.

Clearwater-Largo Road from 4<sup>th</sup> Ave. SW to West Bay Drive is a six lane divided, north-south arterial and is a City roadway. There are existing sidewalks along the east and west sides of Clearwater-Largo Road. The Average Annual Daily Traffic (AADT) is 24,600 vehicles per day. This segment of Clearwater-Largo Road currently operates at a level of service (LOS) C.

Clearwater-Largo Road from West Bay Drive to 4<sup>th</sup> Ave. NW is a four lane divided, north-south arterial and is a City roadway. There are existing sidewalks along the east and west sides of Clearwater-Largo Road. The Average Annual Daily Traffic (AADT) is 24,600 vehicles per day. This segment of Clearwater-Largo Road currently operates at a level of service (LOS) C.

Missouri Ave/Alt US Hwy 19 from 4<sup>th</sup> Ave. NW to West Bay Drive is a six lane divided, north-south arterial and is a State roadway. There are existing sidewalks along the east and west sides of Missouri Avenue. The Average Annual Daily Traffic (AADT) is 37,615 vehicles per day. This segment of Missouri Ave/Alt US Hwy 19 currently operates at a level of service (LOS) C.

Seminole Boulevard from West Bay Drive to 4<sup>th</sup> Ave. SW is a six lane divided, north-south arterial and is a State roadway. There are existing sidewalks along the east and west sides of Seminole Boulevard. The Average Annual Daily Traffic (AADT) is 38,500 vehicles per day. This segment of Seminole Boulevard currently operates at a level of service (LOS) B.

Based upon the Pinellas County level of service standards, the LOS standards for the study roadways is LOS D. Therefore, based upon the existing data all study roadways currently operate at an acceptable level of service, except for the segments of West Bay Drive from Clearwater-Largo Road to Seminole Boulevard and East Bay Drive from Seminole Boulevard to Highland Avenue, which currently operates at a LOS F. Therefore, in existing conditions, this segment of West Bay Drive/East Bay Drive is operating below the adopted level of service standard without the additional West Bay Drive Redevelopment District trips.

## TRIP GENERATION

A trip generation analysis was conducted for the existing (1997) plan and the proposed (2009) redevelopment plan to determine the additional trips expected to be added to the surrounding roadway network with the proposed plan revisions. The revised plan introduces four new character districts to the West Bay Drive Community Redevelopment District. The four new character districts consist of Mixed Use Corridor (MUC), Medical Arts (MA), City Home (CH) and Neighborhood Residential (NR).

The trip generation was determined based upon two methodologies that were discussed with the PPC and the Pinellas County MPO. The PPC methodology applied the trip generation rates provided in Table 1: Summary Category Matrix from *The Countywide Plan Rules*. The Pinellas County MPO methodology applied the rates on Schedule A and B from *Section 150, Impact Fees* from the *Pinellas County Land Development Code*. The trip generation was determined for the existing 1997 plan and for the proposed 2009 redevelopment plan.

The trip generation analysis based upon the PPC methodology is provided in Appendix B. In this trip generation analysis all of the character districts from the proposed plan utilized the corresponding land use categories from the Category Matrix, except for the Mixed Use Corridor (non-residential portion). A hybrid trip generation rate was developed to account for the increased intensity (FAR 2.0). The hybrid rate was developed based upon a similar land use designation found in the St. Petersburg Vision 2020 Special Area Plan; PR-C which allows for 1.24 FAR. The PR-C use had a trip generation rate of 465 ADT/Acre. To develop the trip generation rate for the MUC (non-residential portion) the trip generation rate was multiplied by a proportional factor of 1.6 to achieve an FAR close to 2.0. The trip generation used for the non-residential portion of the Mixed Use Corridor character district was 750 trips/acre.

In addition an internal capture and multimodal reduction was applied to the Mixed Use Corridor character district. The internal capture rate applied was 10% or 15% based upon the Land Use Plan Internal Capture Factors from the *Traffic Characteristics for the Countywide Future Land Use Plan* document. The 10% or 15% internal capture reduction was applied to the residential and non-residential portion of the MUC character district. In addition a reduction of 12% was applied to the residential and non residential portion of the MUC to account for the trips that will be reduced by facilitating a pedestrian oriented development. Pedestrian activity is expected to increase with the higher density and intensity in the MUC complemented by pedestrian amenities such as sidewalks to be provided within the West Bay Drive Community Redevelopment District to encourage pedestrian activity. The internal capture and multimodal

reduction adjustments are shown in Table 1 in Appendix B.

Once the trip generation for the existing and proposed plan was calculated, the difference between the two plans resulted in the additional trips anticipated to be generated by the increased intensities/densities. Based upon Table 1, approximately 265 additional trips are expected to be generated due to the plan revisions. The trip generation is detailed on Table 1 in Appendix B. The trip generation analysis based upon the Pinellas County MPO methodology is provided in Appendix C. This methodology utilizes the rates found in *Section 150, Impact Fees from the Pinellas county Land Development Code*. In order to determine the existing plan trip generation, Schedule A: General Fee Schedule was used. In order to determine the proposed plan trip generation, Schedule B: Downtown Redevelopment Fee Schedule was used. The difference between Schedule A and Schedule B is that the percent new trips factor in Schedule B is modified to be more reflective of a downtown area incorporating internal capture. Based upon Table 2, no additional trips are expected to be generated due to the plan revisions. The trips from the proposed plan is anticipated to be less than the trips from the existing plan, which is due to the increased internal trips created by the new character districts. The trip generation is detailed on Table 2 in Appendix C.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

The project trip distribution was determined using the Florida Standard Urban Transportation Model Structure (FSUTMS) and the Tampa Bay Regional Planning Model (TBRPM) 2025 model. The model was initially reviewed near the project and no network changes were made to the existing traffic analysis zone (TAZ) structure and the connections were preserved. The modifications that were made to the model were made to the zdata1 and zdata2 files to reflect the proposed redevelopment plan. The socioeconomic data was modified to include the additional land use intensity/densities. The zdata 1 and zdata 2 files were modified for West Bay Drive Community Redevelopment District TAZs, which are comprised of TAZ 1266, 1268, 1269, 1280, 1281 and 1282. A detailed summary of the modifications to the socioeconomic data and the values entered into the FSUTMS model is provided in Table 3 in Appendix D. A select zone analysis was run for each TAZ to trace the trips generated by the project. The FSUTMS plots are provided in Appendix D. The additional trips determined from the PPC methodology (265 trips) were assigned to the roadway network using the distribution percentages from the model. Since no additional trips are expected using the Pinellas MPO trip generation methodology, a project trip assignment was not performed for the Pinellas MPO methodology. The distribution percentages and the resulting trips are shown in Table 4 in Appendix E.

## **ROADWAY IMPROVEMENTS**

A review of the FDOT 5 Year Work Program and Pinellas MPO Transportation Improvement Program 2007/2008 – 2011/2012 indicated there was no capacity improvements that are construction funded in the next three years on any of the study roadway segments. Therefore existing lane geometry was used in the analysis.

## **FUTURE TRAFFIC CONDITIONS**

A generalized level of service analysis was conducted to evaluate the 2025 roadway conditions on the study roadways. Since no additional trips are anticipated using the Pinellas MPO methodology trip generation analysis, a future roadway capacity analysis was not performed for the Pinellas MPO method. Therefore, a roadway capacity analysis was only performed for the PPC methodology. The West Bay Development Redevelopment trips from the PPC methodology were added to the Forecasted 2025 Volumes to determine the 2025 Total Volume (with project). The forecasted 2025 volumes were based upon the volumes found in the Pinellas County MPO Year 2025 AADT Traffic Forecast Tables.

As summarized in Table 5 in Appendix E, all of the study roadways are expected to operate at an acceptable level of service, except for the roadway segments of West Bay Drive from 20<sup>th</sup> St NW to Seminole Boulevard and East Bay Drive from Seminole Boulevard to Highland Avenue. The future 2025 level of service is expected to be LOS F on the above mentioned segments even without the addition of the West Bay Drive Redevelopment District trips. The additional West Bay Drive Redevelopment District trips only account for less than 1% of the adopted level of service capacity on these deficient segments of West Bay Drive and East Bay Drive. In Year 2025, it is expected that these roadway segments will continue to operate below the level of service standard with the additional West Bay Drive Redevelopment District trips.

## **INTERSECTION ANALYSIS**

An intersection analysis was performed for the signalized intersection of East Bay Drive & Missouri Avenue. The count was obtained from the Florida Department of Transportation (FDOT) and was collected on February 6, 2008 from 7:00 a.m. to 10:00 a.m, 11:00 am to 1:00 p.m. and 3:00 p.m. to 6:00 p.m. An intersection analysis was performed for the PM peak hour. The PM peak hour occurred from 4:00 pm to 5:00 pm with a peak hour factor (PHF) of 0.955. The intersection analysis was conducted using Synchro software and the Highway Capacity Manual methodology. The turning volumes were taken from the intersection count. The through volumes for the intersection were developed based upon the AADT from the FDOT Florida Traffic Information (FTI) CD and applying the K and D factors as indicated for each roadway. Based upon the analysis, the intersection is operating below the adopted level of service. The HCS printout from the analysis is provided in Appendix F.

## **MULTIMODAL TRANSPORTATION DISTRICT**

The West Bay Drive Community Redevelopment District would be a good candidate for a multimodal transportation district. The revisions to the West Bay Drive Community Redevelopment District Plan would provide the land use mix and the appropriate intensities and densities of development to support alternative modes of transportation such as transit, pedestrians and bicyclists. There currently exists an interconnected street network of local roads connecting to the major arterials in the area : West Bay Drive/East Bay Drive, Clearwater-Largo Road, Seminole Boulevard/Missouri Avenue. Within the project boundaries several PSTA bus routes travel along West Bay Drive, Seminole Boulevard and Clearwater-Largo Road (Route 66, 98, 52 and 18) to facilitate transit patrons. The PSTA ridership has increased annually, with

Route 18 and Route 52 being the most popular routes, both within the West Bay Drive Community Redevelopment District. Within the West Bay Drive Community Redevelopment District, convenient connections to transit are provided. A map of the existing fixed route bus system is provided in Appendix G. Additionally, sidewalks are provided along the major roadways and along many of the local roads that would encourage a walkable community. Along sections of West Bay Drive, wider sidewalks are provided, especially near the commercial area that can accommodate larger masses of pedestrian activity. Additional improvements may be added at the major intersections, such as enhanced crosswalks and pedestrian countdown signal heads to improve the safety at the intersections for pedestrians.

## CONCLUSION

Based upon the transportation impact analysis, applying both the PPC and Pinellas County MPO methodology, the study roadway segments of Clearwater-Largo Road and Missouri Avenue/Seminole Boulevard within the West Bay Drive Community Redevelopment District are expected to operate at acceptable levels of service in 2025 with the addition of the increased development.

The 2025 future LOS is anticipated to be as follows:

- Clearwater-Largo Road from 4<sup>th</sup> Ave. SW to West Bay Drive is anticipated to operate at LOS C.
- Clearwater-Largo Road from West Bay Drive to 4<sup>th</sup> Ave. NW is anticipated to operate at LOS D.
- Missouri Ave/Alt. US Hwy 19 from 4<sup>th</sup> Ave SW to West Bay Drive is anticipated to operate at LOS D.
- Seminole Boulevard from West Bay Drive to 4<sup>th</sup> Ave. NW is anticipated to operate at LOS D.
- East Bay Drive from Seminole Boulevard to Highland Avenue is anticipated to operate at LOS F.
- West Bay Drive from 20<sup>th</sup> Street NW to Seminole Boulevard is anticipated to operate at LOS F.

The results are detailed in Table 5 in Appendix E.

The study roadway segments of West Bay Drive from 20<sup>th</sup> St NW to Seminole Boulevard and East Bay Drive from Seminole Boulevard to Highland Avenue are anticipated to operate at an unacceptable level of service. However, with access to transit and an interconnected sidewalk network that is being provided, these features will promote the use of alternative modes of travel, thereby reducing the vehicles trips traveling along West Bay Drive/East Bay Drive.

A multimodal transportation district is an area where primary priority is placed on “assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit”. Communities must incorporate community design features that reduce vehicular usage

while supporting an integrated multimodal transportation system. Common elements include the pressure of mixed-use activity centers, connectivity of streets and land uses, transit-friendly design features, and accessibility to alternative modes of transportation.

A multimodal transportation district would be a viable mechanism to reduce vehicle trips and create opportunities for alternative modes of travel.

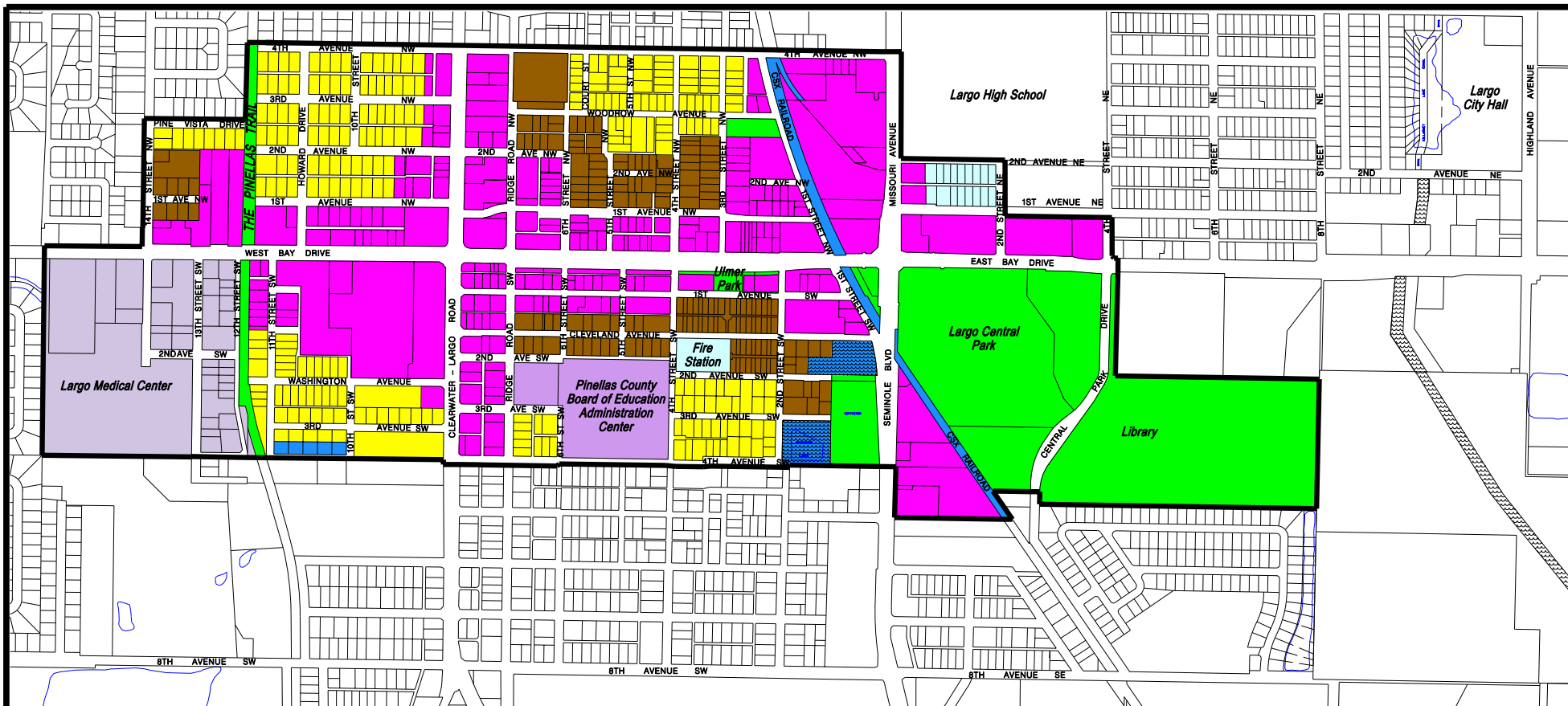


## **Appendix A**

### **West Bay Drive Community Redevelopment Plan**

- **1997 Plan (current)**
- **2009 Proposed Plan**





#### CHARACTER DISTRICTS

- Mixed Use Corridor
- Medical Arts
- City Home
- Neighborhood Residential

#### OTHER LAND USE DESIGNATIONS NOT RELATED TO DISTRICTS

- Recreation/Open Space (R/O/S)
- Transportation /Utility (TU)
- Institutional
- Residential/Office General
- Water/Drainage Feature

West Bay Drive  
Community Redevelopment  
District Boundary

MAP 2.2

## PROPOSED WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN CHARACTER DISTRICTS AND OTHER LAND USES

DATE: June, 2009

This map was prepared by the City of Largo  
Community Development Department.



Scale: 1" = 1000'

Base Range					Mid Range*				High Range				
	Acreage	Density		Intensity		Density		Intensity		Density		Intensity	
		du/A	Total du	FAR	SF	du/A	Total du	FAR	SF	du/A	Total du	FAR	SF
Mixed-Use Corridor (60% residential)	63.20	15	948			40	2,528			50	3,160		
Mixed-Use Corridor (40% non-residential)	42.20			1	1,838,232			2	3,676,464			3	5,514,696
Medical Arts (60% residential)	20.00	15	300			20	400			30	600		
Medical Arts (40% non-residential)	14.00			1	609,840			1.50	914,760			2	1,219,680
City Home	28.00	15	420			20	560			30	840		
Neighborhood Residential	49.00	7.50	368			7.50	368			7.50	368		
Recreation/Open Space	74.00			0.25	805,860			0.25	805,860			0.25	805,860
Transportation/Utility	9.00			0.70	274,428			0.70	274,428			0.70	274,428
Institutional	4.00			0.75	130,680			0.75	130,680			0.75	130,680
Residential/Office General	12.00	15	180	0.50	261,360	15	180	0.50	261,360	15	180	0.50	261,360
Total	315.4	2,216		3,920,400		4,036		6,063,552		5,148		8,206,704	

Land Use	Acreage	2009 Taxable Value
Existing Land Use		
Vacant	9.80	\$45,083,378.00
Single Family Residential	66.50	\$98,436,751.00
Mobile Home	4.40	\$114,800.00
Duplex	13.40	\$18,946,350.00
Multi-Family Residential	14.90	\$35,892,028.00
Recreation/Open Space	47.20	\$420,533.00
Institutional	75.40	\$1,422,432.00
Commercial	72.20	\$1,283,760.00
Industrial	11.60	\$1,215,694.00
<b>Total</b>	<b>315.40</b>	<b>\$202,815,726</b>

**Appendix B**  
**Trip Generation Analysis**  
**- (PPC Methodology)**

**Table 1**  
**Trip Generation Analysis**  
**City of Largo**  
**West Bay Drive Community Redevelopment District**  
**(PPC Methodology)**

Trip Generation												
Use	Acreage	Density		Intensity		Corresponding LU Category	D.U./Acre Max	FAR	Trip Generation Rate (ADT/Acre)	Total Trips	Internal Capture/ POD Reduction	Adjusted Total Trips
		du/A	Max du	FAR	SF							
<u>2009 Plan (Redevelopment Plan)</u>												
MUC (60% residential)	63.2	40	2,528			RVH		0.6	301	19,023	4,185	14,838
MUC (40% non residential)	42.2			2	3,676,464	HYBRID*			750	31,650	8,545	23,105
MA (40% residential)	20	20	400			RH	30	0.6	183	3,660		3,660
MA (60% non residential)	14			1.5	914,760	CL	18	0.45	364	5,096		5,096
City Home	28	20	560	0		RM	15	0.5	96	2,688		2,688
Neighborhood Residential	49	7.5	368	0		RU	7.5	0.4	70	3,430		3,430
Open Space/Recreational	74	0		0.25	805,860	R/OS		0.25	4	296		296
Transportation/Utility	9	0		0.7	274,428	TU		0.7	18	162		162
Institutional	4			0.75	130,680	I	12.5	0.65	167	668		668
Residential/Office General	12	15	180	0.5	261,360	R/OG	15	0.5	170	2,040		2,040
<b>Total</b>	<b>315.4</b>		<b>4,036</b>		<b>6,063,552</b>					<b>68,713</b>		<b>55,983</b>
<u>1997 Plan (Existing)</u>												
R/O/R - Core (60% residential)	22	15	330			R/O/R	18		336	7,392		7,392
R/O/R - Core (40% non residential)	15			1.5	980,100	R/O/R	18		336	5,040		5,040
R/O/R (60% residential)	22	15	330			R/O/R	18		336	7,392		7,392
R/O/R (40% non residential)	15			0.55	359,370	R/O/R	18		336	5,040		5,040
R/O/G (60% residential)	8	15	120			R/OG	15		170	1,360		1,360
R/O/G (40% non residential)	5.5			0.5	119,790	R/OG	15		170	935		935
CR-E (60% residential)	17.5	24	420			CR	24		546	9,555		9,555
CR-E (40% non residential)	11.7			0.55	280,309	CR	24		546	6,388		6,388
MA (60% residential)	18.5	12.5	231			I	12.5		167	3,090		3,090
MA (40% non residential)	12.3			0.75	401,841	I	12.5		167	2,054		2,054
TR (60% residential)	3.5	15	53			R/OS			119	417		417
TR (40% non residential)	2.3			0.5	50,094	R/OS			119	274		274
Residential Low	38	5	190	0		RL	5		51	1,938		1,938
Residential Urban	43	7.5	323	0		RU	7.5		70	3,010		3,010
Residential Medium	15	15	225	0		RM	15		96	1,440		1,440
Open Space/Recreational	76	0		0		R/OS			4	304		304
Transportation/Utility	5	0		0		TU			18	90		90
<b>Total</b>	<b>330.3</b>		<b>2,222</b>		<b>2,191,504</b>					<b>55,718</b>		<b>55,718</b>
<b>Additional Trips Generated by Proposed West Bay Redevelopment Plan =</b>												<b><u>265</u></b>

\* HYBRID calculated as 465 ADT/Acre x 2. The 465 trips was based upon the Proposed PR-C land use designation from the St. Petersburg Vision 2020 Special Area Plan (February 1, 2007) which allows for 1.25 FAR. Therefore for the MUC district, the 465 trips is multiplied by 1.6 in order to reach an FAR close to 2.0 as proposed.

Table 1 (\*)

## SUMMARY PLAN CATEGORY MATRIX

CLASSIFICATION	CATEGORY/SYMBOL	D.U./ACRE MAX.	P.A.R. MAX./STD.	-I.S.R. MAX./STD.	TRAFFIC GENERATION RATE (ADT/AC.)
RESIDENTIAL:	Residential Rural (RR)	.5	.30/.18	.60/.45	10
	Residential Estate (RE)	1.0	.30/.18	.60/.45	14
	Residential Suburban (RS)	2.5	.30/.18	.60/.45	28
	Residential Low (RL)	5.0	.40/.24	.65/.50	51
	Residential Urban (RU)	7.5	.40/.24	.65/.50	70
	Residential Low Medium (RLM)	10.0	.50/.30	.75/.56	63
	Residential Medium (RM)	15.0	.50/.30	.75/.56	96
	Residential High (RH)	30.0	.60/.36	.85/.65	183
	Residential Very High (RVEH)		.60/.36	.85/.65	301
MIXED USE:	Residential/Office Limited (ROL)	7.5	.40/.24	.75/.56	119
	Residential/Office General (ROG)	15.0	.50/.30	.75/.56	170
	Residential/Office/Retail (RO/R)	18.0	.40/.24	.85/.65	336
	Resort Facilities Overlay (RFO)				
	Resort Facilities Medium (RFM)	18.0	.65/.39	.85/.65	167
COMMERCIAL:	Resort Facilities High (RFH)	30.0	1.2/.72	.95/.72	310
	Commercial Neighborhood (CN)				
	Commercial Limited (CL)	10.0	.40/.24	.80/.60	350
	Commercial Recreation (CR)	18.0	.45/.27	.85/.65	364
	Commercial General (CG)	24.0	.55/.33	.90/.68	546
INDUSTRIAL:	Industrial Limited (IL)	24.0	.55/.33	.90/.68	465
	Industrial General (IG)				
			.65/.39	.85/.65	170
			.75/.45	.95/.72	199
PUBLIC/SEMI-PUBLIC:	Preservation (P)				
	Recreation/Open Space (ROS)				
	Institutional (I)		.10/.05	.20/.10	0.3
	Transportation/Utility (T/U)	12.5	.25/.15	.60/.45	4
			.65/.39*	.85/.65	167
SPECIAL DESIGNATIONS:	Water/Drainage Feature		.70/.42	.90/.68	18
	Scenic/Non-Commercial Corridor				
	Activity Center/Primary (AC/P)				
	Activity Center/Secondary (AC/S)				
	Community Redevelopment District (CRD)				
	Central Business District (CBD)				

Not Applicable

See Otherwise Applicable Plan Category

See Otherwise Applicable Plan Category and Multiplier Factor

See Otherwise Applicable Plan Category and Multiplier Factor

Per Approved Plan

Per Approved Plan

\*Notes: See Bonus Provision, Section 2.3.3.7.3

Traffic Generation Characteristics are Average Daily Trips Per Acre



### Internal Capture

The use of an internal capture factor will be allowed for certain types of Plan categories based on the number of vehicle trips.

The following table, Land Use Plan Internal Capture Factors, identifies the internal capture factors that may be applied to Plan categories based on the increased number of daily trips due to an amendment to the Plan category shown.

LAND USE PLAN INTERNAL CAPTURE FACTORS		
Future Land Use Plan Category	Total Plan Amendment Daily Trips	Internal Capture Factor
Residential/Office/Retail (R/O/R)	<5,000	0%
	Between 5,000 and 20,000	10%
	>20,000	15%
Commercial Limited (COMMERCIAL LIMITED)	<5,000	0%
	Between 5,000 and 20,000	10%
	>20,000	15%
Commercial General (COMMERCIAL GENERAL)	<5,000	0%
	Between 5,000 and 20,000	10%
	>20,000	15%

infrastructure(i.e., streets, sidewalks, water, sewer, lighting, etc.) for the first 50 percent of all dwelling units shall be constructed either concurrent with the non-residential infrastructure or prior to the issuance of a building permit for any non-residential use, unless the residential use will be vertically integrated with the non-residential use, in which case this requirement is not applicable.

**B. Greenfield TND**

The net trips calculated as described in Section 5.08.06.A above may be reduced by an additional eight percent if the project qualifies as a Greenfield TND.

**C. Pedestrian-Oriented Development**

If a project qualifies as a Pedestrian-Oriented Development (POD), the net trips calculated as described in Section 5.08.06.A. may be reduced by the applicable amount shown in Table 5.08-4 below.

Table 5.08-4

POD Trip Reductions  
TABLE INSET:

	(A) % Residential Equivalent Development Units	(B) % Non-Residential Equivalent Development Units	(C) % Trips Reduced
a.	76--85%	15--24%	4%
b.	66--75%	25--34%	8%
c.	55--65%	35--44%	12%
d.	46--54%	45--54%	15%
e.	36--45%	55--64%	12%
f.	26--35%	65--74%	8%
g.	16--25%	75--85%	4%

Rules of Interpretation for Table 5.08-4: For purposes of computing the percentages established above, one dwelling unit or 800 square feet of non-residential space shall equal one Equivalent Development Unit. The computations shall include only the uses within the areas established in 5.08.04.B.1.b above.

**D. Transit-Oriented Development**

If a project qualifies as a Transit-Oriented Development (TOD), the net trips calculated as described in Section 5.08.06.A. may be reduced by the applicable amount shown in Table 5.08-5 below.

Table 5.08-5

TOD Trip Reductions  
TABLE INSET:

**Appendix C**  
**Trip Generation Analysis**  
**(Pinellas County MPO Methodology)**

**Table 2**  
**Trip Generation Analysis**  
**City of Largo**  
**West Bay Drive Community Redevelopment District**  
**(Pinellas County MPO Methodology)**

Trip Generation												
Use	Acreage	Density		Intensity		Corresponding LU Category	D.U./Acre Max	Source: Schedule B. Downtown Redevelopment Fee Schedule				
		du/A	Max du	FAR	SF			Land Use Type	Unit	Trip Gen. Rate (ADT/unit)	Percent New Trips	Total Trips
<u>2009 Plan (Redevelopment Plan) <sup>1</sup></u>												
MUC (60% residential)	63.2	40	2,528			R/O/R	18	Multi-family	du	6.6	0.74	12,347
MUC (40% non residential)	42.2			2	3,676,464	R/O/R	18	General Commercial	1000 sf	33.4	0.54	66,309
MA (40% residential)	20	20	400			R/OG	15	Multi-family	du	6.6	0.74	1,954
MA (60% non residential)	14			1.5	914,760	R/OG		General Office	1000 sf	8.2	0.74	5,551
City Home	28	20	560	0		RM	15	Multi-family	du	6.6	0.74	2,735
Neighborhood Residential	49	7.5	368	0		RU	7.5	Single-family	du	9.6	0.74	2,614
Open Space/Recreational	74	0		0.25	805,860	R/OS				4	1	296
Transportation/Utility	9	0		0.7	274,428	TU				18	18	162
Institutional	4			0.75	130,680	I		General Office	1000 sf	8.2	0.74	793
Residential/Office General	12	15	180	0.5	261,360	R/OG		General Office	1000 sf	8.2	0.74	1,586
<b>Total</b>	<b>315.4</b>		<b>4,036</b>		<b>6,063,552</b>							<b>91,967</b>
<u>1997 Plan (Existing) <sup>2</sup></u>												
								Source: Schedule A. General Fee Schedule Rates				
R/O/R - Core (60% residential)	22	15	330			R/O/R	18	Multi-family	du	6.6	1	2,178
R/O/R - Core (40% non residential)	15			1.5	980,100	R/O/R	18	General Commercial	1000 sf	37.7	0.81	29,929
R/O/R (60% residential)	22	15	330			R/O/R	18	Multi-family	du	6.6	1	2,178
R/O/R (40% non residential)	15			0.55	359,370	R/O/R	18	General Commercial	1000 sf	48.3	0.79	13,712
R/O/G (60% residential)	8	15	120			R/OG	15	Multi-family	du	6.6	1	792
R/O/G (40% non residential)	5.5			0.5	119,790	R/OG	15	General Office	1000 sf	13.7	0.92	1,510
CR-E (60% residential)	17.5	24	420			CR	24	Multi-family	du	6.6	1	2,772
CR-E (40% non residential)	11.7			0.55	280,309	CR	24	General Commercial	1000 sf	58.9	0.75	12,383
MA (60% residential)	18.5	12.5	231			I	12.5	Multi-family	du	6.6	1	1,525
MA (40% non residential)	12.3			0.75	401,841	I	12.5	Library	1000 sf	54	0.9	19,529
TR (60% residential)	3.5	15	53			R/OS		Multi-family	du	6.6	1	350
TR (40% non residential)	2.3			0.5	50,094	R/OS		Park	Acre	36.5	0.9	76
Residential Low	38	5	190	0		RL	5	Single Family	du	9.6	1	1,824
Residential Urban	43	7.5	323	0		RU	7.5	Single Family	du	9.6	1	3,101
Residential Medium	15	15	225	0		RM	15	Single Family	du	9.6	1	2,160
Open Space/Recreational	76	0		0		R/OS				4	4	304
Transportation/Utility	5	0		0		TU				18	18	90
<b>Total</b>	<b>330.3</b>		<b>2,222</b>		<b>2,191,504</b>							<b>94,413</b>
<b>Additional Trips Generated by Proposed West Bay Redevelopment Plan =</b>												<b>-2,445</b>

Notes:

1-Proposed Redevelopment Plan Trip Generation based upon Schedule B. Downtown Redevelopment Fee Schedule rates.

2-Existing Trip Generation based upon Schedule A. General Fee Schedule rates.

**Section 150, Impact Fees,  
Pinellas County  
Land Development Code**

**As Amended, July 10, 2007**

#### Sec. 150-39. Fee Required

(a) Any person who, seeks a certificate of occupancy for land development activity or seeks to change a use by applying for issuance of an occupational license, land use permit, or municipal equivalent thereof which will generate additional traffic shall be required to pay a transportation impact fee in the manner and amount set forth in this article.

(b) No certificate of occupancy, use permit or occupational license for any activity requiring payment of an impact fee pursuant to section 150-40 shall be issued unless and until the transportation impact fee hereby required has been paid.

(c) Any person who has submitted a site plan or building permit application in accordance with local land development codes prior to the effective date of this amendatory ordinance will be subject to the terms of the ordinance that was in effect at the time the site plan or building permit application was submitted.

#### Sec. 150-40. Computation of amount.

(a) The amount of the transportation impact fees imposed under this article will depend on a number of factors, including the type of land development activity, and several fixed elements, such as the average cost to construct one lane-mile of roadway (\$2,216,466) and the average capacity of one lane-mile of roadway (6,900 vehicles per day).

(b) The following formula shall be used by the county administrator, city manager or functional equivalent to determine the impact fee per unit of development:

$$\frac{TGR \times \%NT \times TL \times CST (RF)}{CAP \times 2}$$

WHERE:

TGR	=	Trip generation rate, as per fee schedule
%NT	=	Percent new trips
TL	=	Average trip length, varies by land use
CST	=	The cost to construct one-lane mile of roadway (\$2,216,466)
CAP	=	The capacity of one-lane mile of roadway (6,900 vehicles per lane, per day)
2	=	Allocation of one-half the impact to the origin and one-half to the destination
RF	=	Reduction factor (.268).

(c) At the option of the fee payer, the amount of the transportation impact fee may be determined by the following fee schedules (schedule A contains the impact fee rates for uses outside of designated downtown/redevelopment areas; schedule B contains rates for downtown/redevelopment areas):

- weekday/avg. rate



**Schedule A. General Fee Schedule**

<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>Residential:</i>					
Single-family	du	9.6	5.0	1.00	\$2,066
Multi-family	du	6.6	5.0	1.00	\$1,420
Condominium	du	5.9	5.0	1.00	\$1,270
Efficiency apt./hotel	room	5.0	3.3	0.59	\$419
Mobile home	du	5.0	5.0	1.00	\$1,076
Licensed ACLF	bed	2.8	2.8	.74	\$250
<i>General Office:</i>					
0-49,999 sq. ft.	1000 sf	16.3	5.1	0.92	\$3,292
50,000 – 149,999 sq. ft.	1000 sf	13.7	5.1	0.92	\$2,767
150,000 – 299,999 sq. ft.	1000 sf	11.5	5.1	0.92	\$2,323
300,000 – 599,999 sq. ft.	1000 sf	10.4	5.1	0.92	\$2,100
600,000 – 799,999 sq. ft.	1000 sf	8.4	5.1	0.92	\$1,697
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.92	\$1,656
<i>Research center:</i>					
Research center	1000 sf	6.1	5.1	0.92	\$1,232
<i>Industrial:</i>					
General industrial	1000 sf	7.0	5.1	0.92	\$1,414
Industrial park	1000 sf	7.0	5.1	0.92	\$1,414
Manufacturing	1000 sf	3.8	5.1	0.92	\$767
Warehousing	1000 sf	5.0	5.1	0.92	\$1,010
Mini-warehousing	1000 sf	2.5	3.1	0.92	\$307
<i>Medical:</i>					
Hospital	bed	11.8	6.4	0.77	\$2,503
Nursing home	bed	2.4	2.8	0.75	\$217
Clinic/Medical office	1000 sf	35.2	4.9	0.85	\$6,311
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
<i>Lodging:</i>					
Hotel	room	9.0	6.4	0.71	\$1,760
Motel (budget style)	room	5.6	6.4	0.59	\$910
Resort hotel	room	18.4	5.4	0.75	\$3,208

<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>Recreation:</i>					
General recreation	pkg sp	3.4	6.4	0.90	\$843
Marina	boat berth	3.0	7.0	0.90	\$814
Dry dock marina	boat slip	2.1	3.6	0.90	\$293
Racquet club	1000 sf	14	3.0	0.75	\$1,356
Golf course	pkg sp	5.9	7.1	0.90	\$1,623
Fitness center	1000 sf	27.0	4.0	0.84	\$3,905
<i>Retail:</i>					
Quality restaurant	1000 sf	96.8	2.5	0.82	\$8,542
Sit-down restaurant	1000 sf	177.4	1.9	0.79	\$11,462
Drive-in restaurant	1000 sf	622.0	1.7	0.54	\$24,578
Quality drive-in restaurant	1000 sf	279.7	1.7	0.75	\$15,350
Discount store (ind.)	1000 sf	49.2	1.8	0.61	\$2,325
Building materials store	1000 sf	45.2	1.7	0.61	\$2,018
Home Improvement	1000 sf	29.8	2.2	0.83	\$2,342
Superstore					
New and used car sales	1000 sf	33.4	2.4	0.79	\$2,726
Service station w/ conven. market <800 sf	pump	133.8	1.9	0.23	\$2,517
Car wash	1000 sf	151.2	1.6	0.67	\$6,977
Supermarket	1000 sf	120.7	1.7	0.53	\$4,681
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.85	\$11,108
Auto repair/detailing	1000 sf	28.4	2.2	0.83	\$2,232
Furniture store	1000 sf	5.1	2.4	0.79	\$351
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.61	\$1,701
Discount club store	1000 sf	41.8	4.0	0.89	\$6,405
Discount superstore	1000 sf	65.3	2.2	0.83	\$5,133
Video rental store (free standing)	1000 sf	13.6	2.3	0.85	\$1,144



<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>General commercial:</i>					
Under 100,000 sq. ft.	1000 sf gla	94.7	1.7	0.49	\$3,396
100,000 – 199,999 sq. ft.	1000 sf gla	74.3	1.8	0.63	\$3,627
200,000 – 299,999 sq. ft.	1000 sf gla	58.9	2.0	0.75	\$3,803
300,000 – 399,999 sq. ft.	1000 sf gla	48.3	2.3	0.79	\$3,778
400,000 – 499,999 sq. ft.	1000 sf gla	43.0	2.5	0.80	\$3,702
500,000 – 999,999 sq. ft.	1000 sf gla	37.7	3.0	0.81	\$3,943
Over 1,000,000 sq. ft.	1000 sf gla	33.4	3.6	0.81	\$4,192
<i>Services:</i>					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
<i>Institutional:</i>					
Church	1000 sf	9.1	3.9	0.90	\$1,375
Library	1000 sf	54.0	3.9	0.90	\$8,159
Day care center	1000 sf	79.0	2.0	0.74	\$5,033
Elementary school	student	1.3	4.3	0.80	\$192
High school	student	1.7	4.3	0.90	\$283
Junior/community college	student	1.2	7.3	0.90	\$339
University	student	2.4	7.3	0.90	\$679
Airport	flights	2.0	6.0	0.90	\$465
Park	acres	36.5	6.4	0.90	\$9,050

**Schedule B. Downtown Redevelopment Fee Schedule**

<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>Residential:</i>					
Single-family	du	9.6	5.0	0.74	\$1,529
Multi-family	du	6.6	5.0	0.74	\$972
Condominium	du	5.9	5.0	0.74	\$940
Efficiency apt./hotel	room	5.0	3.3	0.59	
Mobile home	du	5.0	5.0	0.74	\$796
Licensed ACLF	bed	2.8	2.8	0.74	\$250
<i>General Office:</i>					
0-49,999 sq. ft.	1000 sf	16.3	5.1	0.74	\$2,648
50,000 – 149,999 sq. ft.	1000 sf	13.7	5.1	0.74	\$2,226
150,000 – 299,999 sq. ft.	1000 sf	11.5	5.1	0.74	\$1,868
300,000 – 599,999 sq. ft.	1000 sf	10.4	5.1	0.74	\$1,689
600,000 – 799,999 sq. ft.	1000 sf	8.4	5.1	0.74	\$1,365
Over 800,000 sq. ft.	1000 sf	8.2	5.1	0.74	\$1,332
<i>Research center:</i>					
Research center	1000 sf	6.1	5.1	0.74	\$991
<i>Industrial:</i>					
General industrial	1000 sf	7.0	5.1	0.74	\$1,137
Industrial park	1000 sf	7.0	5.1	0.74	\$1,137
Manufacturing	1000 sf	3.8	5.1	0.74	\$617
Warehousing	1000 sf	5.0	5.1	0.74	\$812
Mini-warehousing	1000 sf	2.5	3.1	0.74	\$247
<i>Medical:</i>					
Hospital	bed	11.8	6.4	0.62	\$2,015
Nursing home	bed	2.4	2.8	0.60	\$174
Clinic/Medical office	1000 sf	35.2	4.9	0.70	\$5,197
Veterinary clinic	1000 sf	32.8	1.9	0.70	\$1,878
<i>Lodging:</i>					
Hotel	room	9.0	6.4	0.61	\$1,512
Motel (budget style)	room	5.6	4.0	0.61	\$588
Resort hotel	room	18.4	5.4	0.61	\$2,609

<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>Recreation:</i>					
General recreation	pkg sp	3.4	6.4	0.32	\$300
Marina	boat berth	3.0	7.0	0.32	\$289
Dry dock marina	boat slip	2.1	3.6	0.32	\$104
Racquet club	1000 sf	14	3.0	0.32	\$579
Fitness center	1000 sf	27.0	4.0	0.36	\$1,674
<i>Retail:</i>					
Quality restaurant	1000 sf	96.8	2.5	0.21	\$2,188
Sit-down restaurant	1000 sf	177.4	1.9	0.21	\$3,047
Drive-in restaurant	1000 sf	622.0	1.7	0.21	\$9,558
Quality drive-in restaurant	1000 sf	279.7	1.7	0.21	\$4,298
Discount store (ind.)	1000 sf	49.2	1.8	0.34	\$1,296
Building materials store	1000 sf	45.2	1.7	0.34	\$1,125
Home Improvement Superstore	1000 sf	29.8	2.2	0.34	\$959
New and used car sales	1000 sf	33.4	2.4	0.52	\$1,794
Service station w/ conven. market <800 sf	pump	133.8	1.9	0.23	\$2,517
Car wash	1000 sf	151.2	1.6	0.40	\$4,165
Supermarket	1000 sf	120.7	1.7	0.53	\$2,650
Convenience market (under 3,000 sf)	store	1762.9	1.5	0.25	\$28,456
Convenience market (3,000 sf or over)	1000 sf	887.1	1.5	0.25	\$14,319
Movie theater w/ matinee	screen	132.0	2.3	0.58	\$7,580
Auto repair/detailing	1000 sf	28.4	2.2	0.56	\$1,506
Furniture store	1000 sf	5.1	2.4	0.52	\$231
Retail nursery (garden ctr.)	1000 sf	36.0	1.8	0.34	\$948
Discount club store	1000 sf	41.8	4.0	0.30	\$2,159
Discount superstore	1000 sf	65.3	2.2	0.30	\$1,855
Video rental store (free standing)	1000 sf	13.6	2.3	0.32	\$431

<i>Land use type</i>	<i>Unit</i>	<i>Trip rate</i>	<i>Avg. trip length</i>	<i>Percent new trips</i>	<i>Fee per unit</i>
<i>General commercial:</i>					
Under 100,000 sq. ft.	1000 sf	94.7	1.7	0.30	\$2,079
100,000 – 199,999 sq. ft.	1000 sf	74.3	1.8	0.35	\$2,015
200,000 – 299,999 sq. ft.	1000 sf	58.9	2.0	0.47	\$2,383
300,000 – 399,999 sq. ft.	1000 sf	48.3	2.3	0.51	\$2,439
400,000 – 499,999 sq. ft.	1000 sf	43.0	2.5	0.53	\$2,452
500,000 – 999,999 sq. ft.	1000 sf	37.7	3.0	0.54	\$2,629
Over 1,000,000 sq. ft.	1000 sf	33.4	3.6	0.54	\$2,795
<i>Services:</i>					
Bank	1000 sf	144.0	1.6	0.30	\$2,975
<i>Institutional:</i>					
Church	1000 sf	9.1	3.9	0.35	\$535
Library	1000 sf	54.0	3.9	0.63	\$5,711
Day care center	1000 sf	79.0	2.0	0.47	\$3,196
Elementary school	student	1.3	4.3	0.53	\$128
High school	student	1.7	4.3	0.63	\$198
Junior/community college	student	1.2	7.3	0.63	\$238
University	student	2.4	7.3	0.63	\$475
Park	acres	36.5	6.4	0.63	\$6,335

The downtown area fee schedule applies to existing downtown areas geographically depicted in the attached maps including exhibit A, Impact Fee Districts; exhibit B, St. Petersburg Downtown Area District 11A, exhibit C, Safety Harbor Downtown Area District 5A, exhibit D, Pinellas Park Downtown Area District 10A, exhibit E, Clearwater Downtown Area District 6A; exhibit F, Dunedin Downtown Area District 4A; exhibit G, Largo Downtown Area District 7A; exhibit H, Oldsmar Downtown Area District 2A; and exhibit I, Old Palm Harbor District 3A. The 1990 MPO Pinellas County Transportation Impact Fee Study contains technical data indicating there are significantly fewer new vehicle trips generated for each unit of development in these areas as compared to similar land uses outside them. These areas are delineated in locally adopted redevelopment or comprehensive plans with supporting policies designed to encourage infill and redevelopment activity. New areas with similar trip generation characteristics, as described in the 1990 MPO Pinellas County Transportation Impact Fee Study, may be added to the attached exhibits through the amendment of the ordinance pursuant to the submittal of a detailed map and documentation that such areas meet the criteria in the 1990 Pinellas County MPO Transportation Impact Fee Study.

In the case of a change of use, redevelopment, or modification of an existing use, the impact fee shall be based upon the net increase in the impact fee for the new use as compared to the impact fee for the highest previous use in existence on or after the effective date of the ordinance from

which this section derives. The county administrator or city manager shall be guided in this determination by the county's transportation impact fee study (February 1990), independent study trip generation data or the Institute of Transportation Engineers' Trip Generation, sixth (or successor) edition.

(d) If a fee payer shall opt not to have the impact fee determined according to subsections (b) and (c) of this section, then the fee payer shall prepare and submit to the county administrator, city manager or functional equivalent for approval of an independent fee calculation study for the land development activity for which a certificate of occupancy, land use permit or occupational license is sought. The traffic engineering and/or economic documentation submitted, which will require a pre-application meeting with the county administrator, city manager or functional equivalent, shall show the basis upon which the independent fee calculation was made, including but not limited to the following:

(1) Trip generation studies:

- a. Documentation of trip generation rates appropriate for the proposed land development activity.
- b. Documentation of trip length appropriate for the proposed land development activity.
- c. Documentation of trip data appropriate for the proposed land development activity.

(2) Economic documentation studies:

- a. Documentation of the cost per lane per mile for roadway construction for the proposed land development activity.
- b. Documentation of credits attributable to the proposed land development activity which the fee payer will make available to replace the portion of the service volume used by the traffic generated by the proposed land development activity.

(e) Trip generation data. Trip generation documentation other than traffic engineering or economic documentation described in section 150-40(d)(1) and (2) may be submitted by the applicant in consideration of an independent fee calculation.

#### **Sec. 150-41. Payment of fee and credits.**

(a) The person applying for the issuance of a certificate of occupancy, land use permit or occupational license shall pay the transportation impact fee to the county administrator, the city manager, their functional equivalent or their respective designees prior to the issuance of such permit. Fees for mobile homes shall be payable prior to the issuance of the permits which allow the mobile home to move on to a lot. The county administrator, city manager, their functional equivalent or their respective designees will have full collection authority as well as full discretion for approval of alternative methods for calculation of impact fees on a case-by-case basis. Fees shall be collected as part of the normal permitting process of each local jurisdiction.

**Appendix D**  
**FSUTMS plots**  
**FSUTMS model data**

Table 3  
FSUTMS Model Summary

																						FSUTMS Model Input																
																																(zdata2)						
		Character Districts				Rec/O			Number Units/Square Footage										Residential Units							Office				Population Conversion Factor	(zdata1)			Employ. Comm.	Office		Ind.	
TAZ	ID #	MUC	CH	NR	MA	S	I	R/OG	MUC Res	MUC NonRes	CH	NR	MA Res	MA NonRes	I	R/OG	SF	MF	Total Units	Comm.	< 100 ksf	> 100 ksf	Ind.	Other	Population	Hotel	Schools	3.6	3.39		3.84	2.16	Other					
1266	1	30%	10%	35%	20%				758.4	1,102,939	56	129	80	182,952	0		129	894	1,023	1,194,415		91476			1.9	1944	0	0	4300	0	351	0	0					
1268	3	25%	45%	25%		10%			632	919,116	252	92	0	0	0		92	884	976	919,116					1.77	1728	0	0	3309	0	0	0	0					
1269	5	10%					75%		252.8	367,646	0	0	0	0	98,010		0	253	253	367,646		98,010			1.89	478	0	0	1324	0	376	0	0					
1280	2	15%		25%	80%				379.2	551,470	0	92	320	731,808	0		92	699	791	917,374		365,904			1.9	1503	0	0	3303	0	1405	0	0					
1281	4	15%	45%	15%		10%	25%	100%	379.2	551,470	252	55	0	0	32,670	261,360	55	631	686	551,470	32,670	261,360			1.85	1270	0	0	1985	111	1004	0	0					
1282	6	5%				80%			126.4	183,823	0	0	0	0	0		0	126	126	183,823					1.9	240	0	0	662	0	0	0	0					
																										0	0	0	0	0	0	0	0	0				
Total		100%	100%	100%	100%	100%	100%	100%	2528	3,676,464	560	368	400	914760	130680	261360	368	3488	3856	4,133,844						0	0	0	14882	0	0	0	0	0				
																										0	0	0	0	0	0	0	0	0				
																										0	0	0	0	0	0	0	0	0				
																										0	0	0	0	0	0	0	0	0				
																										0	0	0	0	0	0	0	0	0				
																										0	0	0	0	0	0	0	0	0				

Notes:  
MUC (Mixed Use Corridor)  
Res. 2528 du multi-family  
Non. -Res 3676464 sf

MA (Medical Arts)  
Res 400 du multi-family  
Non-Res 914760 sf

CH (City Home)  
Res 560 du multi-family

NR (Neighborhood Residential)  
Res 368 du single-family

Rec/OS Open Space/Recreational

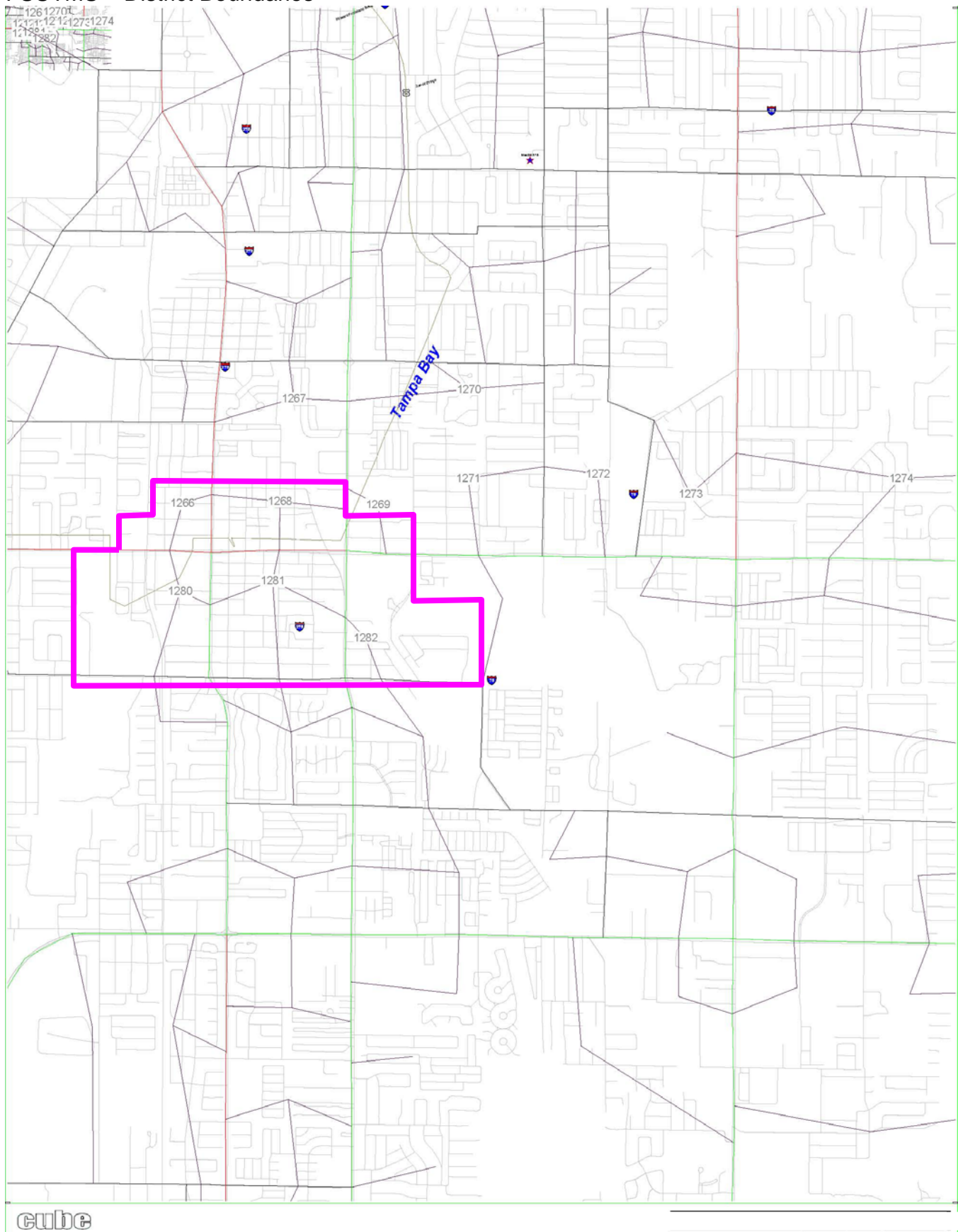
TU Transportation/Utility

I Institutional  
130680 sf

R/OG Residential/Office General  
261360 sf

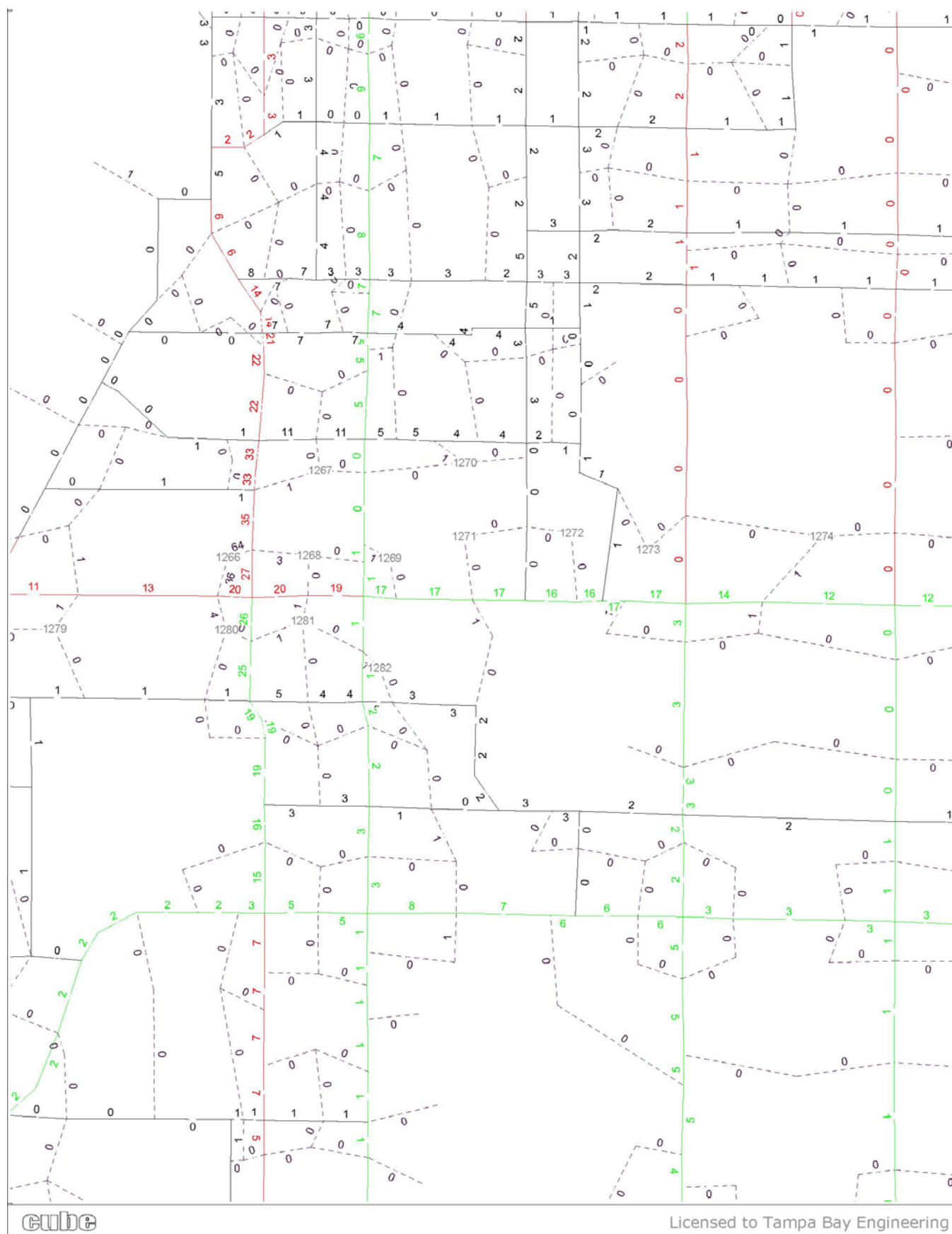
Commercial = MUC NonRes + (0.5 x MA NonRes)  
MA NonRes = 1/2 Comm. and 1/2 Office

# West Bay Drive Community Redevelopment District Plan FSUTMS – District Boundaries

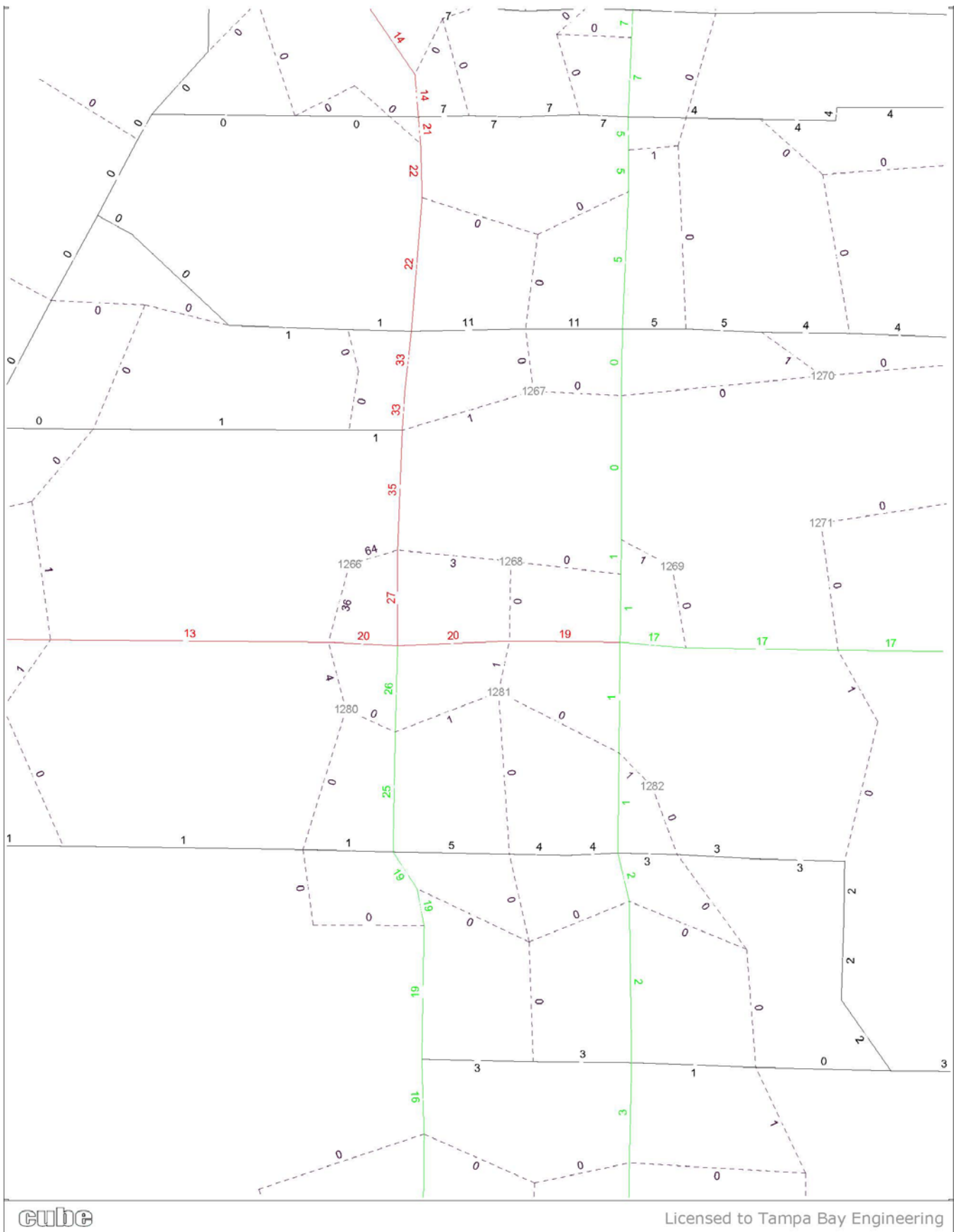




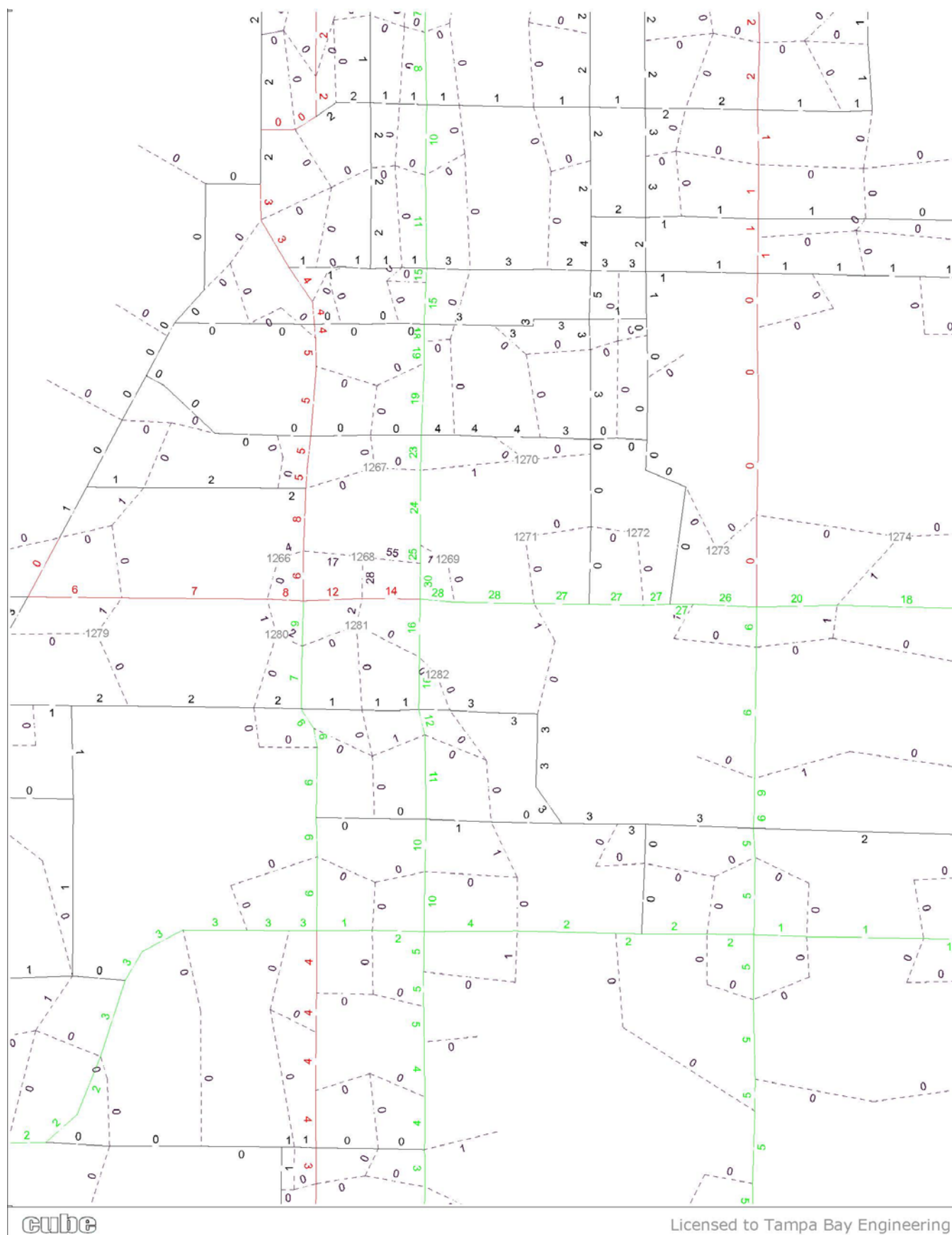
# TAZ 1266



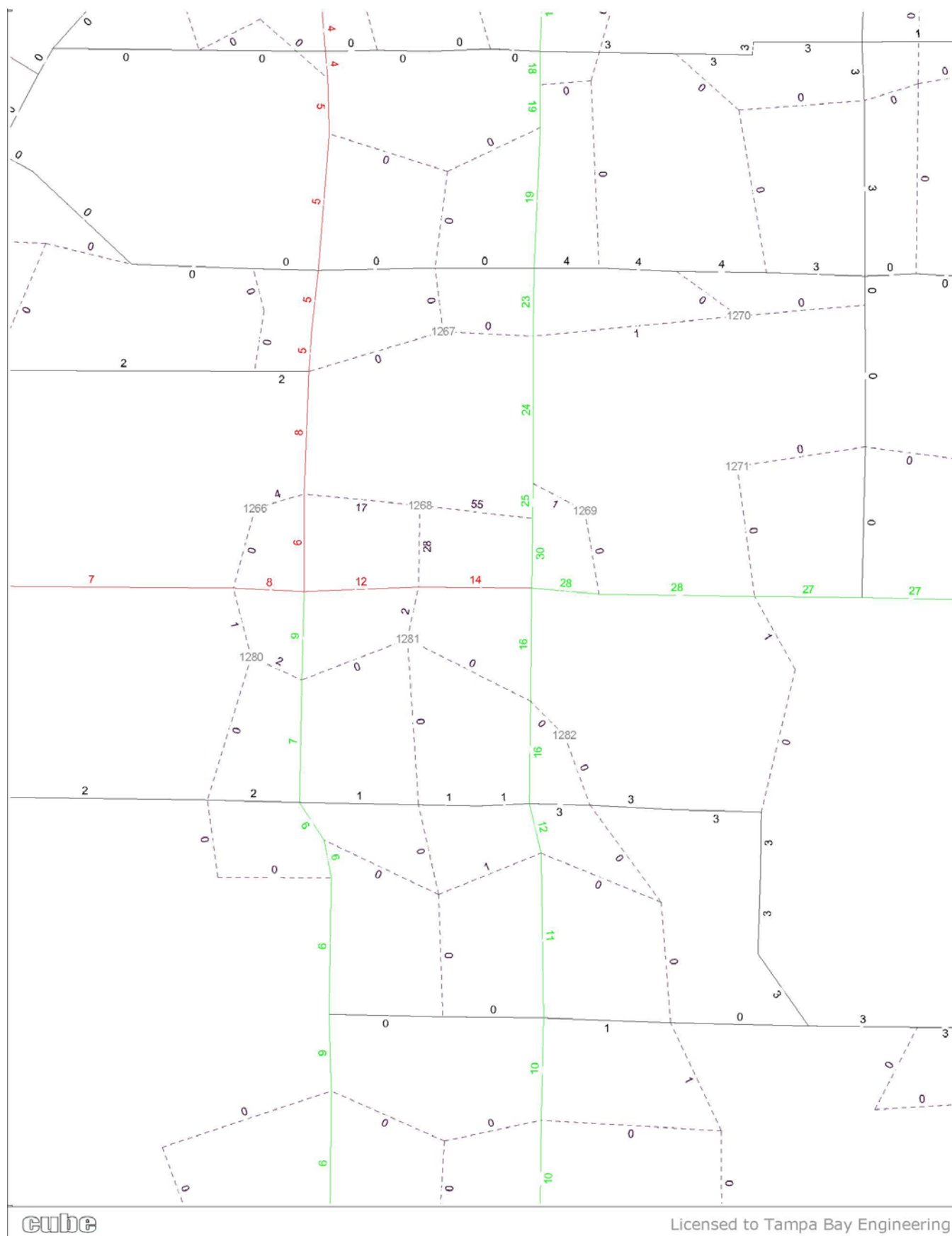
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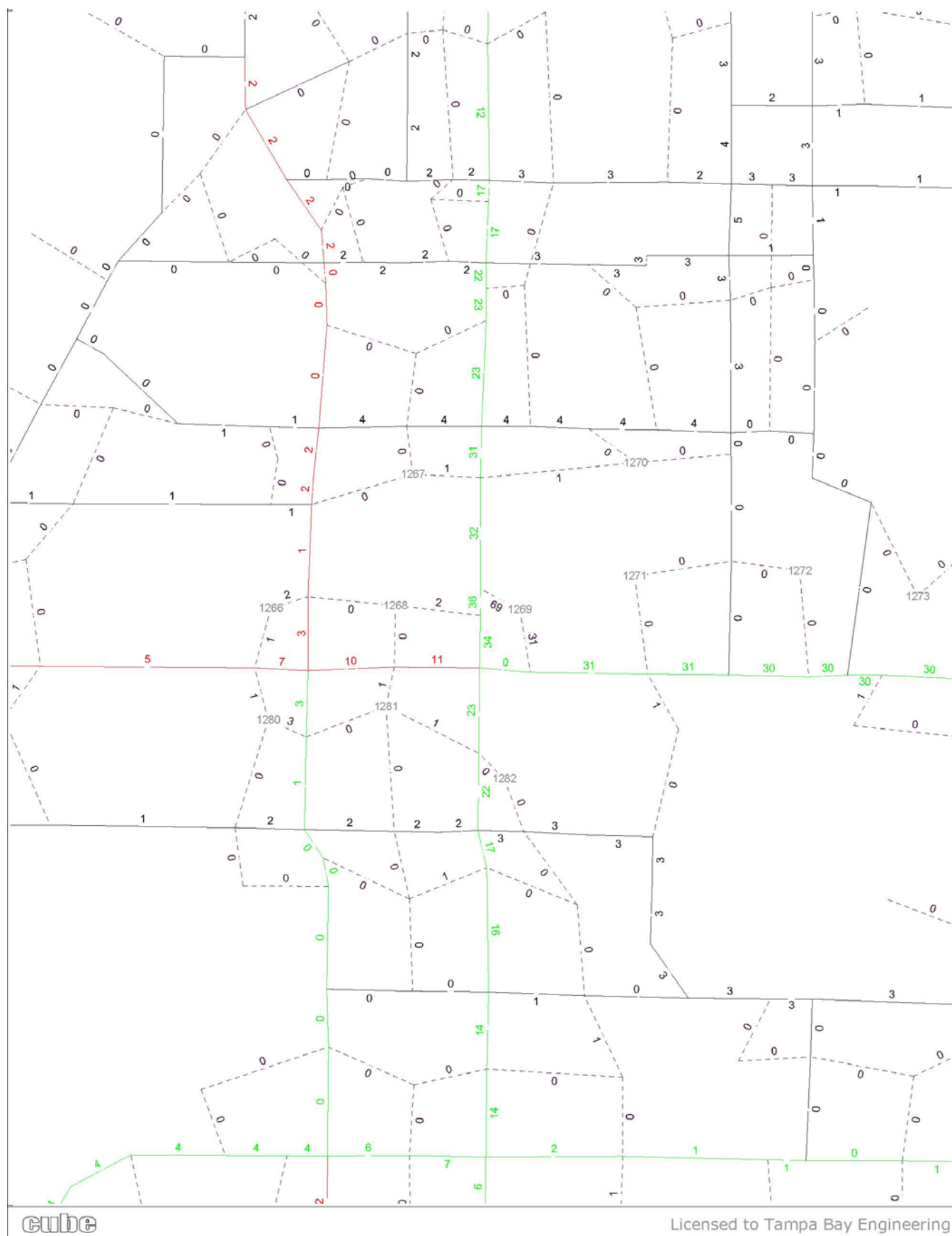
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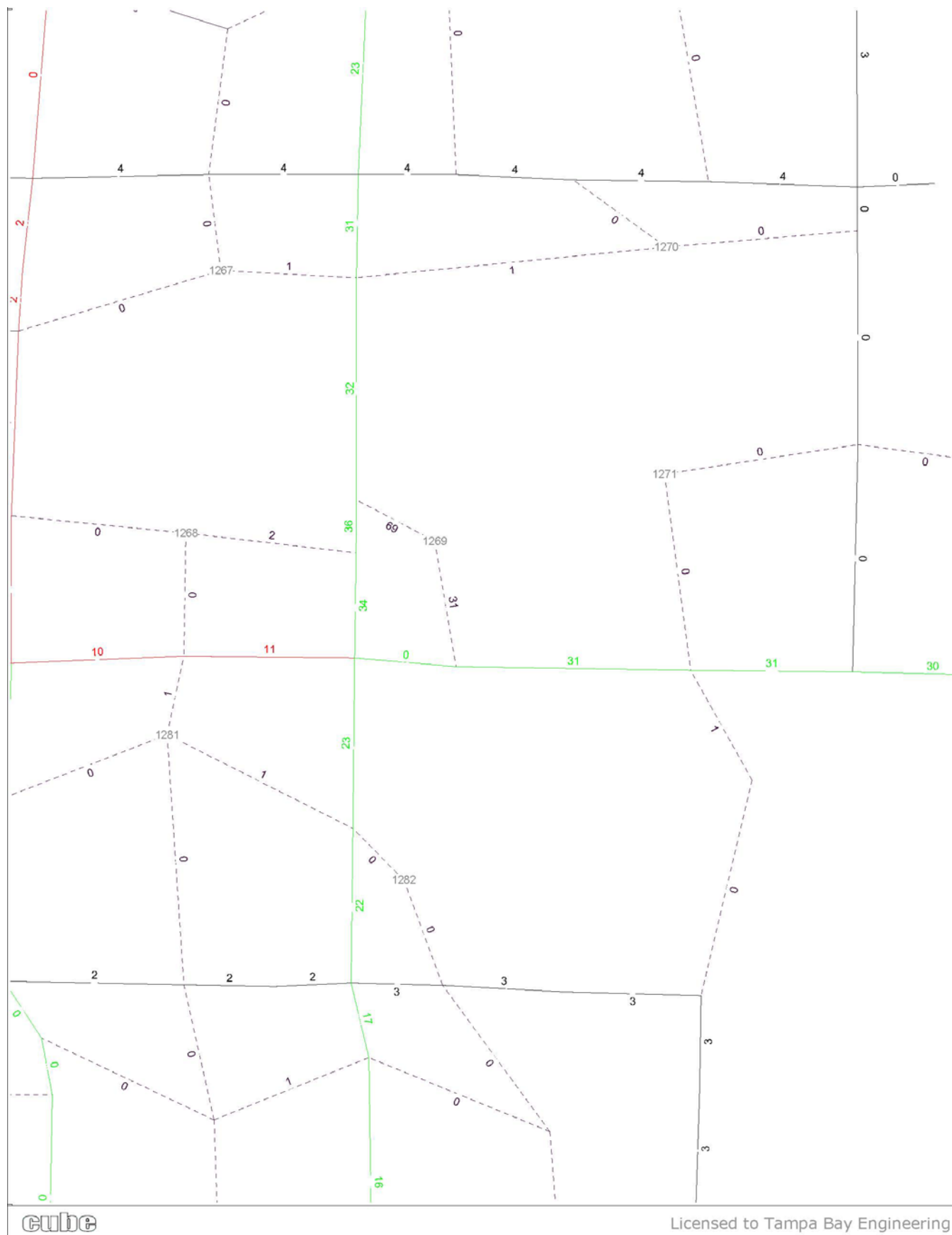
# TAZ 1268



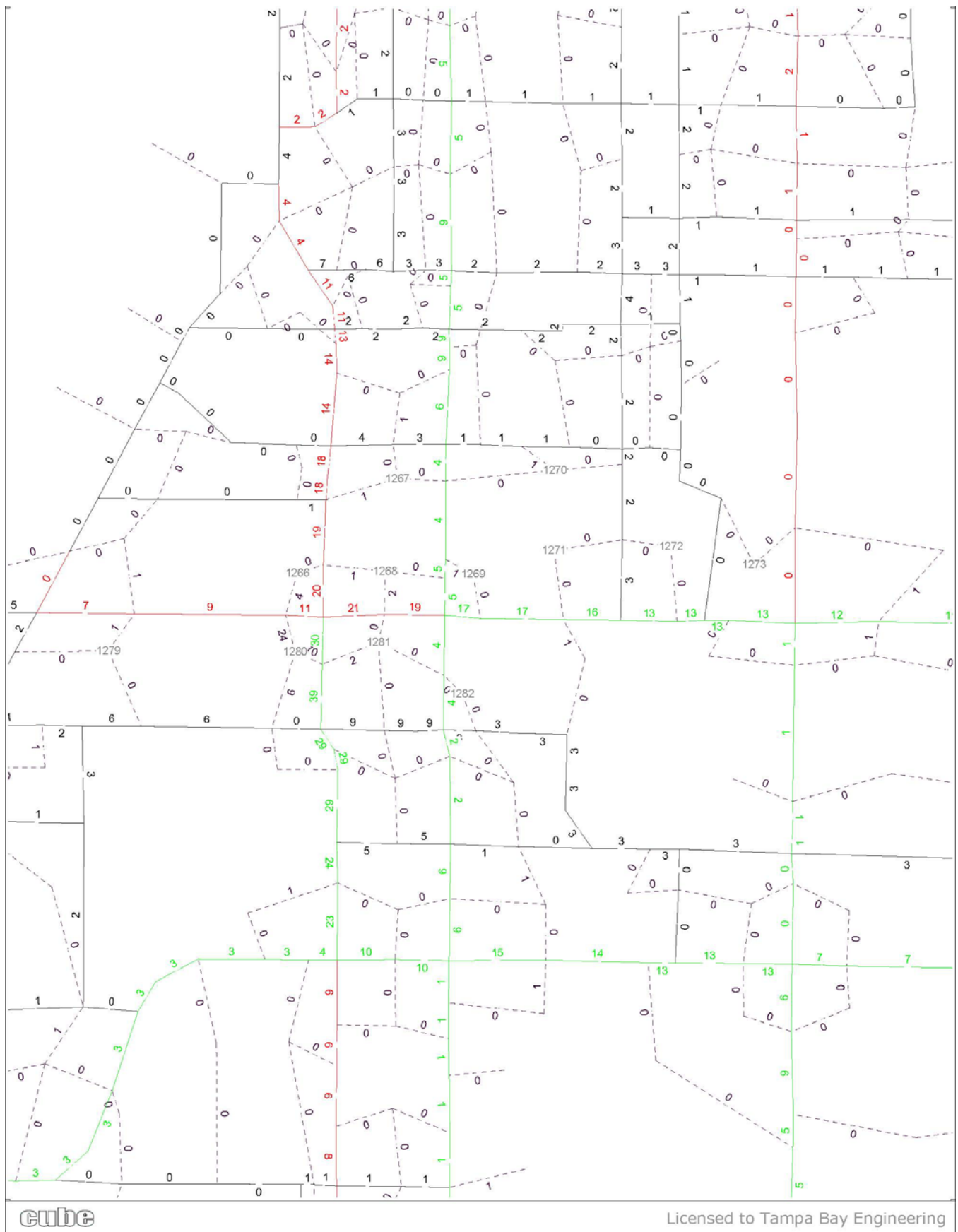
# TAZ 1269



# TAZ 1269

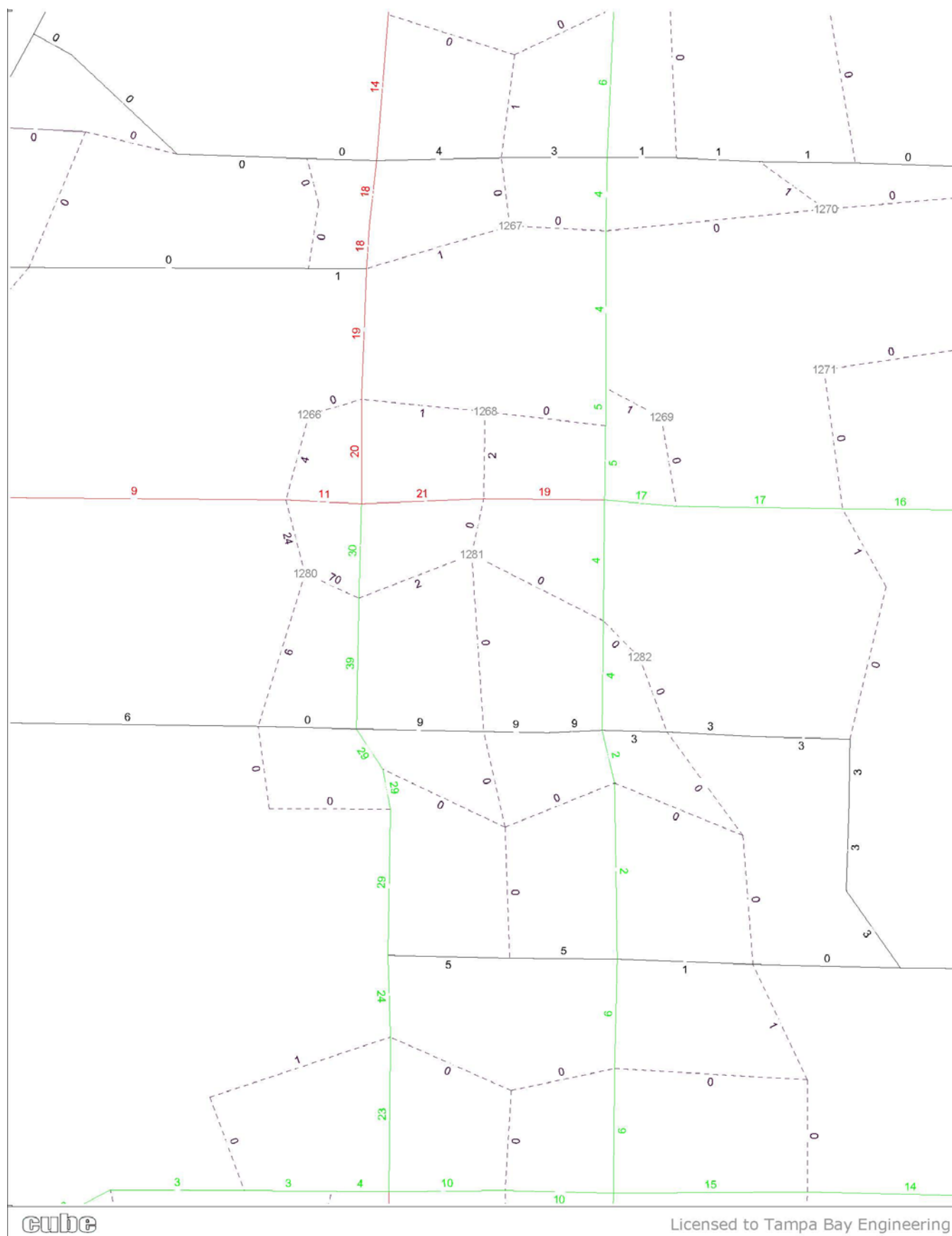


# TAZ 1280

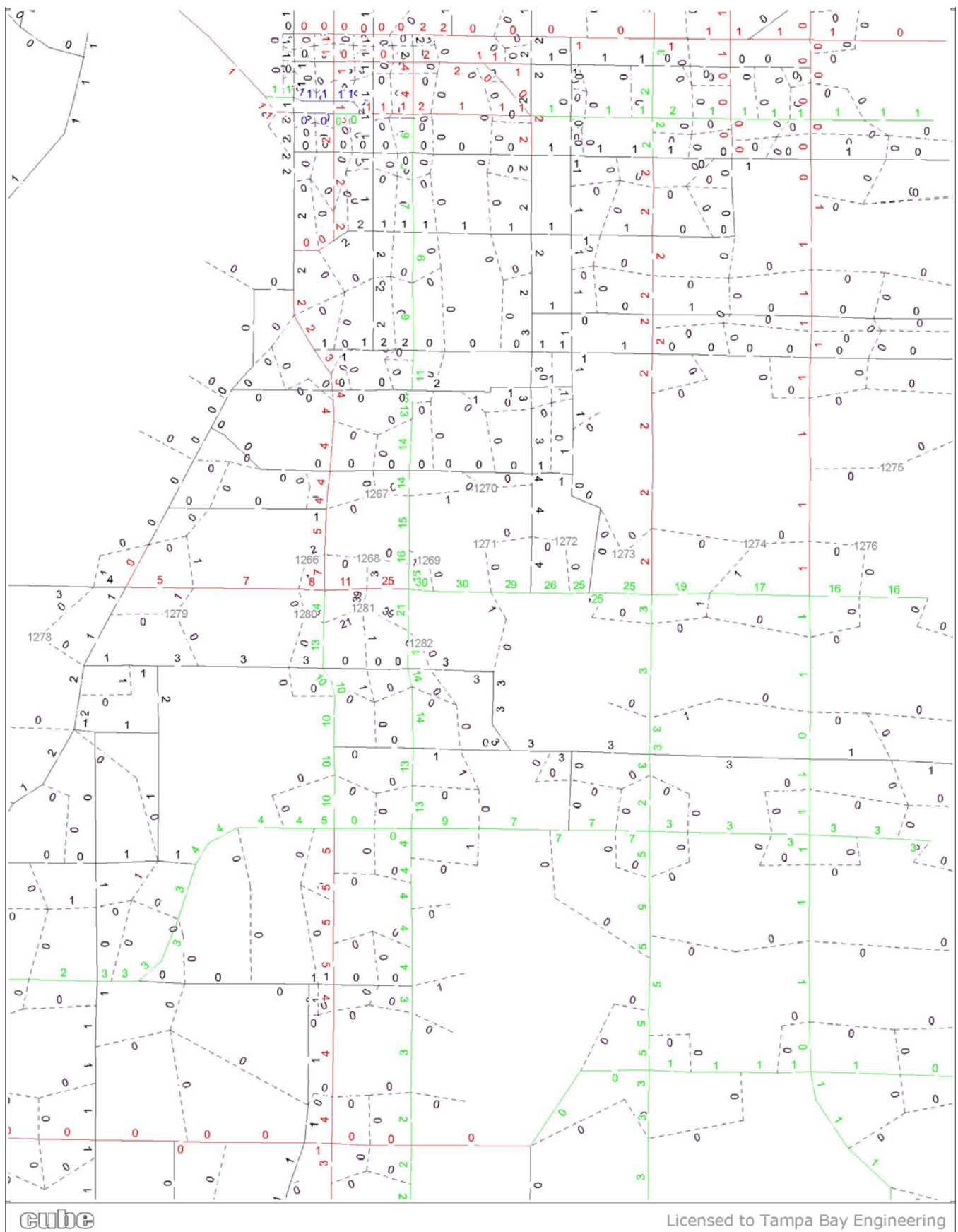




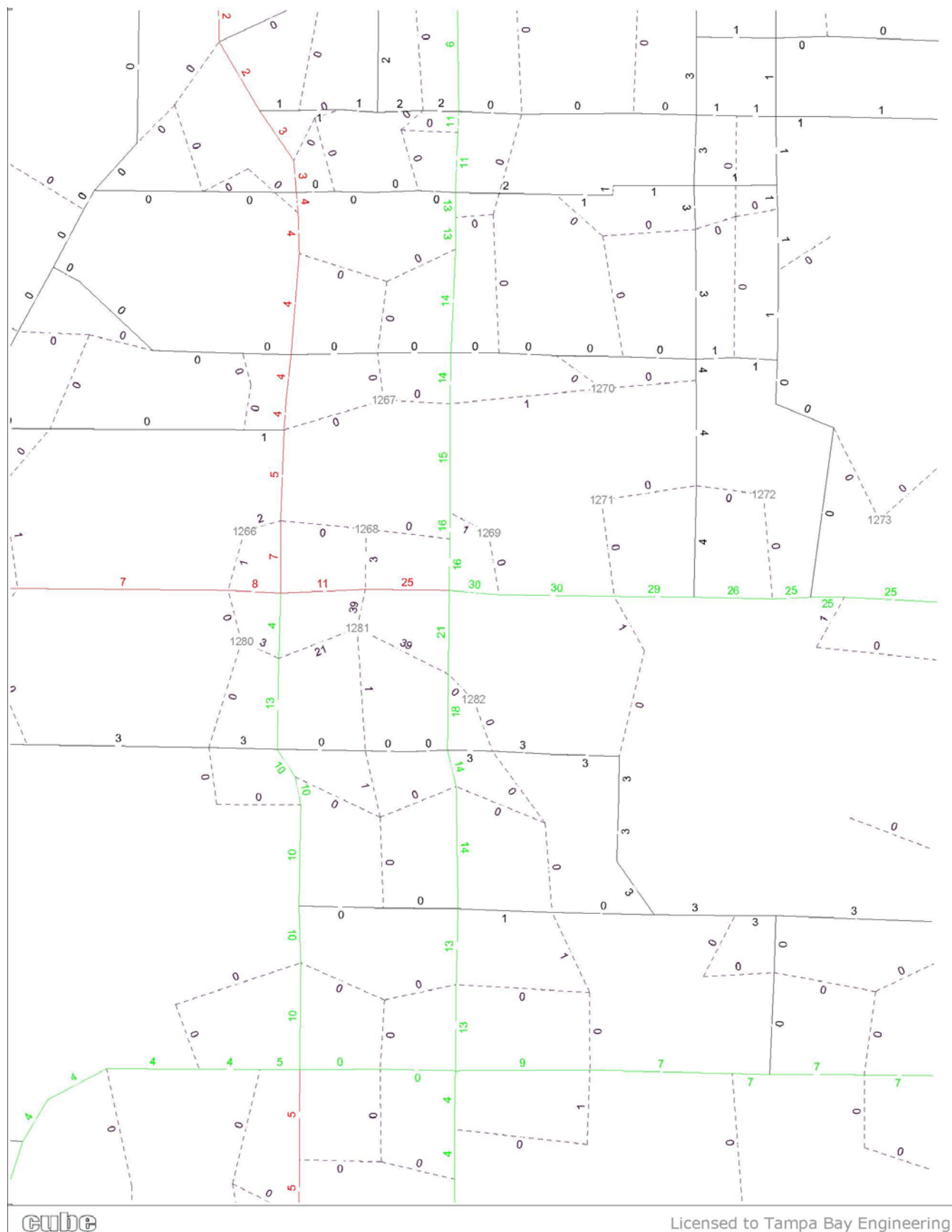
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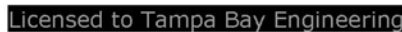




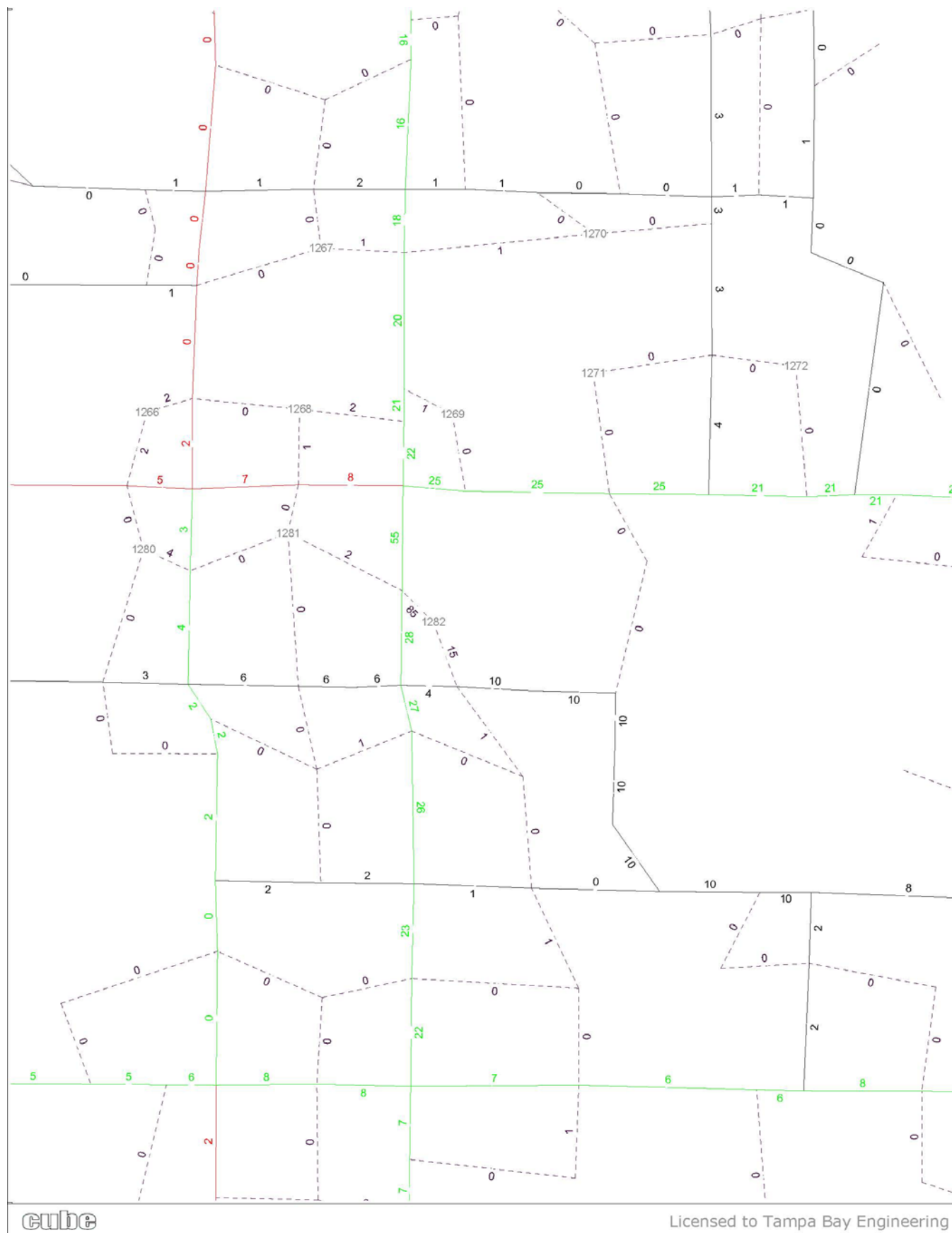


# TAZ 1281





# TAZ 1282



**Appendix E**  
**Capacity Analysis**  
**(PPC Methodology)**

TABLE 4 WEST BAY DRIVE REDEVELOPMENT PROJECT TRIP DISTRIBUTION (PPC METHODOLOGY)																
Roadway	From	To	TAZ 1266		TAZ 1268		TAZ 1269		TAZ 1280		TAZ 1281		TAZ 1282		WBD Redev. Trips	
			Dist. %	Project Trips	Dist. %	Project Trips	Dist. %	Project Trips	Dist. %	Project Trips	Dist. %	Project Trips	Dist. %	Project Trips		
West Bay Drive	20th St NW	Clearwater-Largo Road	36%	20	8%	5	7%	1	24%	17	8%	4	5%	0	47	
West Bay Drive	Clearwater-Largo Road	Seminole Boulevard	20%	11	28%	19	11%	2	21%	14	39%	17	8%	1	64	
East Bay Drive	Seminole Boulevard	Highland Avenue	17%	9	28%	19	31%	7	17%	12	30%	13	25%	2	61	
Clearwater-Largo Road	4th Ave. SW	West Bay Drive	26%	14	8%	5	3%	1	70%	48	21%	9	4%	0	78	
Clearwater-Largo Road	West Bay Drive	4th Ave. NW	64%	36	14%	9	3%	1	20%	14	7%	3	2%	0	63	
Missouri Ave/Alt. US Hwy 19	4th Ave SW	West Bay Drive	1%	1	16%	11	23%	5	4%	3	39%	17	85%	7	43	
Seminole Boulevard	West Bay Drive	4th Ave. NW	1%	1	55%	36	69%	15	5%	3	16%	7	22%	2	64	

	Net New Trips	Net New (%)
TAZ 1266	56	21%
TAZ 1268	66	25%
TAZ 1269	21	8%
TAZ 1280	69	26%
TAZ 1281	44	17%
TAZ 1282	8	3%
	265	100%

**TABLE 5  
ROADWAY CAPACITY ANALYSIS  
(PPC METHODOLOGY)**

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Std.</b>	<b>No. of Lanes</b>	<b>Jurisdiction</b>	<b>Year 2025 AADT Forecast Volume<sup>1</sup></b>	<b>Year 2025 LOS</b>	<b>WBD Redev. Trips</b>	<b>2025 Total Volume</b>	<b>LOS with WBD</b>
West Bay Drive	20th St NW	Clearwater-Largo Road	D	4LD	CR	40290	F	47	40337	F
West Bay Drive	Clearwater-Largo Road	Seminole Boulevard	D	4LD	Largo	35232	F	64	35296	F
East Bay Drive	Seminole Boulevard	Highland Avenue	D	6LD	SR	45650	F	61	45711	F
Clearwater-Largo Road	4th Ave. SW	West Bay Drive	D	6LD	CR	32804	C	78	32882	C
Clearwater-Largo Road	West Bay Drive	4th Ave. NW	D	4LD	Largo	28003	C	63	28066	D
Missouri Ave/Alt. US Hwy 19	4th Ave SW	West Bay Drive	D	6LD	SR	42072	D	43	42115	D
Seminole Boulevard	West Bay Drive	4th Ave. NW	D	6LD	SR	42755	D	64	42819	D

1- Source Pinellas County MPO Year 2025 AADT Traffic Forecast and PM Peak Level of Service Table

## **Appendix F**

### **Intersection Analysis**



**FLORIDA DEPARTMENT OF TRANSPORTATION  
DISTRICT SEVEN TRAFFIC OPERATIONS**

**E/W BAY DR. @ MISSOURI AVE.  
LARGO, PINELLAS  
WEATHER: M.SUNNY  
DATA TECH: VELEZ/SALVO**

File Name : untitled  
Site Code : 01503  
Start Date : 2/6/20  
Page No : 1

Groups Printed- Unshifted

Start Time	SB From North					WB From East					NB From South					EB From West					Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	74	0	51	0	125	63	0	53	0	116	42	0	69	0	111	42	0	3	0	45	2
07:15	42	0	67	0	109	79	0	61	0	140	39	0	108	0	147	65	0	0	0	65	4
07:30	45	0	73	0	118	83	0	51	0	134	44	0	154	0	198	46	0	0	0	46	4
07:45	47	0	46	0	93	115	0	88	0	203	47	0	136	0	183	48	0	4	0	52	5
Total	208	0	237	0	445	340	0	253	0	593	172	0	467	0	639	201	0	7	0	208	18
08:00	50	0	46	2	98	96	0	51	0	147	37	0	107	0	144	44	0	0	0	44	4
08:15	54	0	50	3	107	46	0	66	0	112	82	0	120	1	203	37	0	0	0	37	4
08:30	63	0	83	0	146	94	0	74	0	168	44	0	135	0	179	68	0	0	0	68	5
08:45	56	0	55	0	111	122	0	78	0	200	39	0	96	0	135	42	0	0	0	42	4
Total	223	0	234	5	462	358	0	269	0	627	202	0	458	1	661	191	0	0	0	191	19
	211	0	195			351	0	279			210	0	498			197					194
09:00	64	0	47	0	111	67	0	71	0	138	38	0	75	0	113	44	0	0	0	44	4
09:15	48	0	37	1	86	97	0	66	0	163	36	0	90	0	126	38	0	0	0	38	4
09:30	91	0	59	0	150	69	0	96	0	165	53	0	107	0	160	38	0	0	0	38	5
09:45	57	0	51	0	108	115	0	83	0	198	42	0	88	0	130	79	0	0	0	79	5
Total	260	0	194	1	455	348	0	316	0	664	169	0	360	0	529	199	0	0	0	199	18
BREAK																					
11:00	74	0	57	1	132	97	0	75	0	172	56	0	92	1	149	60	0	0	0	60	5
11:15	82	0	51	3	136	72	0	70	0	142	60	0	136	1	197	45	0	0	0	45	5
11:30	69	0	61	0	130	70	0	73	0	143	53	0	92	0	145	59	0	1	0	60	4
11:45	87	0	72	0	159	129	0	93	0	222	61	0	127	0	188	68	0	0	0	68	6
Total	312	0	241	4	557	368	0	311	0	679	230	0	447	2	679	232	0	1	0	233	21
12:00	92	0	91	3	186	103	0	83	0	186	48	0	80	0	128	57	0	0	0	57	5
12:15	112	0	54	2	168	92	0	104	0	196	54	0	119	0	173	63	0	0	0	63	6
12:30	85	10	98	0	193	119	0	94	0	213	60	0	119	0	179	69	0	0	0	69	6
12:45	101	0	60	0	161	98	0	105	0	203	43	0	106	0	149	75	0	0	0	75	5
Total	390	10	303	5	708	412	0	386	0	798	205	0	424	0	629	264	0	0	0	264	23
BREAK																					
15:00	96	0	52	0	148	105	0	88	0	193	59	0	137	0	196	50	0	0	0	50	5
15:15	100	0	57	0	157	117	0	108	0	225	65	0	131	0	196	65	0	1	0	66	6
15:30	94	0	59	2	155	90	1	85	0	176	54	0	99	0	153	60	0	0	0	60	5
15:45	123	0	71	2	196	120	0	85	0	205	63	1	103	0	167	59	0	0	0	59	6
Total	413	0	239	4	656	432	1	366	0	799	241	1	470	0	712	234	0	1	0	235	24
16:00	74	0	70	0	144	106	0	92	0	198	68	0	124	0	192	72	0	1	0	73	6
16:15	96	1	53	0	150	94	0	62	0	156	57	0	129	0	186	79	0	0	0	79	5
16:30	99	0	44	3	146	142	0	78	0	220	49	0	143	0	192	79	0	0	0	79	6
16:45	102	5	81	0	188	119	0	76	0	195	68	0	100	1	169	92	0	0	0	92	6
Total	371	6	248	3	628	461	0	308	0	769	242	0	496	1	739	322	0	1	0	323	24
17:00	107	0	55	0	162	94	0	82	0	176	68	0	108	0	176	50	0	0	0	50	5
17:15	79	0	49	0	128	119	3	86	0	208	37	0	96	0	133	85	0	2	0	87	5
17:30	103	2	83	2	190	132	1	87	0	220	58	0	106	0	164	59	0	0	0	59	6
17:45	100	0	64	1	165	128	0	77	0	205	77	0	123	1	201	47	0	0	0	47	6
Total	389	2	251	3	645	473	4	332	0	809	240	0	433	1	674	241	0	2	0	243	23
Grand Total	256	18	194	25	4556	319	5	254	0	5738	170	1	355	5	5262	188	0	12	0	1896	174
Approach %	56.3	0.4	42.7	0.5		55.6	0.1	44.3	0.0		32.3	0.0	67.6	0.1		99.4	0.0	0.6	0.0		
Total %	14.7	0.1	11.2	0.1	26.1	18.3	0.0	14.6	0.0	32.9	9.7	0.0	20.4	0.0	30.2	10.8	0.0	0.1	0.0	10.9	

AM Peak HR

7:00 - 9:00 AM :

7:45 am - 8:45 am = 1984

$$PHF = \frac{1984}{(561 \times 4)} = 0.884$$

PM Peak HR

4:00 - 6:00 PM

4:00 pm - 5:00 pm = 2,459 (644 x 4)

PHF =

2459

(644 x 4)

FLORIDA DEPARTMENT OF TRANSPORTATION  
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site	Description	Direction 1	Direction 2	AADT	"K"	"D"	"I"
Type				Two-Way	Fctr	Fctr	Fctr
=====	=====	=====	=====	=====	=====	=====	=====
5040	SR 595/USA 19/SEMINOLE BLVD, N OF 5TH AVE SW	N 20800E	S 20000E	40800 E	9.88F	58.53F	2.92F

Site Type : P= Portable; T= Telemetered  
 AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown  
 "K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road  
 "I" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2006 AADT FORECAST

COUNTY: 15 PINELLAS	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
SITE DESCRIPTION										
5040 SR 595/USA 19/SEMINOLE BLVD, N OF 5TH AVE SW	41,500	42,300	43,000	43,700	44,400	45,200	45,900	46,600	47,300	48,100

↑

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION  
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site Type Description (N. of West/East Bay Drive) Direction 1 Direction 2 AADT Two-Way "K" Fctr "D" Fctr "T" Fctr  
0048 SR 651/MISSOURI AVE., S OF 4TH AVE NW N 20000 S 19500 39500 C 9.88F 58.53F 3.22A

Site Type : P= Portable; T= Telemetered  
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown  
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road  
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2006 AADT FORECAST

COUNTY: 15 PINELLAS	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
SITE DESCRIPTION										
0048 SR 651/MISSOURI AVE., S OF 4TH AVE NW	39,900	40,200	40,600	40,900	41,300	41,600	42,000	42,300	42,700	43,000

↑

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION  
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site	Site Type	Description	Direction 1	Direction 2	AAADT	"K"	"D"	"I"
					Two-Way	Fctr	Fctr	Fctr
5036		SR 595/USA 19/ W BAY DR, W OF SR 651/MISSOURI AVE	E 19500	W 22000	41500 C	9.88F	58.53F	3.03A

FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2006 AADT FORECAST

COUNTY: 15 PINELLAS	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
SITE DESCRIPTION	41,900	42,300	42,700	43,100	43,500	43,900	44,300	44,700	45,100	45,500
5036 SR 595/USA 19/ W BAY DR, W OF SR 651/MISSOURI AVE										

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION  
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site Type	Description	Direction 1	Direction 2	ADT	"K"	"D"	"T"
5039	SR686/E BAY DR, E OF USA19/SR595,651/SEMINOLE BLVD	E 22500	W 23000	45500 C	9.88F	58.53F	3.04A



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION STATISTICS OFFICE  
2006 AADT FORECAST

COUNTY: 15 PINELLAS  
SITE DESCRIPTION

5039 SR686/E BAY DR, E OF USA19/SR595, 651/SEMINOLE BLVD 2007 46,600 2008 47,600 2009 48,700 2010 49,700 2011 50,800 2012 51,800 2013 52,900 2014 53,900 2015 55,000 2016 56,000


























Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

# HCM Signalized Intersection Capacity Analysis

## 3: East Bay & Missouri

2008

PM Peak Hour

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95		0.97	0.95	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Flt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539		3433	3539	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539		3433	3539	1583	3433	5085	1583	3433	5085	1583
Volume (vph)	322	1842	1	461	2600	308	242	2383	496	371	1688	248
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	339	1939	1	485	2737	324	255	2508	522	391	1777	261
RTOR Reduction (vph)	0	0	0	0	0	59	0	0	150	0	0	82
Lane Group Flow (vph)	339	1940	0	485	2737	265	255	2508	372	391	1777	179
Turn Type	Prot			Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.0	53.2		22.8	67.0	67.0	8.0	48.0	48.0	10.0	50.0	50.0
Effective Green, g (s)	9.0	53.2		22.8	67.0	67.0	8.0	48.0	48.0	10.0	50.0	50.0
Actuated g/C Ratio	0.06	0.35		0.15	0.45	0.45	0.05	0.32	0.32	0.07	0.33	0.33
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	206	1255		522	1581	707	183	1627	507	229	1695	528
v/s Ratio Prot	c0.10	0.55		0.14	c0.77		0.07	c0.49		c0.11	0.35	
v/s Ratio Perm						0.17			0.23			0.11
v/c Ratio	1.65	1.55		0.93	1.73	0.37	1.39	1.54	0.73	1.71	1.05	0.34
Uniform Delay, d1	70.5	48.4		62.8	41.5	27.6	71.0	51.0	45.3	70.0	50.0	37.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	311.3	249.6		22.9	331.7	0.3	206.9	246.8	9.1	336.3	35.8	1.7
Delay (s)	381.8	298.0		85.7	373.2	27.9	277.9	297.8	54.4	406.3	85.8	39.3
Level of Service	F	F		F	F	C	F	F	D	F	F	D
Approach Delay (s)		310.5			302.3			257.6			132.4	
Approach LOS		F			F			F			F	
Intersection Summary												
HCM Average Control Delay	255.4			HCM Level of Service			F					
HCM Volume to Capacity ratio	1.65											
Actuated Cycle Length (s)	150.0			Sum of lost time (s)			16.0					
Intersection Capacity Utilization	151.0%			ICU Level of Service			H					
Analysis Period (min)	15											
c Critical Lane Group												

# SECTION 19

Intersection 535  
Main Street EAST BAY DR.  
Side Street SEMINOLE BLVD.  
Address 13

Report Date: 04/13/2007

Control Center  
Use Only

SP = TP  
1 = 1  
2 = 0  
3 = 3  
4 = 4  
5 =  
6 =  
7 =  
8 =  
9 =

## CONTROLLER MENU

Start Up Phases 2 6  
Dual Entry Y  
Dual Entry Phases ALL  
Walk Rest Modify 2,6  
Inhibit Max Term. 1,3,4,5,7,8

## COORDINATION MENU

Cycle # ==>	1	2	3	4	5	6
Cycle Length ==>	160	0	120	160		
Offset 1 ==>	59					
Offset 2 ==>		0				
Offset 3 ==>			22			
Offset 4 ==>				59		
Offset 5 ==>						

## COORDINATION PHASES

Phases ==>	1	2	3	4	5	6	7	8
Split 1 ==>		X				X		
Split 2 ==>								
Split 3 ==>		X				X		
Split 4 ==>		X				X		
Split 5 ==>								
Split 6 ==>								

## PHASE ALLOCATIONS

Phases ==>	1	2	3	4	5	6	7	8
Split 1 ==>	15	43	14	28	15	43	14	28
Split 2 ==>								
Split 3 ==>	23	42	15	20	23	42	15	20
Split 4 ==>	15	43	14	28	15	43	14	28
Split 5 ==>								
Split 6 ==>								

## COS/FRE TO TOD CIRCUITS

C	O	S	FRE	CKT	CKT	CKT	CKT
7	6	25	1	1M1	1M2	CN1	WRM

## SPLIT MATRIX

Cycle ==>	1	2	3	4	5	6
Offset 1 ==>	1					
Offset 2 ==>						
Offset 3 ==>			3			
Offset 4 ==>				4		
Offset 5 ==>						

### Base Day 1

HH:MM Circuit/Plan	C/O/S	CKT	On/Off
06:00	111		
06:00		FRE	OFF
10:00	333		
14:00	444		
19:30	333		
00:00		FRE	ON

### Base Day 2

HH:MM Circuit/Plan	C/O/S	CKT	On/Off
06:30	333		
06:30		FRE	OFF
00:00		FRE	ON

### Base Day 3

HH:MM Circuit/Plan	C/O/S	CKT	On/Off

Week Plan 1 2111112

Week Plan 4

Week Plan 7

Week Plan 10

Week Plan 2

Week Plan 5

Week Plan 8

Week Plan 11

Week Plan 3

Week Plan 6

Week Plan 9

Week Plan 12

Implement Week Plans

Notes :

# SIGNAL TIMING SHEET

Pinellas County Traffic Engineering

Signal No : 535  
 Location : EAST BAY DR. & SEMINOLE BLVD.  
 Jurisdiction : STATE/LARGO

Section # 19  
 Address# 13

Controller

Make	Model	Type	Operation
PEEK	3000 E	8 PHASE	8 PHASE/FULL/RR

Ph1	EAST BAY DR	EB	LT	R	Ph5	EAST BAY DR	WB	LT	R
Ph2	EAST BAY DR	WB			Ph6	WEST BAY DR	EB		
Ph3	MISSOURI AVE.	SB	LT	R	Ph7	SEMINOLE BLVD.	NB	LT	R
Ph4	SEMINOLE BLVD/MISSOURI	NB			Ph8	SEMINOLE BLVD./MISSOURI	SB		

Timing & Phasing

Phase	1	2	3	4	5	6	7	8
Min. Green	7	17	7	16	7	17	7	16
Extension	3	3	3	4	3	3	3	4
Yellow CL	3.3	4.0	3.6	4.4	3.3	4.0	3.6	4.4
Red CL	2.2	3.3	2.5	2.3	2.2	3.3	2.5	2.3
Max 1	35	45	30	50	35	45	30	50
Max 2								
Max 3								
Walk		5		9		5		9
FDW		30		25		30		25
Min Recall		X				X		
Max Recall								
Ped Recall								
Non Lock	X		X	X	X		X	X
CNA1		X				X		
CNA2								
Phase Omit								
Ped Omit	X		X		X		X	
Flash	R	Y	R	R	R	Y	R	R
Delay Det.								

Dipswitches	1	2	3	4	5	6	7	8
ON					X			X

TBC	PREEMPT
YES	YES

Additional Sheets =>

Comments CSX RR 1-800-232-0149.  
 RR ROADMASTER 1-677-3392 RR MAINTENANCE 626-4027

Last Timing Change: 03/30/2006

Database Revised 03/30/2006  
 Control Center Use Only

## **Appendix G**

### **PSTA Bus Route Map**



*This map is current as of September 24, 2006. Since changes are likely to occur on some routes, readers should refer to individual passenger schedules for the most current and detailed routing information. /Este mapa tiene efecto a partir del 24 de Septiembre, 2006. Debido a que pueden ocurrir cambios en algunas de las rutas, los lectores deben referirse a los itinerarios para pasajeros individuales para obtener la información actual y detallada de las rutas*