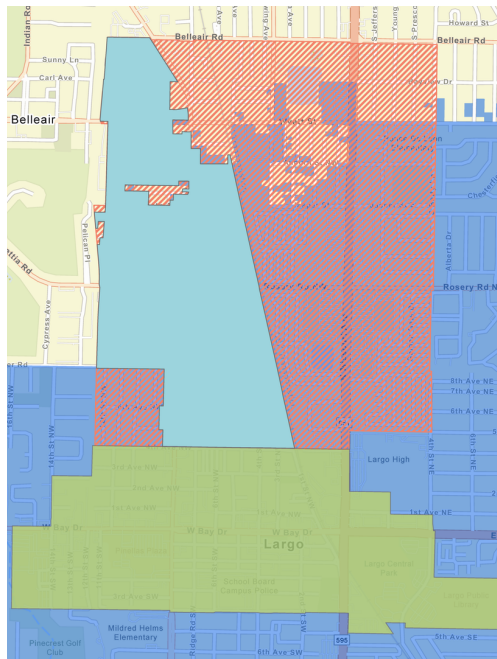


# CLEARWATER- LARGO ROAD

COMMUNITY REDEVELOPMENT DISTRICT PLAN

Draft: February 2025

A RENEWED FOCUS  
ON NORTH LARGO





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*Section 1*

# INTRODUCTION

# INTRODUCTION

## PLAN SUMMARY

The Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan establishes a framework that will guide decision-making for the utilization of public and private resources to improve physical and socioeconomic conditions within the CLR-CRD. This Plan represents an update to the previously adopted Clearwater-Largo Road Community Redevelopment District Plan (effective August 2007) to incorporate the proposed expansion area into the CRD and capture the evolving needs of the community.

The CLR-CRD Plan is the result of collaborative efforts between the City of Largo and residents, business owners, and organizations within the CLR-CRD to create a flexible, inclusive, adaptable, and community-driven plan that will guide long-term growth in the CRD and improve the overall livability of the community over time. This Plan addresses challenges that have impacted the community's health, economic mobility, and potential to grow over the past several decades through the identification of achievable projects and initiatives that will promote economic development, generate investment, and ameliorate physical conditions.

***Ultimately, this Plan seeks to harness the community's assets and promote inclusive growth by creating a vibrant, dynamic district that:***

- Improves access to housing, economic, and recreational opportunities, essential community services, and multimodal transportation options,
- Cultivates a sense of place and community pride, and
- Enhances the overall livability and quality of life for residents of the CLR-CRD.

## CONSISTENCY WITH OTHER PLANS

The CLR-CRD Plan is consistent with statutory requirements, as well as countywide and City of Largo initiatives. This Plan Update further links planning efforts conducted by Forward Pinellas with the City of Largo's efforts over the years related to housing, increased mobility, and a sense of place. The Forward Pinellas Countywide Rules, like the Largo Comprehensive Plan and Strategic Plan, describe encouraging a mix of business, residential, and civic uses. A compact physical arrangement and a walkable environment make it convenient to travel around by transit, bicycle, foot, or car. The Advantage Alt 19 Investment Corridor Plan, adopted in early 2024, further set the stage for the goals identified in this plan.

The CLR-CRD Plan is consistent with the following requirements and initiatives. Most importantly, the CLR-CRD Plan meets the requirements for community redevelopment plans defined by the Florida State Statutes and Pinellas County to set the stage for tax increment financing authority granted to the City of Largo.

### **Statewide Coordination**

- Chapter 163, Part III, Florida Statutes (the "Community Redevelopment Act")

### **Countywide (Pinellas County)**

- Forward Pinellas Countywide Plan
- Advantage Pinellas 2050 Long Range Transportation Plan
- Advantage Alt 19 Investment Corridor Plan
- Penny IV Affordable Housing & Economic Development Program
- Pinellas County Community Redevelopment Area 2021 Policy

### **City of Largo Efforts**

- Comprehensive Plan: Forwarding Our Future 2040
- City of Largo Strategic Plan
- Housing for All Recommendations Report
- Sustainability and Resilience Action Plan (SRAP)
- City of Largo Multimodal Plan

# PLANNING AREA

The existing CLR-CRD is located northwest of Downtown Largo and bound by Belleair Road to the north, 4th Avenue NW to the south, the Pinellas Trail to the west, the CSX railroad to the east. The proposed CRD expansion area extends the CRD's eastern boundary to Betty Lane, as shown in Figure 1.

The new CRD boundaries will expand the CRD from 307 to 844 acres, with 672 acres within the City of Largo. The other 172 acres include portions of Unincorporated Pinellas County and the City of Clearwater for planning purposes with the potential for future expansion or annexation into the City of Largo. Note that only properties within the City of Largo will be considered in the creation of a Redevelopment Trust Fund. Throughout this document, the entire CRD expansion area is referred to as the "CRD Planning Area." Unless noted otherwise, "the City" refers to the City of Largo.

## What Can the Plan Accomplish?



### Improve Access for All

Improve access to economic and housing opportunities. Encourage civic structures that are locally organized, inclusive and support network building.



### Improve Public Infrastructure

Improve walkability and multimodal access to services. Improve utilities and infrastructure in neighborhoods and along major corridors.



### Create a Place

Foster a strong sense of community pride that reflects community history and identity. Provide public spaces and recreation areas.



### Foster Economic Growth

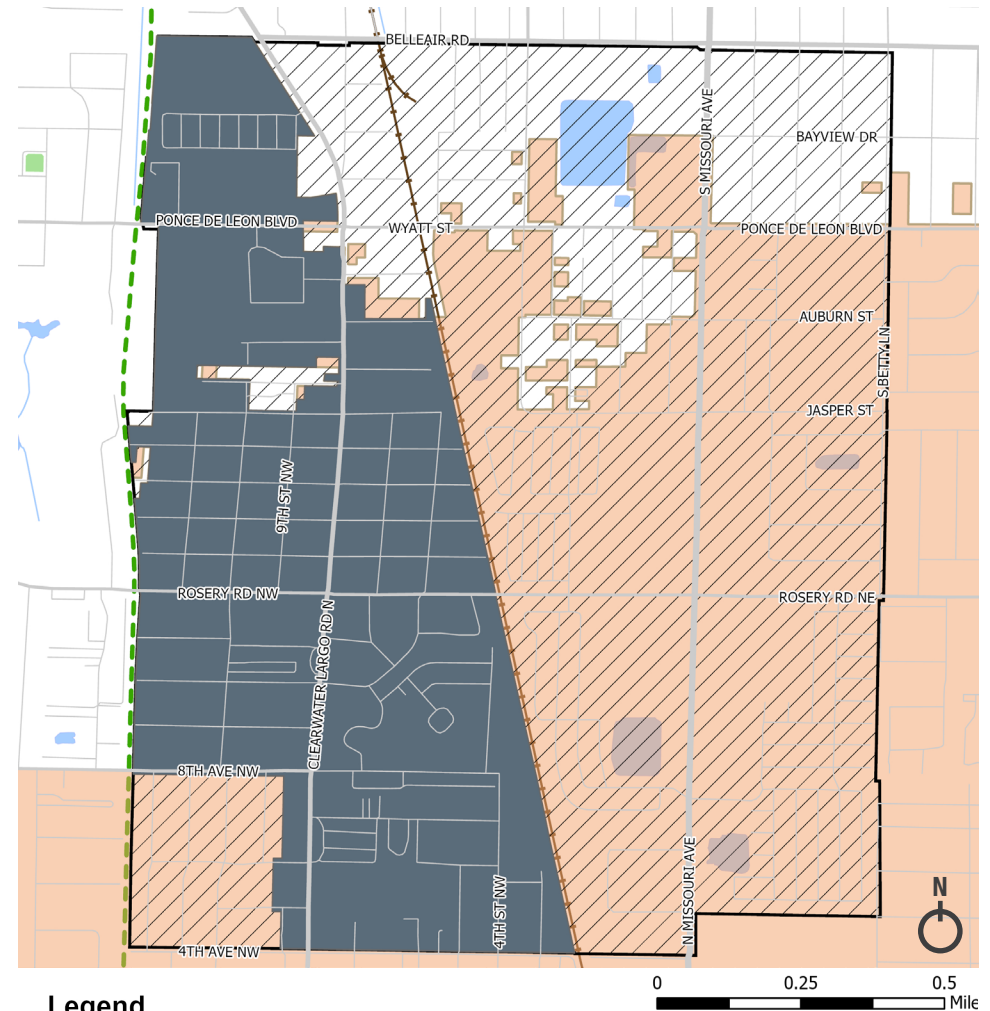
Expand job development and economic growth. Improve single-family neighborhoods and business areas by eliminating deteriorating sites.



### Generate Prosperity

Strengthen property values. Increase and maintain affordable housing.

**FIGURE 1. EXISTING CLR-CRD BOUNDARY AND PROPOSED EXPANSION AREA**



#### Legend

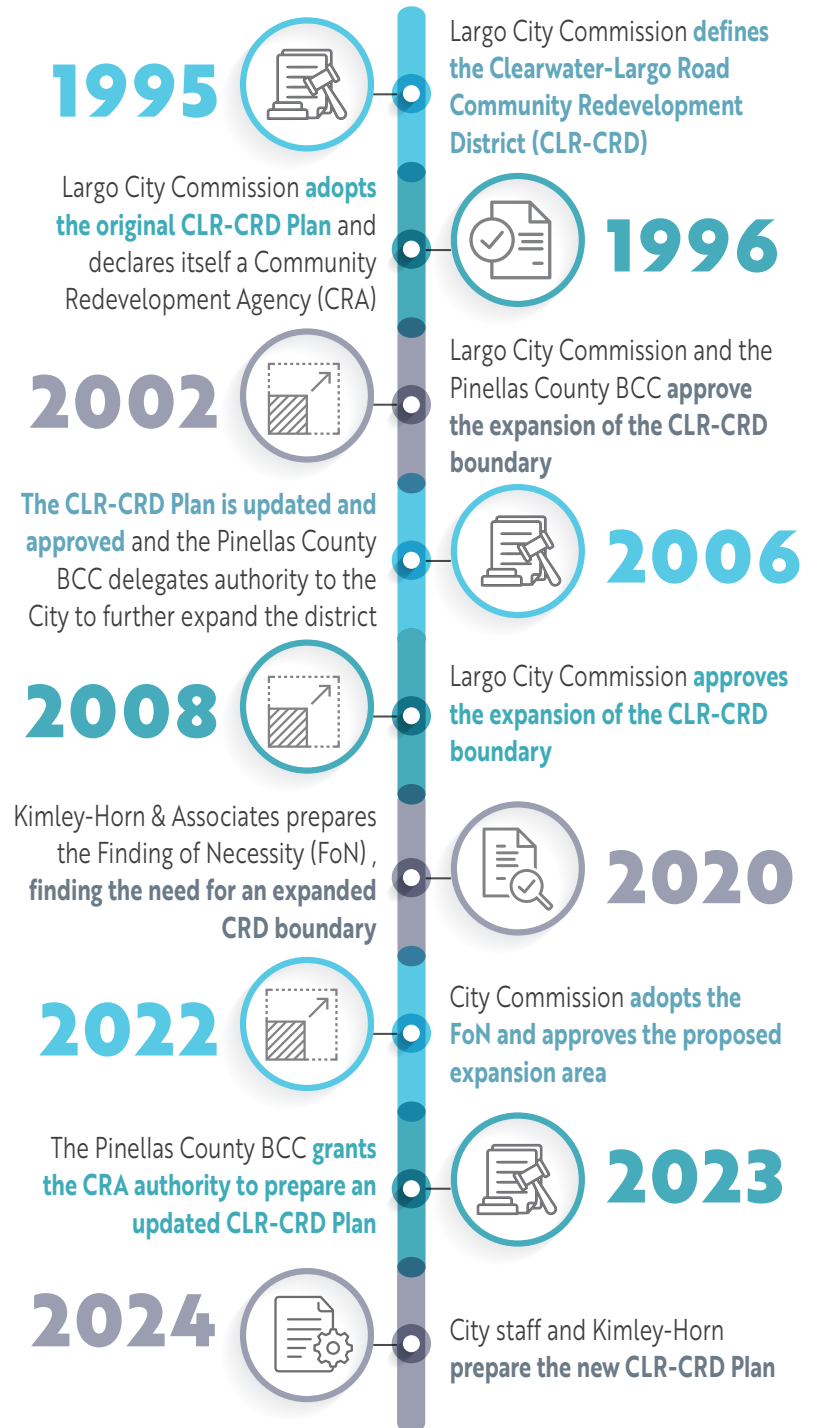
- Existing Clearwater-Largo Road Community Redevelopment District
- Proposed Expansion Area
- Largo City Limits

# BACKGROUND

The CLR-CRD was established in 1995 by the Largo City Commission and Pinellas County Board of County Commissioners (BCC), with the original Redevelopment Plan adopted by Largo City Commission in 1996. The CRD was established to address the spread of crime, low property values, and deteriorating buildings along the Clearwater-Largo Road corridor. The CLR-CRD boundary has expanded twice since its inception—once in 2002 and again in 2008. The preparation of this Plan marks the third instance in which the Pinellas County BCC has granted the Largo City Commission (acting in its powers as the Community Redevelopment Agency [CRA]) authority to prepare an updated CLR-CRD Plan. Following this Plan’s completion, the Pinellas County BCC will decide whether to approve this Plan and delegate authority to the City of Largo to expand the district and establish a Redevelopment Trust Fund to provide a funding mechanism for future CRD projects and initiatives that work towards the goals and objectives in this Plan. The 2007 Clearwater-Largo Road Community Redevelopment District Plan can be found in **Appendix F**.

## Updating the CLR-CRD Plan

In April 2023, the Pinellas County Board of County Commissioners (BCC) authorized the City of Largo Community Redevelopment Agency to update the Clearwater-Largo Road Community Redevelopment District Plan. By September 2023, utilizing funds from a federal American Rescue Plan Act (ARPA) grant, the City initiated the effort to develop a community analysis and effort to draft the new CRD plan. The purpose is to provide a flexible, collaborative, and community-driven framework for future decision-making, guiding the long-term growth and development of the CLR-CRD.



## Finding of Necessity (2020) Summary

In June 2020, the Largo City Commission approved a professional services agreement for a finding of necessity analysis for the Clearwater-Largo Road Community Redevelopment District Expansion, completed by December 2020. In September 2021, an existing Clearwater-Largo Road Redevelopment District Assessment Summary Memorandum was also completed, as required by Pinellas County.

As part of the 2020 Finding of Necessity (FoN), City of Largo staff evaluated the CLR-CRD and proposed expansion area under the Pinellas County Community Redevelopment Area Policy Program and Implementation Guidelines (2018)<sup>1</sup> for purposes of determining its eligibility for County TIF funding. The County's 2018 CRA Policy required all new and existing CRA/TIF expansions and extensions to be evaluated under the CRA scoring matrix across nine eligibility criteria to determine a CRA's final score (out of 105 points) and local designation. The results of the 2020 FoN's evaluation of the CLR-CRD and proposed expansion area under the County's 2018 CRA Policy are shown to the right.

Based on the findings of the 2020 FoN and aforementioned Scoring Criteria Matrix contained within the 2018 CRA Policy, the **Clearwater-Largo Road CRD and proposed expansion area qualified as an Urban Revitalization Area**. Under the 2018 CRA Policy, the "Urban Revitalization" local designation carried a TIF term limit of 30 years with a midpoint review at 15 years and a maximum County TIF contribution of 95%. See **Appendix G** for the complete 2020 Finding of Necessity Study.

<sup>1</sup>The 2020 Finding of Necessity for the CLR-CRD's proposed expansion was completed before the Pinellas County Board of County Commissioners repealed the *Pinellas County CRA 2018 Policy Program and Implementation Guidelines* and adopted the *Pinellas County CRA 2021 Policy*, which is the current governing policy for determining the level of County TIF funding and participation for CRAs throughout Pinellas County (effective date of September 1, 2021). Note that under the 2021 CRA Policy, a local designation of "Urban Revitalization" is applied when a CRA scores at least 75/100 points under the 2021 scoring criteria and carries a maximum term of 20 years with midpoint review at year 10, a base County TIF contribution of 70%, a minimum local contribution of 25%, and a maximum priority match of 25%—resulting in a maximum total contribution of 95%.

## CLR-CRD: Finding of Necessity Scoring Matrix

Based on Pinellas County's 2018 CRA Policy, a CRA's local designation is determined by its final score across the nine eligible conditions, with a total of 105 points possible. **The CLR-CRD and proposed expansion area met eight out of the nine conditions and received the maximum points possible in six out of the nine conditions, with a final score of 89 out of 105 points.**

CONDITIONS	CRITERIA	PROPOSED POINTS
<b>Economic Potential</b>	Employees Per Acre	<b>5</b>
<b>Community Development Block Group</b>	Majority of CRA within eligible Census Tracts	<b>10</b>
<b>Coastal High Hazard Area</b>	Within Coastal High Hazard Area	<b>0</b>
<b>Median Average Age of Housing Stock</b>	Over/under 35 years old	<b>10</b>
<b>Demonstrated Blight Factors, §163.340(8), F.S.</b>	6 or more, 3 to 5, 2 or less and FoN over 15 years old	<b>7</b>
<b>Unemployment (Civilian Population)</b>	150% Above to Below 110% of County Average	<b>20</b>
<b>Households Below Poverty Level</b>	150% Above to Below 110% of County Average	<b>15</b>
<b>Median Per Capita Income</b>	Not more than 60% to 80% of County Average	<b>7</b>
<b>Median Residential Values</b>	150% Above to Below 100% of County Average	<b>15</b>
<b>TOTAL POINTS</b>		<b>89</b>

**A score of 89/105 points qualifies the area for the urban revitalization category.**

# EXISTING CONDITIONS SUMMARY

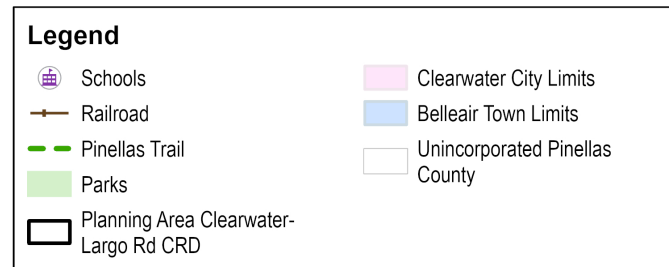
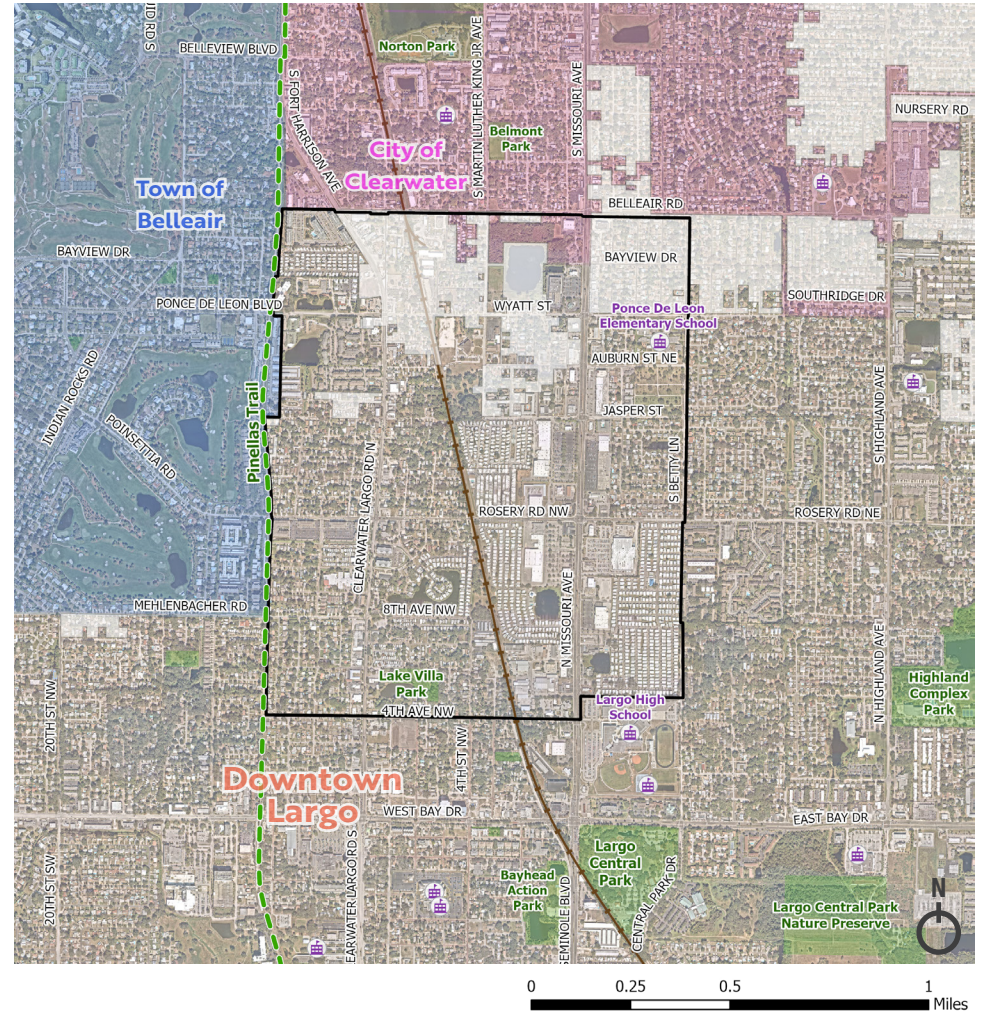
This section provides key takeaways from the existing conditions analysis. The full results of the existing conditions analysis can be found in **Appendix A**.

## District Context

The CLR-CRD is adjacent to major, regional transportation corridors—such as Missouri Avenue/US Alt. 19, Clearwater-Largo Road, and West Bay Drive—and in close proximity to activity nodes such as Downtown Largo, Downtown Clearwater, and the Gulf beaches. **The CRD consists mostly of commercial and residential uses and is surrounded by predominantly residential areas.** The commercial areas are primarily on Missouri Avenue and Clearwater-Largo Road. The majority of the residential areas are zoned as single-family residential.

The CRD is also adjacent to recreational amenities, such as the Pinellas Trail and nearby public parks. **There are limited parks and public facilities within the CRD.** Ponce De Leon Elementary School is the only public school located directly in the CRD. Largo High School is located just outside of the CRD boundary. The only park in the CRD is Lake Villa Park, which is located in the southwest area of the CRD. There is limited access to the Pinellas Trail and other recreational/park spaces for residents who live east of the railroad and north of Rosery Road.

**FIGURE 2. CLR-CRD CONTEXT MAP**



## Transportation Network Summary

The CLR-CRD has an irregular street network. In most areas, large lots and residential developments disrupt the street pattern and limit connectivity. **Most of the roads in the CLR-CRD Planning Area are classified as local streets and are owned and maintained by the City of Largo.** Missouri Avenue, which is owned and maintained by FDOT, is a principal arterial roadway and Clearwater-Largo Road and Belleair Road are minor arterials.

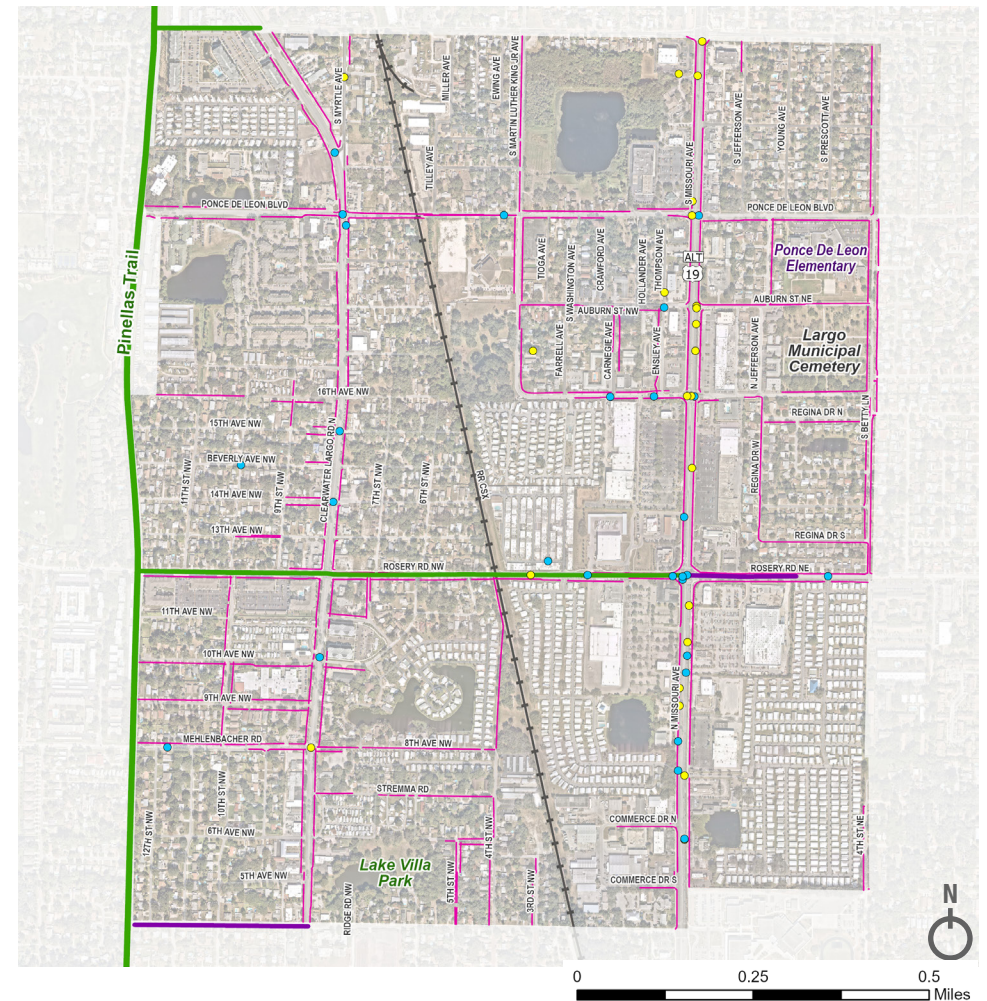
Sidewalks exist along both sides of most major roadways. The mobile home parks in the area also have complete sidewalk networks. **The majority of sidewalk gaps in the CRD exist in residential areas.**

There are very few existing bicycle facilities in the CRD. The western boundary of the CRD is the Pinellas Trail, which provides connections to other cities and areas in the County. The only other dedicated bicycle facilities in the area are a multi-use path/trail along Rosery Road between the Pinellas Trail and Missouri Avenue and shared-lane markings (sharrows) along Rosery Road from Missouri Avenue to Golden Gate Drive and along 4th Avenue NW from the Pinellas Trail to Clearwater-Largo Road. **Overall, there is minimal, dedicated bicycle infrastructure for bicycle connections within and from the CRD.**

**Of the 959 total crashes that occurred within the CRD from 2019 to 2023, 65 (6.7%) involved a bicyclist or pedestrian and 43 (4.5%) involved a fatality or serious injury.** Of those 43 crashes, 15 (34.9%) involved a bicyclist or pedestrian, indicating that bicyclists and pedestrians are disproportionately at-risk of serious injury or fatality when involved in a crash.

The Pinellas Suncoast Transit Authority (PSTA)—Pinellas County’s public transportation provider—operates three core routes (Route 18, 52, and 52LX) and one supporting local route (Route 61) in the CRD Planning Area. **PSTA’s two highest-performing routes, Route 18 and Route 52, serve the CRD Planning Area.** Stops along Missouri Avenue and Clearwater-Largo Road near the Rosery Road intersection have the highest ridership in the CRD.

**FIGURE 3. CRASHES INVOLVING A BIKE OR PEDESTRIAN (2019-2023) AND EXISTING INFRASTRUCTURE**



Existing Bicycle and Pedestrian Infrastructure

- Community Trail
- Shared-Lane Marking
- Sidewalks

Crashes Involving a Bike or Pedestrian (2019-2023)

- Bike (37)
- Pedestrian (28)

## Demographics Summary

The CLR-CRD Planning Area's population is slowly increasing at a greater rate than the rest of the City of Largo. **The CLR-CRD Planning Area is home to mostly people in retirement age and continues to attract people in those age groups.** Generation X (roughly approximated by people ages 45-64) make up the largest population among all generations at 28%. Millennials make up the next largest cohort at 28%. Baby Boomers (roughly approximated by the people ages 65-84), make up 23% and also make up the fastest growing cohort.

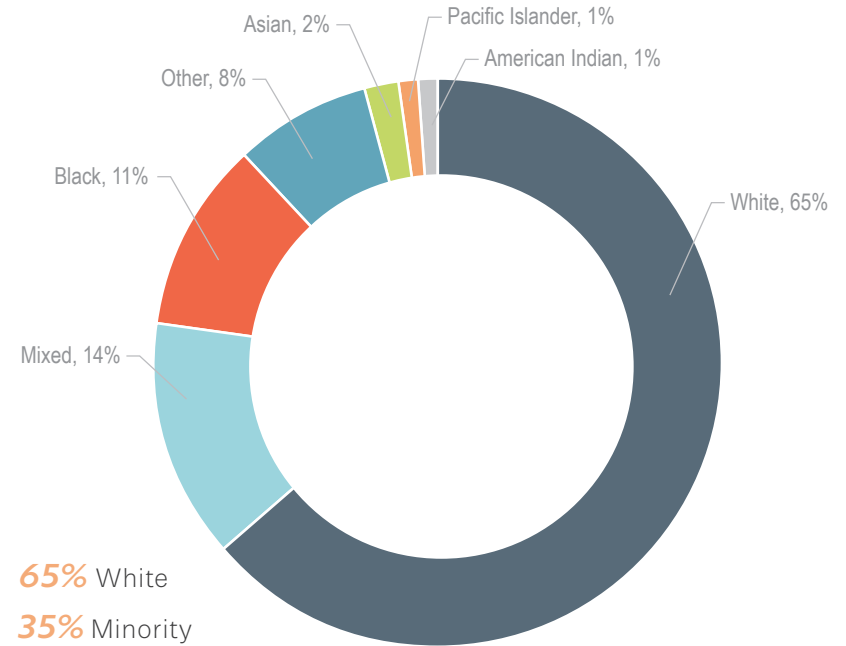
### Age Distribution within the CLR-CRD Planning Area

Source: ESRI Business Analyst, 2023

AGE COHORT	2010	2023	%	% CHANGE
0-14	1,220	1,270	18%	4%
15-24	793	753	11%	-5%
25-34	868	889	13%	2%
35-44	849	900	13%	6%
45-54	1,041	890	13%	-15%
55-64	863	1,042	15%	21%
65-74	688	994	14%	44%
75-84	456	609	9%	34%
85+	313	301	4%	-4%
<b>TOTAL</b>	<b>7,091</b>	<b>6,907</b>	<b>100%</b>	<b>-3%</b>

## Race and Identity within the CLR-CRD Planning Area

Source: ESRI Business Analyst, 2023



## Employment Summary

The CLR-CRD Planning Area has a civilian labor force of 3,975, of which 3,718 are employed—giving the CLR-CRD Planning area an unemployment rate of 6.4%. The portion of the CLR-CRD Planning Area within the City of Largo’s jurisdictional boundaries (i.e., the portion of the CLR-CRD Planning Area that will be considered for the creation of a Redevelopment Trust Fund and TIF funding) has a civilian labor force population of 3,280, of which 3,061 are employed—giving the area an unemployment rate of 6.7%. Both geographies have a higher unemployment rate than the City (4.4%), County (3.8%), and Tampa-St. Petersburg-Clearwater MSA (3.9%). **The CLR-CRD’s unemployment rate is 168.4% higher than the County’s unemployment rate and the unemployment rate for the portion of the CLR-CRD Planning Area within the City’s jurisdictional boundaries is 176.3% higher than the County’s.** The CLR-CRD Planning Area’s employed population of 3,718 comprises 8.4% of the City’s total employed population (44,494) and 0.7% of Pinellas County’s total employed population.

An analysis of employment distribution by industry shows that **over half (53.6%) of employed residents in the CLR-CRD Planning Area work in the following industries:**

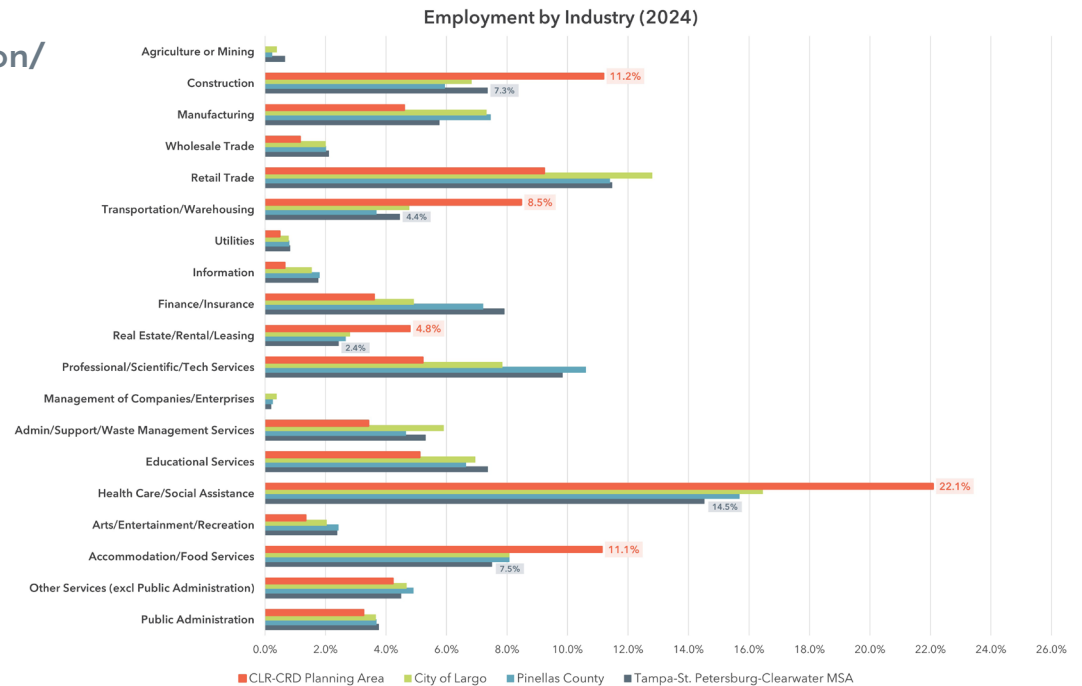
- Health Care/Social Assistance (22.1% of employed labor force)
- Construction (11.2%)
- Accommodation/Food Services (11.1%)
- Retail Trade (9.2%)

A comparative analysis of employment distribution by industry shows that **the CLR-CRD Planning Area has a locational specialization, or higher concentration of employment, in the following industries** when compared to the City, County, and MSA:

### Employment Distribution for Industries in which the CLR-CRD Planning Area has a Locational Specialization/ Higher Concentration of Employment

Source: ESRI Business Analyst, 2024

INDUSTRY	CLR-CRD	CITY	COUNTY	MSA
<b>Health Care/ Social Services</b>	<b>22.1%</b>	16.4%	15.7%	14.5%
<b>Construction</b>	<b>11.2%</b>	6.8%	5.9%	7.3%
<b>Accommodation/ Food Services</b>	<b>11.1%</b>	8.1%	8.1%	7.4%
<b>Transportation/ Warehousing</b>	<b>8.5%</b>	4.8%	3.7%	4.4%
<b>Real Estate/ Rental/Leasing</b>	<b>4.8%</b>	2.8%	2.7%	2.4%
<b>Percent of Total Employment</b>	<b>57.7%</b>	38.9%	36.0%	36.2%



## Households, Income, and Poverty Status

Source: ESRI Business Analyst, ACS 5-Year Estimates, 2022

In 2022, there were approximately 2,861 households in the CLR-CRD Planning Area. **Median household income in the CLR-CRD Planning Area is \$42,588, which is 23.5% lower than the City's 2022 median household income of \$55,689 and 35.9% lower than the County's 2022 median household income of \$66,406.** Using Florida Housing Finance Corporation (FHFC)'s 2022 Income and Rent Limits and the U.S. Department of Housing and Urban Development (HUD)'s definitions for low-income households, **over 60% of households in the CLR-CRD Planning Area would be considered low-income, very low-income, or extremely low-income,** meaning they have a median household income equating to less than 80% area median income (AMI), 50% AMI, or 30% AMI, respectively. **Over three-quarters of households (76.8%) have a median household income less than 120% AMI, indicating the majority of households in the CLR-CRD Planning Area would qualify for income-restricted workforce housing.** Only 23.1% of households in the CLR-CRD Planning Area earn more than \$75,000/year, compared to 35.9% in the City and 44.7% in the County as a whole.

Households in the CLR-CRD Planning Area are also worse off along other economic indicators when compared to the City and County. **The CLR-CRD Planning Area has a greater percentage of households with income below the Federal Poverty Level (FPL), receiving food stamps/SNAP assistance, and without access to a vehicle.**

**18.9%**  
Households Receiving SNAP Assistance  
*Compared to 11.4% in the City and 8.9% in the County*

**22.0%**  
Households Below Poverty Level  
*Compared to 12.9% in the City and 11.5% in the County*

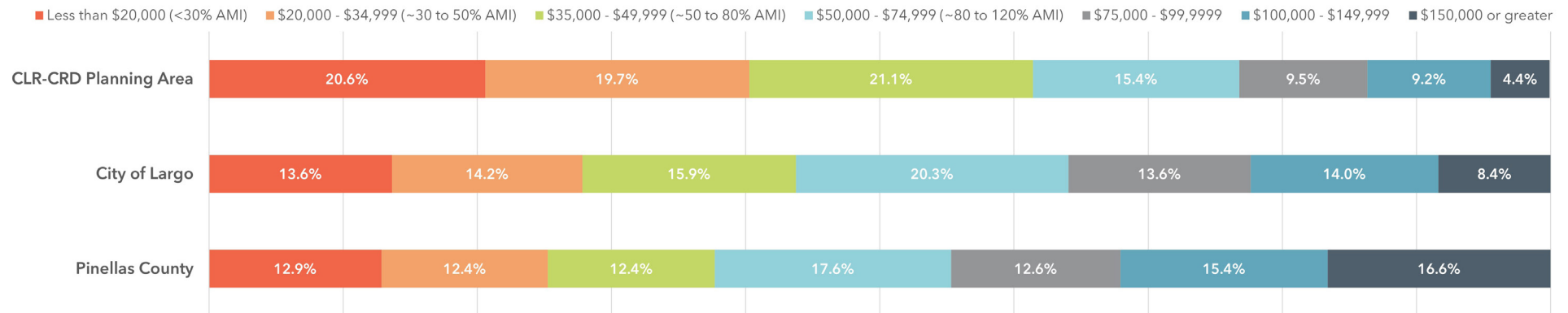
**\$42.6K**  
2022 Median Household Income  
*23.5% lower than the City and 35.9% lower than the County*

**17.1%**  
Households with No Vehicle  
*Compared to 8.7% in the City and 6.9% in the County*

**53.9%**  
Owner Households  
*Compared to 62.1% in the City and 69.0% in the County*

**46.1%**  
Renter Households  
*Compared to 37.9% in the City and 31.0% in the County*

Distribution of Households by Income Tier (2022)



Source: U.S. Census Bureau, ACS 5-Year Estimates, 2022

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*Section 2*

**ECONOMIC  
DEVELOPMENT  
ANALYSIS**

# SOCIOECONOMIC SUMMARY

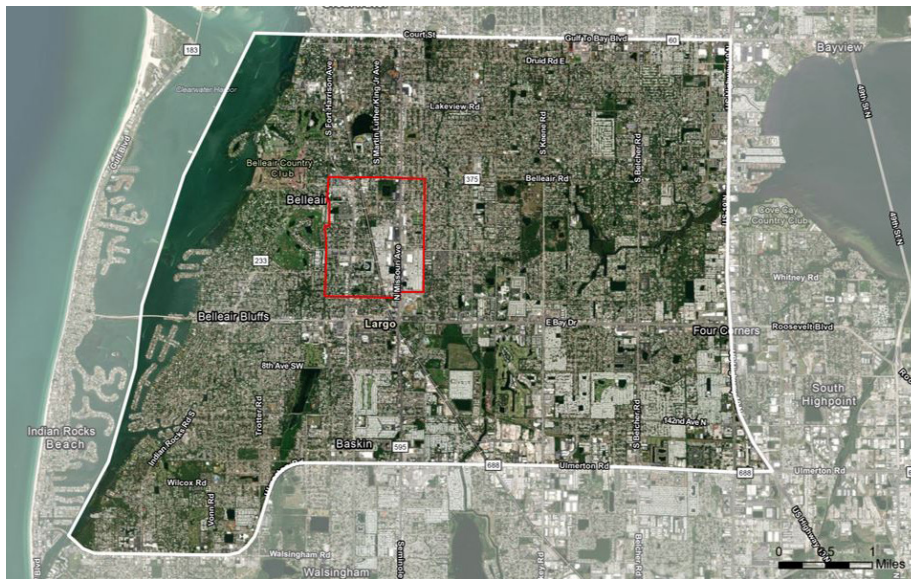
This section provides key takeaways from the economic development analysis. The full results of the economic development analysis can be found in **Appendix B**.

## Population and Household Forecasts

Forecasts for the Market Area are based on captures from the Tampa-St. Petersburg MSA projections. Currently, the Market Area represents about 3.7% of the total MSA population. This percentage is expected to modestly decline as other areas of the MSA are developed. The Market Area is expected to have a total population of between 128,000 to 136,100 by 2045, resulting in the **addition of 6,900 to 15,000 new residents**.

The total number of households in the Market Area is also expected to increase by **approximately 4,100 to 8,000 households during the twenty-year forecast horizon**. The household analysis assumes that the average household size will remain generally consistent at 2.09 persons per household.

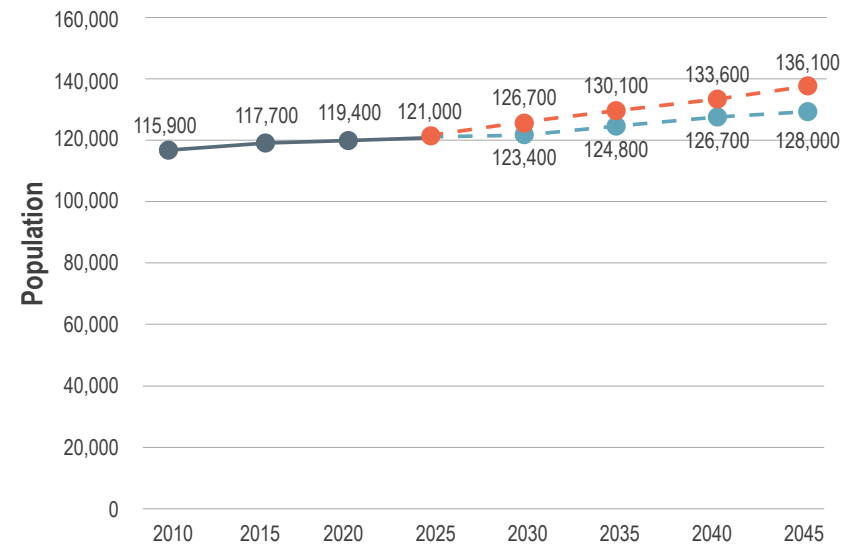
**FIGURE 4. CLR-CRD AND MARKET AREA**



- CLR-CRD
- Market Area

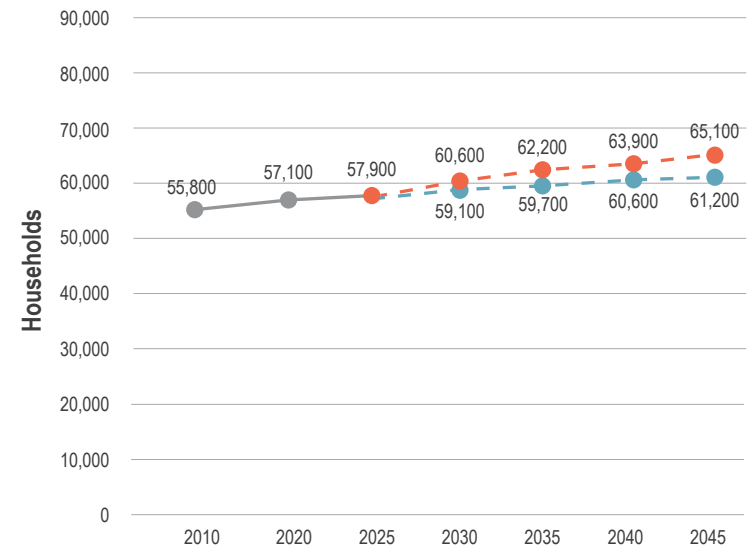
## Population Forecasts, Market Area, 2010 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; BEBR; FL EDR; ESRI BAO; Kimley-Horn



## Households Forecasts, Market Area, 2010 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; BEBR; FL EDR; ESRI BAO; Kimley-Horn



## Market Area Employment Snapshot

The Market Area has historically represented approximately 4.2% of all jobs in the Tampa-St. Petersburg MSA. As of 2023, the Market Area hosts approximately 55,000 jobs and has an employed population of approximately 47,800. Over the next twenty years, **jobs within the Market Area are expected to increase by 14.3% to 21.6%, reaching between 62,900 to 66,900 new jobs by 2045.**

## Commuting Characteristics

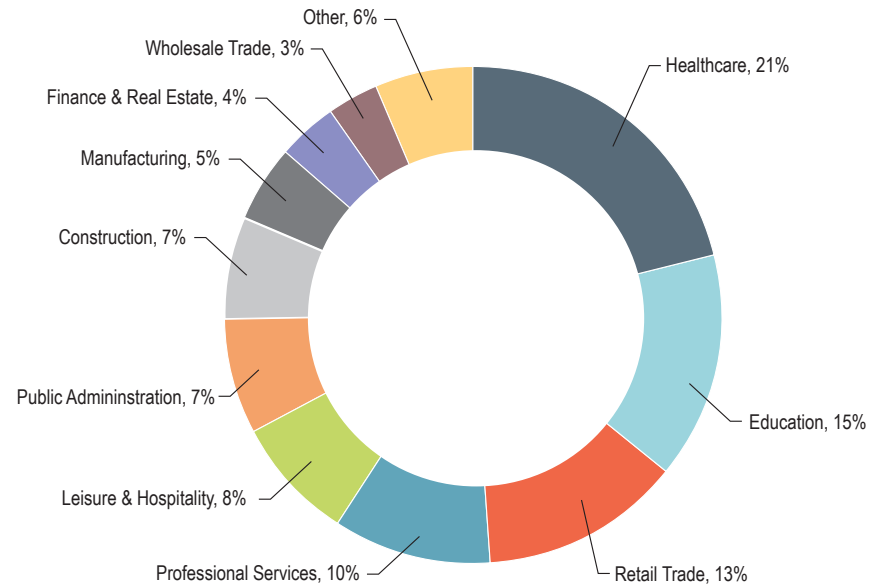
**About two-thirds of Largo residents in the workforce left the City each day for work** (66.1% of Largo's employed population, or 26,323 workers 16 years and over residing in Largo). This means that **just one-third of employed Largo residents have their place of work in the City** (33.9% of Largo's employed population, or 13,500 workers 16 years and over residing in Largo). In contrast, 50.7% of employed City of Clearwater residents worked in Clearwater and 58.5% of employed City of St. Petersburg residents worked in St. Petersburg.

**The City of Largo also has a larger portion of its employed residents working outside of the home compared to the cities of Clearwater and St. Petersburg.** In Largo, 88.7% of workers do not work from home (11.3% of workers work from home), while 80.1% of Clearwater's employed residents and 81.7% of St. Petersburg's employed residents do not work from home (19.9% and 18.3% of workers work from home in Clearwater and St. Petersburg, respectively).

Source: U.S. Census Bureau, "Commuting Characteristics by Sex," 2023 American Community Survey 5-Year Estimates Subject Tables, Table S0801.

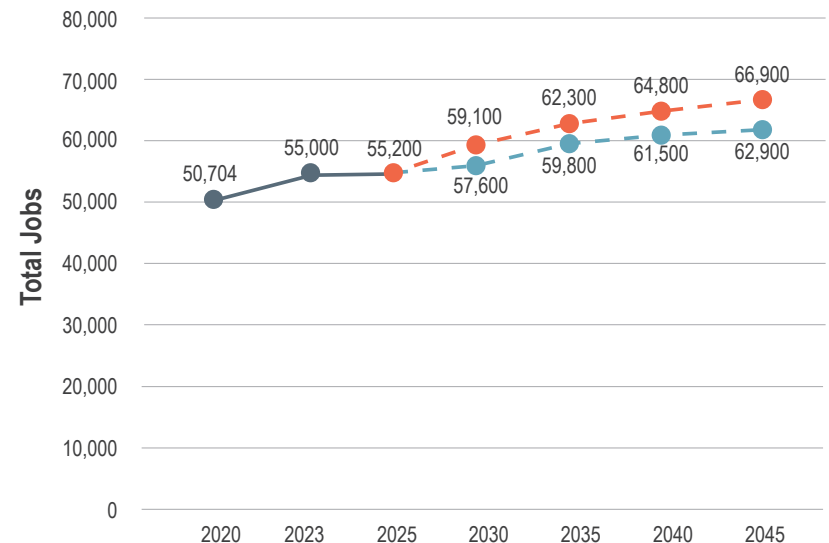
## Market Area Shares of Employment By Industry

Source: ESRI Business Analyst



## Employment Forecasts, Market Area, 2020-2045

Source: Bureau of Labor Statistics; Woods & Poole; ESRI BAO; Kimley-Horn



# REAL ESTATE MARKET SUMMARY

## Housing

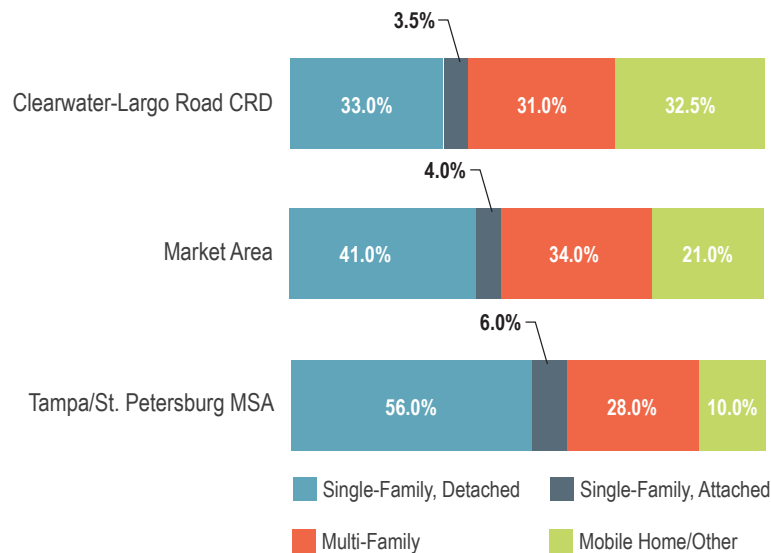
The majority of the housing stock in the CRD is aging, with a median construction year of 1971, making the majority of the CRD's housing stock older than the total housing stock of the Market Area and Tampa-St. Petersburg MSA.

The CRD has a lower percentage of owner-occupied housing units and a greater percentage of renter-occupied and vacant housing units compared to the Market Area and MSA.

There is a greater mix of housing options within the CRD. There is nearly equal distribution of single-family detached, multi-family, and mobile home/other that make up the housing options in the CRD. In the CRD, 33.0% of the housing stock is comprised of single-family detached homes, compared to 41.0% and 56.0% in the Market and MSA, respectively. The CRD also has a higher percentage of mobile homes compared to the Market Area and MSA, which may be a contributing factor to the CRD's significantly lower median home values and higher score on ESRI's Housing Affordability Index.

### Housing Units by Type

Source: ESRI Business Analyst



### Housing within the CRD

Source: ESRI Business Analyst

HOUSING SUMMARY	CRD PLANNING AREA	CITY OF LARGO
Median Home Value	\$87,994	\$251,304
Average Household Size	2.15	2.00
Housing Affordability Index	182	88
Percentage of Income for Mortgage	13.3%	27.9%

### Housing within the CRD

Source: ESRI Business Analyst

2023	CRD PLANNING AREA	MARKET AREA	MSA
Median Year Built	1971	1974	1984
Median Home Value	\$87,994	\$282,850	\$319,745
Owner-Occupied Units	40.9%	55.3%	60.0%
Renter-Occupied Units	44.5%	31.3%	29.9%
Vacant Units	14.6%	13.4%	10.1%

## Multi-family Trends

The CRD contains 1,111 multi-family units, accounting for only 6.4% of multi-family in the Market Area. **Approximately 51% of the multi-family (568 units) was built within the last three years.** Multi-family vacancy rates fluctuates due to deliveries in the market with the highest vacancy in 2020 impacted by COVID-19.

## Retail Trends

**Within the CRD the pace of retail development has decelerated since the 2010s**, with only 7,300 square feet of retail space added since 2019. The retail vacancy in the CRD has seen a decrease since 2019, indicating that available spaces have been leasing. However, it's worth noting that the vacancy rate remains higher than both the Market Area and MSA.

There has been a substantial increase in the price per square foot for retail since 2019, currently surpassing the rates observed in both the Market Area and MSA.

## Office Trends

**There has been no office space added in the CRD since 2008, with most of the office development occurring in the 1980s.** The office vacancy rate is currently at an unprecedented low of 0.6% (in 2021, CoStar did not report office vacancy), in stark contrast to the 5.9% in the Market Area and 9.3% in the MSA.

The rental price per square foot for office space has experienced only a marginal increase over the past five years, remaining comparable to the rates in the Market Area. However, the MSA's rental price per square foot surpasses both the Market Area and CRD.

## Industrial Trends

**Within the CRD there has been no industrial space added since 2002**, with the majority of industrial development occurring in the 1980s. The industrial vacancy rate is currently at a low of 0.7% (in 2022, CoStar did not report industrial vacancy), lower when compared to 3.3% in the Market Area and 4.2% in the MSA.

## Hotel Trends

**Belleair Village Motel is the only hotel property in the CRD, established in 1963.** With 40 rooms, it has consistently maintained an occupancy rate exceeding 55% over the past five years. The average daily rate has seen a notable 20% increase since 2019, reaching \$72.02. This contrasts with the Market's rate of \$103.70 and the Tampa MSA's rate of \$148.46.

## Market Area Residential Demand

Residential demand is based on projected Market Area population and household growth presented earlier in this analysis. Housing demand considered housing vacancy rates based roughly on 13.4% across all housing unit types. This vacancy rate is based on long-reported trends for the Market Area. Based on these assumptions, the Market Area could support between 69,400 and 73,800 units through 2045.

A variety of housing products will be in demand across the Market Area, representing a continuation of the current inventory and the known development pipeline. **Future housing demand is expected to continue to be heavily driven by single-family detached units. Attached product, including townhouses, duplexes, and tri/quadrplexes, will also be popular, catering to younger Millennials and aging Baby Boomers**, and larger multi-family projects (five or more units) could also represent a portion of the future demand.

# REDEVELOPMENT POTENTIAL

## *Redevelopment Potential Analysis*

The redevelopment potential map (pg. 19) indicates which parcels in the CRD Planning Area have the highest potential for redevelopment based on the factors described to the right. Parcels with the highest redevelopment potential are shown in purple and parcels with the lowest potential are shown in light yellow. Many parcels with a high redevelopment potential are also vacant (indicated by blue hatching).

***Parcels with the highest potential for redevelopment are located along Missouri Avenue and the CSX railroad corridor.***

Parks, public schools, and properties classified as utility, sewage disposal, or submerged land by the Pinellas County Property Appraiser are considered stable properties and were therefore excluded from this analysis. Further, while residential areas were included in the analysis, these areas are also considered stable and will not be the focus of large-scale redevelopment strategies.

This analysis will be coupled with the socioeconomic and real estate market analyses to identify catalytic sites that have the potential to serve as housing- and employment-generating properties with a relatively high taxable value that can be captured through a Tax Increment Financing (TIF) district.

## *Redevelopment Potential Factors*

Using Pinellas County Property Appraiser data (January 2023), each parcel with the CRD Planning Area was given a redevelopment potential score based on the following factors:

***Land to Building Value.*** Land versus building value was calculated by dividing each parcel's current land value by its building value. Parcels with higher land value than building value were given a higher score as this indicates that the property has the potential to be used for a higher and better use (i.e., the land is worth more than the building that sits upon it) and is therefore more likely to redevelop.

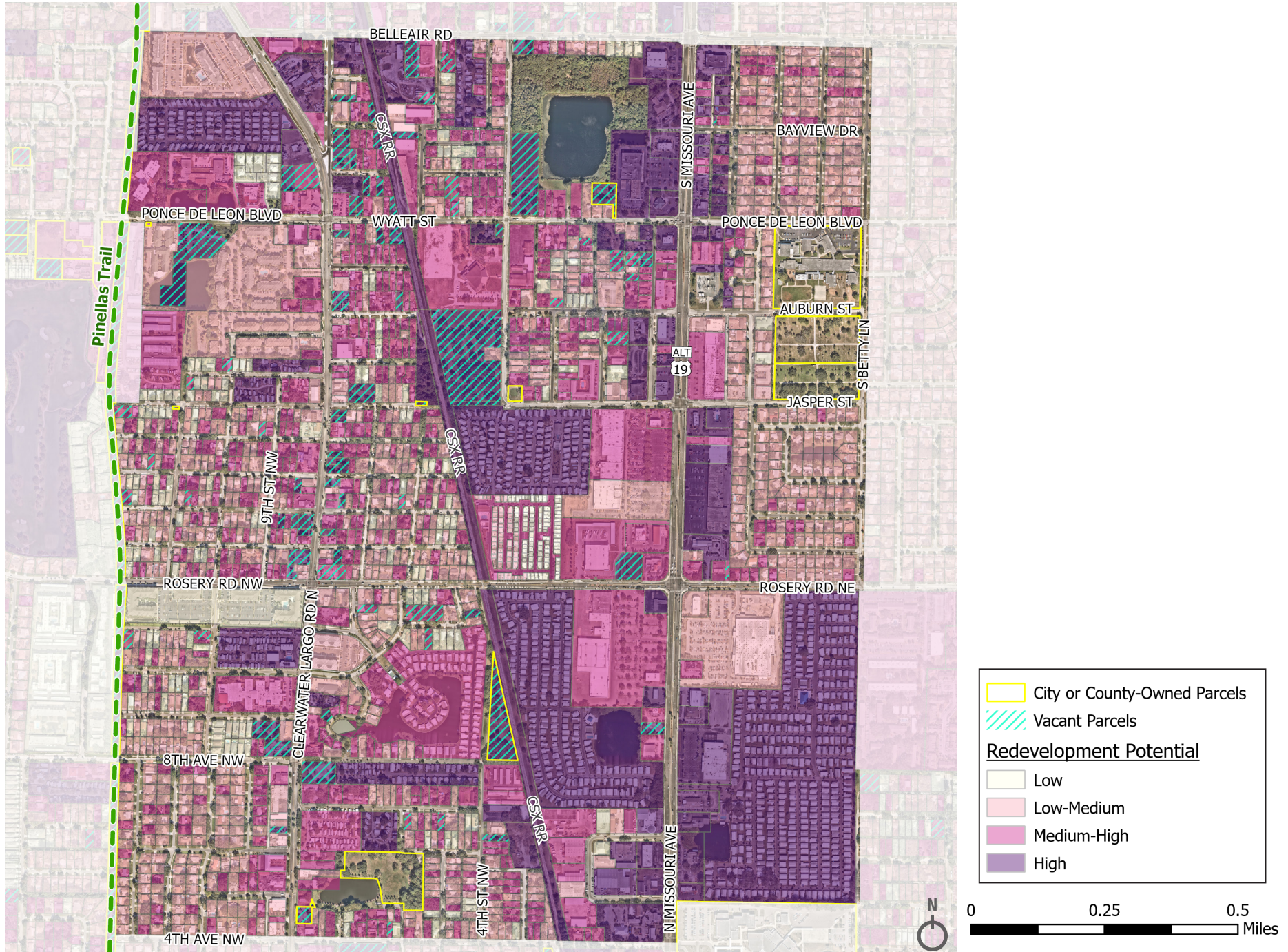
***Size of Parcel.*** Larger parcels are more attractive for redevelopment as they have the potential to yield greater revenue. Parcels were given a score based on acreage, with parcels greater than one-acre receiving the highest score.

***Age of Structure.*** Parcels with older buildings have a greater potential for redevelopment compared to parcels with recently-constructed buildings. Parcels with buildings that are more than 25 years old were given a score that increased with building age.

***Transit Corridor Access.*** Parcels in proximity to a future transit corridor, as defined by [Forward Pinellas's Countywide Plan Land Use Strategy Map](#), are more likely to redevelop as enhanced transit investments are made in the area. Parcels within 300 feet of the future transit corridor were given a score based on whether the transit corridor is classified as primary, secondary, or supporting.

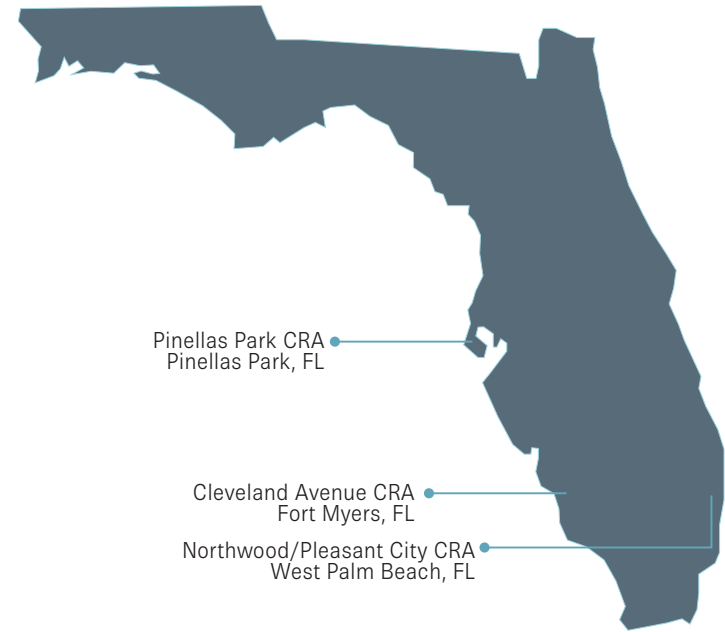
Please note that while these factors indicate a potential for redevelopment, it does not mean that these parcels will be redeveloped.

**FIGURE 5. REDEVELOPMENT POTENTIAL MAP**



## COMPARATIVE ANALYSIS

A comparative analysis was conducted to examine best practices of three Florida CRAs: Northwood/Pleasant City CRA, Cleveland Avenue CRA, and Pinellas Park CRA. These CRAs were chosen because of similar conditions, size, and contexts. Best practices for CRA funded programs and projects were evaluated as well as the TIF revenues and expenditures for each CRA. The following pages include a summary of findings for each CRA and a table of programs and initiatives that may be applicable to deploy in the CLR-CRD.



## Northwood/Pleasant City CRA

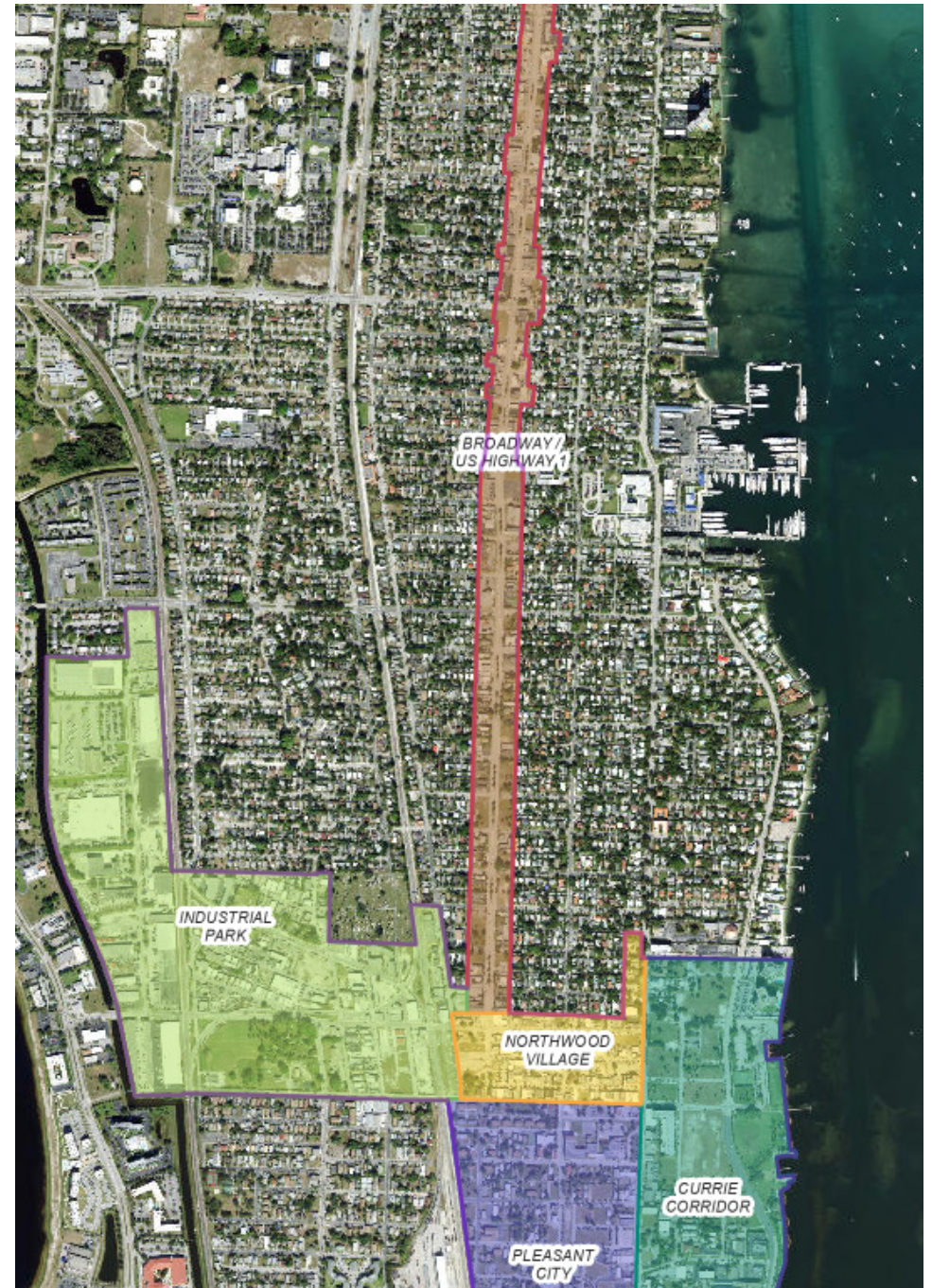
**Location:** West Palm Beach, Florida

**Size:** 459 Acres

**Population:** 7,150 (approx.)

### Overview

The Northwood/Pleasant City CRA consists of mostly suburban development with 5 subareas within the CRA. The land uses within the CRA primarily range from commercial, industrial, and multi-family. The CRA also has multiple major arterial roadways that bisect the CRA. This CRA offers a wide range of economic development incentives and programs

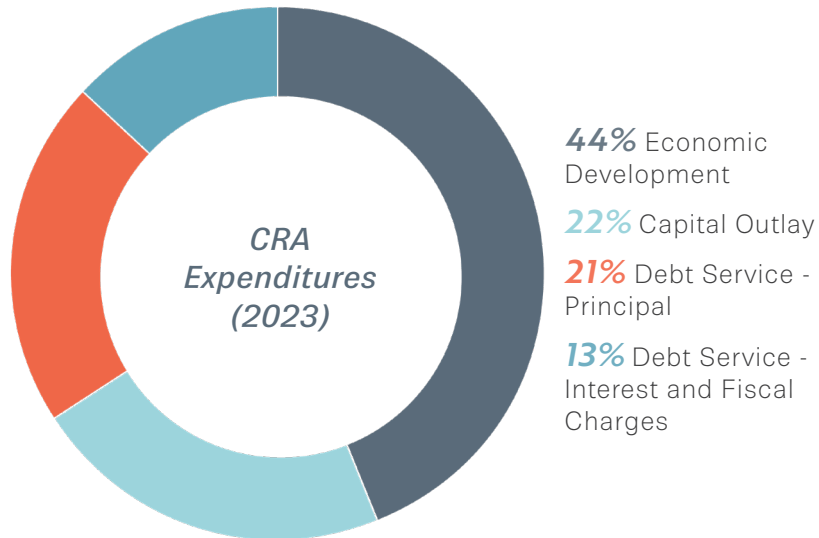
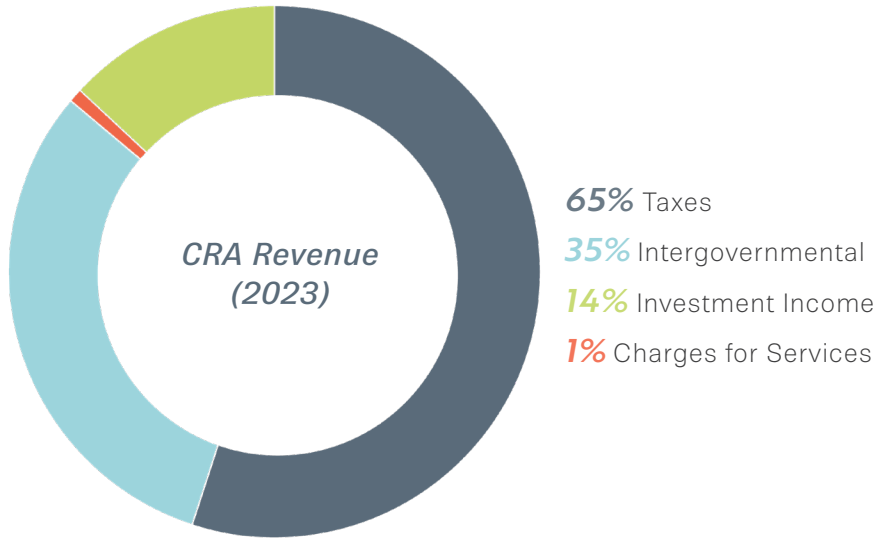


Northwood/Pleasant City CRA and Subareas.

Source: City of West Palm Beach

## Funding

The graphs below show how where revenue is being generated within the CRA and how the CRA is distributing funds.




## Project Spotlight

### Facade and Exterior Improvement Program

This program allows businesses to apply for a grant to improve the exterior of a commercial building or site. The grant provides 80% of the project cost up to a maximum of \$10,000. Programs like these allow smaller businesses to improve their buildings and property to reflect the character and design of the community.

*Before*



*After*



## Established Programs and Initiatives

Below is a list of programs and initiatives in the Northwood/Pleasant City CRA that may be applicable to implement within the CLR-CRD to meet the vision outlined in this plan.

PROJECT/PROGRAM	TYPE	DESCRIPTION	FUNDING ASSISTANCE
<b>Housing Investment Program (HIP)</b>	Housing	Developers of new construction of for-sale/for rent residential projects investing up to \$5 million may be eligible for development assistance	Based on a formula, projects may qualify for a \$5,000 per unit incentive  An additional \$5,000 incentive may be provided for each affordable unit set aside with a maximum number of units not to exceed 25% of the overall project
<b>Real Estate Development Accelerator (REDA)</b>	Housing	This program provides incentives necessary for redevelopment including tenant relocation, acquisition, build out and rehabilitation or renovation of existing properties	-
<b>Facade and Exterior Improvement Program</b>	Economic Development	This grant is available to businesses for aesthetic improvements to the exterior of a commercial buildings and site	Grant provides 80% of the project cost up to maximum CRA grant of \$ 10,000
<b>Beautify Northwood Program</b>	Economic Development	This program is an opportunity for businesses located along Broadway, North Dixie Hwy and in Northwood Village to request assistance with minor cosmetic improvements such as painting, lighting, landscaping, and signage	The CRA will provide funding in an amount not to exceed qualifying project costs up to \$3,500
<b>Relocation and Development Assistance</b>	Economic Development	The CRA may assist with relocation and development of certain uses to allow for a more desirable or upgraded use.  This program provides the incentives necessary for redevelopment including tenant relocation, acquisition, build out and rehabilitation or renovation of existing properties.	-
<b>Grand Opening Assistance</b>	Economic Development	This program provides financial assistance with grand openings for businesses within the CRA	Typically \$ 500 per business
<b>Strategic Investment Streetscape Program</b>	Mobility	Development projects costing up to \$5 million can be eligible for funds for streetscape improvements.	Depending on the scope of the project, up to 50% of the cost of the streetscape construction within the public right-of-way may be funded.

## Cleveland Avenue CRA

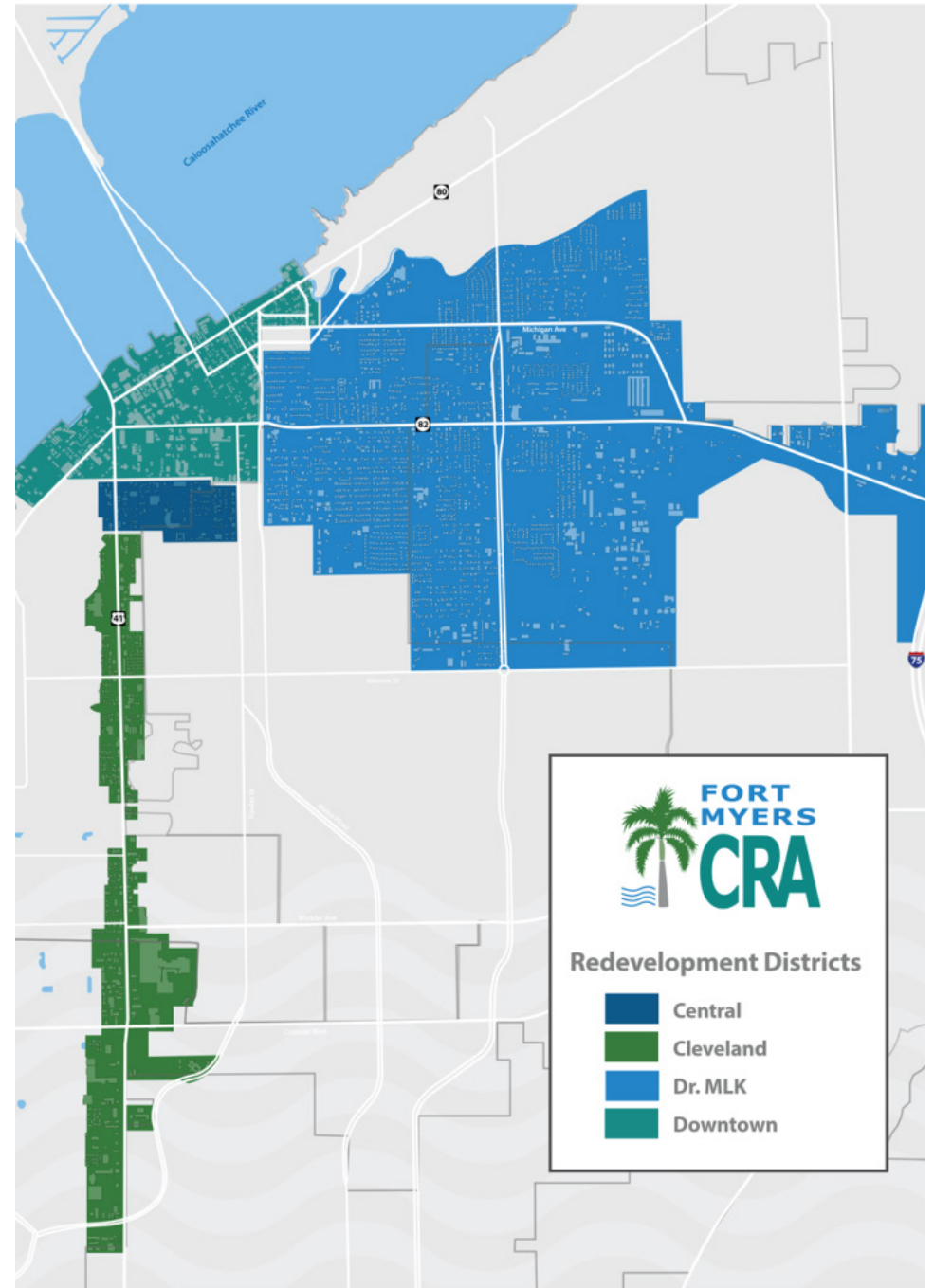
**Location:** Fort Myers, Florida

**Size:** 614 Acres

**Population:** 1,260 (approx.)

### Overview

The Cleveland Avenue consists of urban and suburban development with 4 subareas within the CRA. The land uses within the CRA primarily range from commercial, institutional, multi-family, single-family, office, and light industrial. The CRA also has multiple major arterial roadways that intersect the CRA. This CRA offers a wide range of incentives and programs relating to economic development, beautification, and transportation.

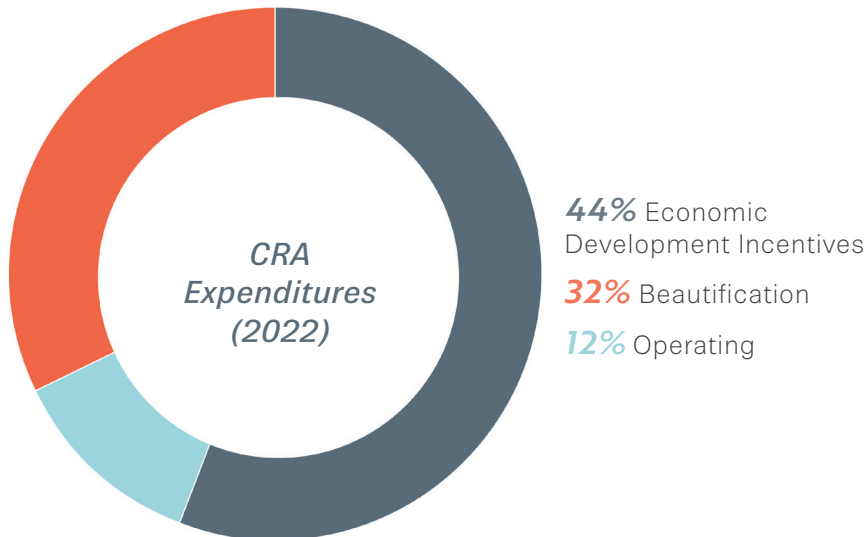
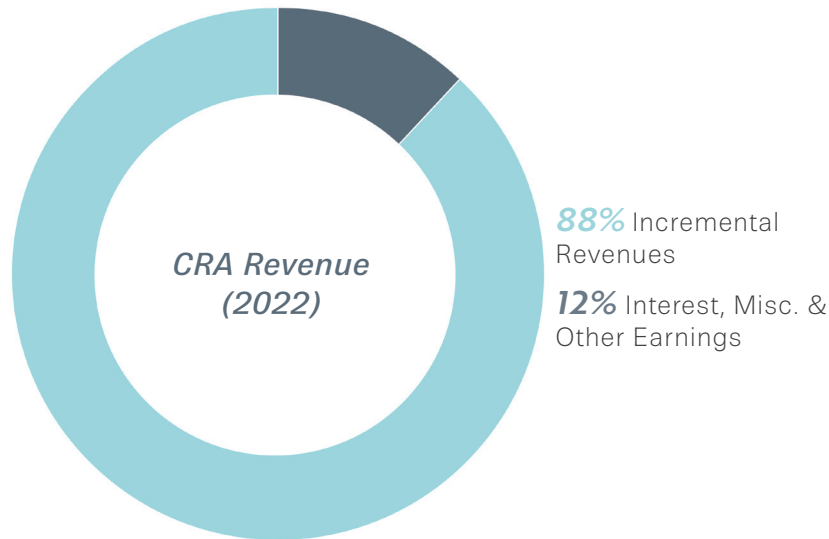


*Cleveland Avenue CRA boundaries and context.*

*Source: Fort Myers CRA*

## Funding

The graphs below show how where revenue is being generated within the CRA and how the CRA is distributing funds.



## Project Spotlight

### Grand Central Apartment Complex

The \$50 million Grand Central apartment complex was the first project to use the Cleveland Ave Off-site Stormwater Credits Program in lieu of building its own system. As a result, the development did not need to use its back property for water treatment and the developer of Grand Central's agreed to sell that section back to the City for use as a parking lot for the Sam Fleishman Regional Sports Complex.

The 280-unit market-rate apartment complex also features 15,000 SF of commercial space along Cleveland Avenue, and is viewed as the catalytic project to initiate revitalization along the corridor.



*Grand Central Development*  
Source: Fort Myers CRA

## Established Programs and Initiatives

Below is a list of programs and initiatives in the Cleveland Avenue CRA that may be applicable to implement within the CLR-CRD to meet the vision outlined in this plan.

PROJECT/PROGRAM	TYPE	DESCRIPTION	FUNDING ASSISTANCE
<b>Home Preservation Program</b>	Housing	Habitat for Humanity of Lee and Hendry Counties and Fort Myers CRA have partnered to offer home preservation activities to eligible households. Homeowners with outstanding code violations may qualify to have projects/repairs completed by Habitat for Humanity	Maximum assistance is \$25,000
<b>Residential Paint Program</b>	Housing	This program encourages single-family and duplex owner-occupied residences to improve the exterior of their structures, thereby reducing blight conditions and improving the aesthetics of the community	Maximum grant of \$5,000 per dwelling unit
<b>Off-site Stormwater Credits Program</b>	Economic Development	This program is a tool that uses environmental improvements to encourage economic redevelopment within the CRA. Developers can either be sold or be given off-site stormwater credits from an off-site nutrient-removal system instead of building an on-site stormwater system. This program allows greater flexibility for redevelopment, especially on smaller sites or sites with stormwater constraints.	
<b>Commercial Property Improvement Matching Grant</b>	Economic Development	This is a matching grant for commercial property owners and businesses within Fort Myers commercial redevelopment areas. The purpose is to encourage improvements that may not have occurred without the additional grant funds.	The maximum potential grant available for a Tier I project is 75% of eligible expenditures, with a maximum award of \$50,000. The maximum potential grant available for a Tier II project is 50% of eligible expenditures, with a maximum award of \$200,000.

## Pinellas Park CRA

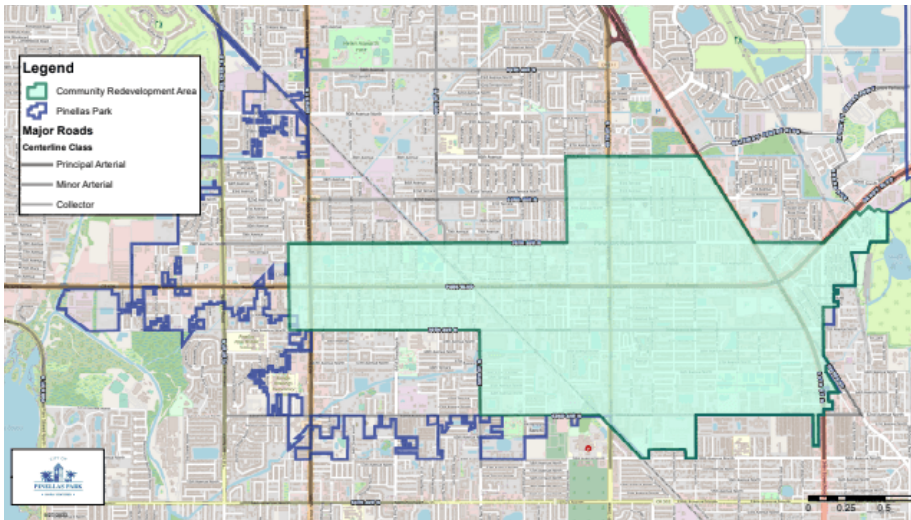
**Location:** Pinellas Park, Florida

**Size:** 2,481 Acres

**Population:** 12,130 (approx.)

### Overview

The Pinellas Park CRA consists of urban and suburban development with land uses primarily ranging from commercial, institutional, multi-family, single-family, office, and light industrial. The CRA also has multiple major arterial roadways that intersect the CRA. The CRA offers a wide range of incentives and programs relating to economic development, beautification, and transportation.



*Pinellas Park CRA boundaries and context.*

*Source: Pinellas Park CRA*



## United Cottages Neighborhood

In 2021, the area was rezoned as a mixed-use district with the hope that businesses might invest in a downtown, “live work” location. A development agreement allows the cottages to occupy more square footage on small lots, allowing residential units as small as 308 SF, permit live/work units, and waive parking space requirements for individual units.

### Before



### After

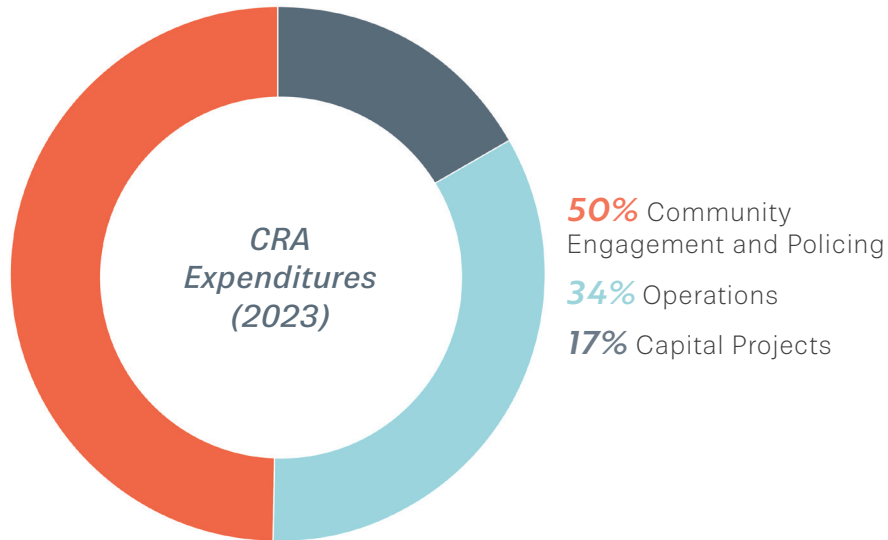
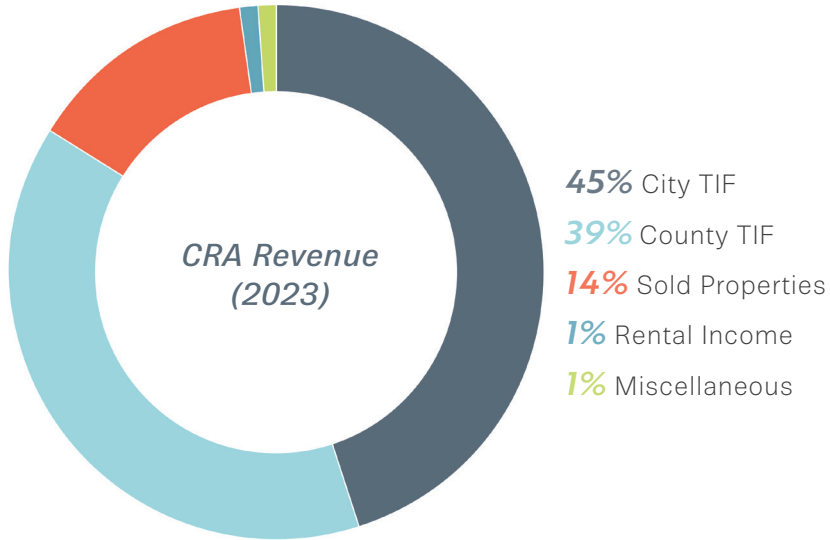


*United Cottages development.*

*Source: Google Streetview*

## Funding

The graphs below show how where revenue is being generated within the CRA and how the CRA is distributing funds.



## Project Spotlight

### Community Policing Unit

The Community Policing Unit demonstrates a dedication to the CRA by not only helping to reduce crime, but also fostering trust within the community, building relationships, and addressing local concerns of social issues and blighted areas. By prioritizing community partnerships and tailoring strategies to address unique needs of the area, this unit plays a pivotal role in promoting a sense of security and fostering positive social change. The Community Policing Unit is involved in numerous CRA events and programs including: Coffee with a Cop, National Night Out, Homeless Street Outreach Program, Neighborhood Watch Programs, and Emergency Response units.



*Community Policing (2023 Annual Report)*

Source: Pinellas Park CRA

## Established Programs and Initiatives

Below is a list of programs and initiatives in the Pinellas Park CRA that may be applicable to implement within the CLR-CRD to meet the vision outlined in this plan.

PROJECT/PROGRAM	TYPE	DESCRIPTION	FUNDING ASSISTANCE
<b>CRA Property Management</b>	Economic Development	The CRA owns several properties that emphasize the arts and community engagement, the management and upkeep of each property is of vast importance Some of these responsibilities include maintenance of grounds and landscaping, fencing, surveys and demolition	Approx. \$12,000 annual expenditure
<b>CRA Bus Shelter Partnership Program</b>	Mobility	This program provides for matching funds for replacement of existing bus stops, poles and benches with bus stop shelters and amenities in coordination with PSTA utilizing its Bus Shelter Partnership Program	\$40,000 annually from FY 2019 to 2024 (5-year total of \$200,000)
<b>Downtown Parking Expansion</b>	Mobility	Provide parking in downtown core that will be surrounded by mixed-use development that will provide adequate parking to the area.	FY20 - \$400,000 FY21 - \$2,500,000 FY22 - \$1,100,000
<b>Community Policing Unit</b>	Other	This program demonstrates a dedication to the CRA but not only helping reduce crime, but also fostering trust within the community, building relationships, and addressing local concerns.	FY23 - Approx. \$337,450

*Section 3*

**COMMUNITY  
ENGAGEMENT**

# COMMUNITY ENGAGEMENT

## ENGAGEMENT APPROACH

The City of Largo is committed to shaping actions, priorities, and public investments through meaningful and on-going community engagement. The engagement for this Plan included an online survey, community pop-up events, and stakeholder meetings. The City used the project website, social media, flyers, yard signs, and emails to key stakeholders to promote the online survey and engagement events. The key takeaways from the community engagement are summarized in this section. More details of the engagement efforts and survey responses can be found in **Appendix C**.

### Online Survey

The online survey was open from May 2024 - August 2024 and was offered in English and Spanish. One the survey, users were asked to respond to a series of questions focused on concerns and opportunities within the CRD. The majority of the respondents either live, shop, dine, or travel through the CRD. In total, the City received 315 responses.

### Stakeholder Meetings

Throughout the planning process, key stakeholders such as businesses and mobile home parks and also included City boards and committees, and regional public agencies. These stakeholders provided a range of feedback as they stem are made up of diverse backgrounds and have varying priorities. In total, 10 stakeholder meetings were conducted to capture a range of community voices.

### Pop-Up Engagement Events

Numerous pop-up events were conducted and played a crucial role in engagement for this Plan, providing dynamic platforms for community members to share their feedback directly with the project team. These events brought the conversation directly to community members who live, work, and spend time in the CRD.

The project team administered paper versions of the online survey and discuss existing conditions, challenges, and future opportunities with the community. These events included business canvassing on Clearwater-Largo Road and Missouri Avenue and surveying Hope Villages and the Hispanic Outreach Center.

## THEMES AND TAKEAWAYS

These conversations and community voices help establish existing concerns and future opportunities for the CRD. Ultimately, the feedback defined key themes that inform and focus the goals of the CRD Plan.

### Highest Priorities Overall

1

Improve personal and neighborhood safety

2

Implement bicycle, pedestrian, and roadway improvements

3

Beautification and property maintenance

### Key Themes

- Create **walkable areas** with a variety of activities, clear signage, shade trees, improved lighting, safe and frequent crossings.
- Encourage a **diversity of small, locally-owned businesses** such as retail shops, cafes, restaurants, and art galleries.
- Incorporate **more green space**, parks, and other outdoor public spaces with new development.
- More **entertainment and community events** such as street festivals, art walks, live music, etc.
- **Foster a strong sense of place** with wayfinding signage, public art, banners, and landscaping.

*Section 4*

# DISTRICT VISION

# DISTRICT VISION

## INTRODUCTION

The district vision for the Clearwater-Largo Road CRD was crafted through a comprehensive process that combined an evaluation of the previous goals of the 2007 CLR-CRD Plan (**Appendix F**)—many of which were found to still be relevant today— with an existing conditions analysis, feedback gleaned from community engagement efforts, and close collaboration with City of Largo staff. This approach ensured that the CRD vision reflects the evolving needs and aspirations of the community while being grounded in practical and strategic objectives. The overall vision statement sets the broad direction for redevelopment policies ([page 57 to 61](#)) and implementation actions (Section 5, [page 66](#)) related to the CRD’s Vision Elements.

### OVERALL VISION STATEMENT

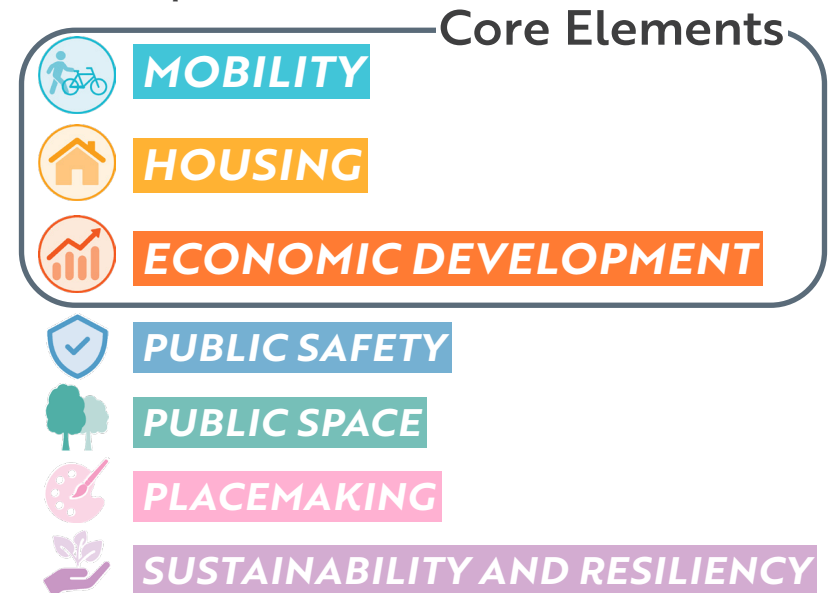
*The Clearwater-Largo Road CRD will be a vibrant and dynamic district that prioritizes enhancing livability and quality of life for all by improving access to economic opportunity, as well as housing, recreation, and multimodal transportation options.*

*The long-term success of the CLR-CRD will be solidified through intentional investment in infrastructure improvements and community programs that focus on poverty reduction, support existing neighborhoods and businesses, attract new activity to the area, and cultivate a sense of place and community pride.*

## VISION ELEMENTS AND GOALS

The seven CLR-CRD Vision Elements contain goals, objectives, and strategies to serve as a guiding framework for future public and private investment in the area that facilitates sustainable redevelopment and helps to grow the area’s tax base so TIF funds can be reinvested back into the CRD to implement the community’s vision and improve quality of life for all.

**Mobility, Housing, and Economic Development are considered “core elements” in alignment with Pinellas County’s priority areas,** as established by the County’s 2021 CRA Policy (Resolution 21-48). The County’s 2021 CRA Policy requires that a minimum of 50% of total TIF revenue be used in these three priority areas to receive the maximum County TIF contribution. As the goals, objectives, and strategies of the other four elements are closely related to those of the core elements, the **icons displayed next to each Vision Element are used throughout this section to communicate the interconnectedness of recommendations and importance of coordinated implementation actions.**



# MOBILITY

## MOBILITY GOAL

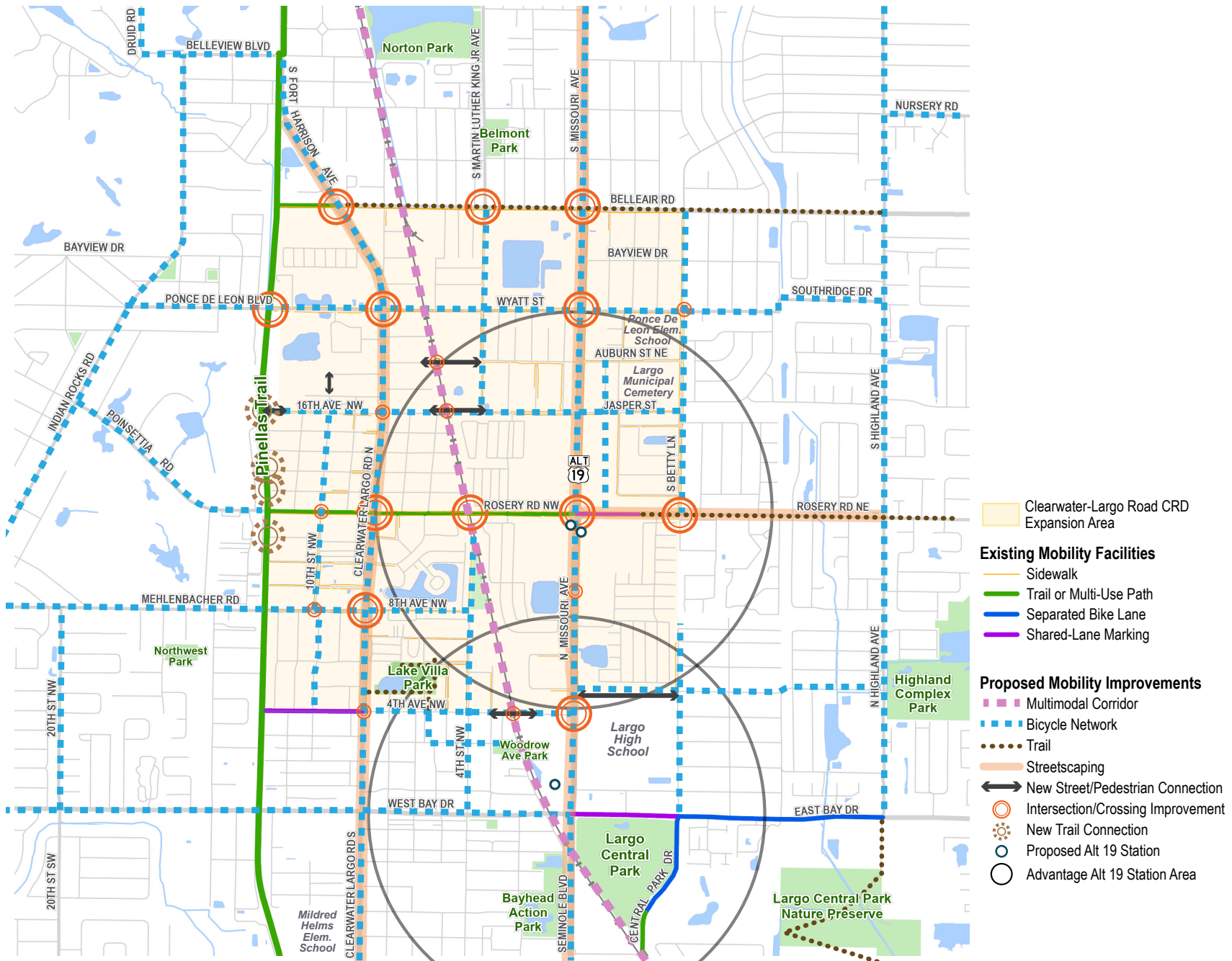
*Implement a cohesive network of bike and pedestrian facilities, public transportation options, and roadway improvements options to encourage and facilitate multimodal transportation within the CRD.*



## MOBILITY OBJECTIVES

- **Invest in pedestrian, bicycle, and transit facilities to improve multimodal transportation options, access, and connectivity between neighborhoods, schools, parks, Downtown, and other key destinations**
  - » Dedicate funding towards mobility improvement projects identified in previous plans and studies.
- **Improve connectivity between the Pinellas Trail, businesses, and neighborhoods** with additional bicycle facilities, trail connections, and clear signage
- **Develop a traffic calming plan for Clearwater-Largo Road** to increase safety, walkability, and visibility for local businesses
- **Improve walkability and safety along Missouri Avenue** with wider sidewalks, streetscaping, and intersection improvements
- **Increase pedestrian visibility** at key intersections and mid-block crossing locations
- **Fill sidewalk gaps** and repair damaged sidewalks
- Install additional **street lighting**
- **Prioritize pedestrian safety and comfort** throughout the CRD by requiring new development/redevelopment to **install shade trees adjacent to pedestrian pathways**
- Dedicate funding towards a **parking needs assessment/district-wide parking strategy** that also includes the WBD-CRD

**FIGURE 6. MOBILITY IMPROVEMENTS MAP**





## MOBILITY STRATEGIES

### Intersection Improvements

Improvements to improve safety for all roadway users will be determined through further study. Potential treatments include bulb-outs/reducing curb radii, adding/re-striping crosswalks, painted intersections, ADA curb ramps, modifying signal timing for leading pedestrian intervals (LPIs), pedestrian refuge islands where medians exist, pavement/sidewalk repair, and additional lighting.

*Intersections include, but are not limited to:*

#### Clearwater-Largo Road and...

- » Ponce De Leon Boulevard
- » Rosery Road
- » 8th Avenue NW

#### S Martin Luther King Jr Ave and Belleair Rd.

#### Alt 19/Missouri Avenue and...

- » Belleair Road
- » Ponce De Leon Blvd/Wyatt Street
- » Rosery Road (in FDOT 5-Year Work Program, see [page 72](#))
- » 4th Avenue NW

**Along Rosery Road.** In CIP, see [page 72](#).



*Crossing Improvements: RRFB*

### Corridor Improvements

**Clearwater-Largo Road.** Streetscape improvements: additional Rectangular Rapid Flashing Beacons (RRFB) crossings, traffic calming between Mildred Helms Elementary School and 8th Avenue NW, ADA improvements, reduce curb radii, resurfacing, landscape/shade trees.

**Alt 19/Missouri Avenue.** Streetscape improvements: landscaping/shade trees, wider sidewalks, reduce curb radii.



### New Street Connections

**4th Avenue NW.** Construct crossing or roadway connection at CSX railroad to connect 4th Ave NW from Pinellas Trail to Missouri Ave (Largo Multimodal Plan).

**5th Avenue NW.** Construct pedestrian pathway or roadway segment from Missouri Avenue to 4th Street NE.

**10th Street NW.** Extend the northern portion of 10th St NW from Braginton St to Hudson St (identified but unfunded in the City's FY 2023 – 2027 CIP).

**16th Avenue NW to Pinellas Trail.** Extend 16th Avenue NW to the Pinellas Trail.

**16th Avenue NW to Jasper Street.** Work with Habitat for Humanity and the CSX Railroad to explore possibly of constructing a new roadway segment to connect Jasper Street to 16th Avenue NW.

**Auburn Street to New Jersey Street.** Work with Habitat for Humanity, the CSX Railroad, and the American Collegiate Academy to explore the possibility of constructing a new roadway segment to connect Auburn Street NW to New Jersey Street.

### Sidewalk Improvements

**4th Avenue NW.** Construct sidewalks on both sides of 4th Avenue NW from CSX Railroad to Missouri Avenue.

**Betty Lane.** Construct sidewalk on east side of Betty Lane from Ponce De Leon Boulevard to Belleair Road.

**Lake Villa Park and Ridge Road S.** Construct a path (using loose fill aggregate to preserve existing trees/tree roots) from the dead-end of Ridge Road NW at Lake Villa Park to the northeast corner of Lake Villa Park to connect the neighborhood to the south to the playground.

**Neighborhood Sidewalk Gaps.** Provide minimum 5-foot width sidewalks on:

- » Both sides of 16th Ave NW (Largo Multimodal Plan)
- » Jasper Street between Betty Lane and Missouri Avenue
- » South side of Wyatt Street between Missouri Avenue and Crawford Avenue
- » South side of Auburn Street between Missouri Avenue and Betty Lane and
- » North side of Auburn Street between Missouri Avenue and S M.L.K. Jr Avenue



*Fill Gaps in Sidewalk Network*

## MOBILITY STRATEGIES

### Trail/Multi-Use Path Connections and Improvements

**Alt 19/Missouri Avenue.** Widen sidewalks or construct additional sidewalks between existing sidewalk and landscaped area with shade trees through redevelopment of adjacent land uses.

**Belleair Community Trail.** A 4.5-mile trail is proposed from the Pinellas Trail on the northwest side corner of the CLR-CRD Planning area boundary to US 19 in Clearwater (identified but unfunded in LRTP).

**Rosery Road.** In CIP, see [page 72](#).

**Crossing Improvement at the Pinellas Trail and Ponce De Leon Boulevard.** Re-stripe and add new signage communicating “Pinellas Trail ahead,” lighting, and resurfacing.

**New Path through Lake Villa Park from Court Street to 6th Street NW.** Consider connecting multi-use path to Court Street to create a bicycle connection from 6th Avenue NW to Woodrow Avenue (will also connect Lake Villa Park to Woodrow Park).



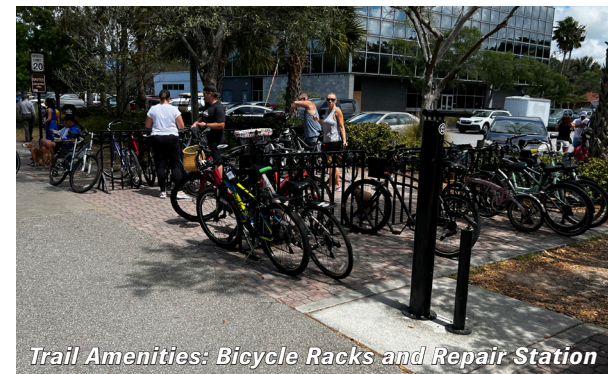
Walkable Streets with Wide Sidewalks and Shade

**New Trail Connections to Neighborhood Streets.** Connect 11th, 13th, and 14th Avenue NW to the Pinellas Trail by extending the pavement from the existing street to the Trail and installing bollards to block vehicular traffic.

**New Trail amenities.** Work with Pinellas County to explore possibility of using excess ROW adjacent to the Trail for a trailhead or trail amenities (sheltered seating area, water fountain, bike repair station, etc.). *(Adapted from the Largo Multimodal Plan as previous recommendation for 15th Avenue NW is no longer applicable)*

**Additional signage to reduce conflicts between trail user groups.** Work with Pinellas County to install signage and pavement markings along the Pinellas Trail that clearly communicates speed limits, user group right-of-way (for example, “Yield to pedestrians”), and directional flow of user groups (e.g., “Bikes keep right and pass on left”).

**CSX Partnership.** Continue to work with CSX to explore options for re-purposing the railroad as a multimodal corridor (for a multi-use trail, light rail, or other multimodal transportation option).



Trail Amenities: Bicycle Racks and Repair Station

### Transit Improvements

**Develop a bus stop improvement program to improve bus stop facilities within the CRD.** Install temporary or permanent shade structures and amenities such as seating, lighting, trash receptacles at bus stops.

**Establish a free trolley route, “Downtown Circulator,” or on-demand shuttle service.** Explore the implementation of a trolley or shuttle service system that connects Downtown Largo to the Clearwater-Largo Road and Missouri Avenue corridors.

**Future Transit Hub/Station.** Construct a transit hub/station to align with Advantage Alt 19 future premium bus service.



On-Demand Shuttle Service

## MOBILITY STRATEGIES

### Micromobility Improvements

**Explore partnerships with micromobility operators.** Establish a shared e-bike or e-scooter program that improves connectivity and mobility within the CLR-CRD and to key destinations, such as Downtown, Largo High School, Largo Central Park, and public transit stops.

**Sheltered Bike and Scooter Parking.** Work with Pinellas County Schools to explore options for installing a sheltered scooter/bike secured storage area at or nearby Largo High School for students who commute to school using micromobility.



*Secure Bike Storage*



*Bike Share Station*



*Sheltered Bike Parking*

# HOUSING

## HOUSING GOAL



*Increase the availability and affordability of housing options within the district by implementing policies that encourage the development of diverse housing types that are attainable to a variety of households within the CRD.*

## HOUSING OBJECTIVES

- **Promote the development of affordable housing** throughout the CRD by providing and expanding access to financial incentives such as grants, low-interest/forgivable loans, impact and permitting fee reductions, etc.
- Seek opportunities to **acquire vacant, underutilized, and nonconforming properties** for affordable housing development
- Continue to **forge partnerships with nonprofit organizations, affordable housing developers, and major employers in/around the CRD** so that the City and Community Redevelopment Agency (CRA) are well-positioned to connect residents with affordable and workforce housing opportunities as the need arises
- Support infill residential development of **diverse housing typologies** through CDC updates consistent with the recommendations of the *Housing For All* report
- Continue to **support and increase access to financial assistance programs that promote homeownership**
- Provide **support for property maintenance and addressing code violations** for qualifying residential property owners (either through financial assistance or physical assistance in making repairs, removing debris, etc.)

## HOUSING STRATEGIES

### Establish grant programs for improvements to residential properties.

Example programs include:

- » **Residential Paint Program:** Grant to promote the implementation of reflective paints to reduce the urban heat island effect.
- » **Residential Façade Improvement:** Grant for smaller upgrades to the exterior of a property).
- » **Home Preservation Assistance:** Partner with non-profits to offer assistance to homeowners within the CRD with outstanding code violations.



### Continue to promote and increase access to the City's existing housing programs.

- » Promote and expand access to the City's Downpayment Assistance Program. Consider offering additional assistance for existing renters within the CRD who are seeking to purchase property within the CRD.
- » Promote and expand access to the City's Home Improvement Program for health/safety/energy efficiency home improvements.



**Mitigate impacts of displacement by supporting existing residential relocation policies.** Dedicate funding towards the administrative expenses, financial assistance, and relocation resources associated with the City's Mobile Home Transition procedures (Chapter 19 of the CDC).

**Explore opportunities to annex and acquire substandard properties for new attainable housing development.** Several properties west of Clearwater-Largo Road were reported by business owners and residents in the area to be a nuisance with recurring illicit activity and code violations. These properties are under single-ownership and have good potential for redevelopment for additional housing. The Mobile Home Park Relocation Assistance program can be used to relocate existing residents if the properties are to be redeveloped.



### Support infill residential development of diverse housing typologies.

- » Expand the Housing Infill Program in the West Bay Drive CRD to the CLR-CRD.
- » Expand the ADU Incentive Program in the West Bay Drive CRD to the CLR-CRD and reduce barriers to utilizing the program.
- » Develop "templates" or sample site plans for small- and medium-type infill housing to educate home developers on the City's development standards and reduce time spent in site plan approval processes.
- » Continue to update regulations/standards in the CDC with recommendations from the *Housing for All* report and other zoning reform best practices that enable the development of diverse housing types.



### Promote the development of affordable housing throughout the CRD.

- » Meet with property owners who own multiple properties and/or vacant properties to develop a strategy for redevelopment.
- » Seek opportunities to acquire property and partner with affordable housing developers to offer land below market value, contingent upon the development of affordable housing units at varying income levels.
- » Consider partnerships with local semi-public/institutional property owners, such as private schools and houses of worship, to seek opportunities to make their surplus lands available for affordable housing development.
- » Also consider partnerships with employers in and around the CRD to facilitate employer-assisted housing opportunities
- » Supplement the City's existing Affordable Housing Development Program by providing additional financial assistance to affordable housing developments in the CLR-CRD.
- » Provide additional incentives for affordable housing developments within the CLR-CRD, such as additional fee reductions, credits/waivers to fulfilling design requirements, density bonuses, and streamlined permitting review processes.



# ECONOMIC DEVELOPMENT

## ECONOMIC DEVELOPMENT GOAL



*Implement policies and initiatives that support existing businesses, foster entrepreneurship, and facilitate job creation to stimulate economic development within the CRD.*

## ECONOMIC DEVELOPMENT OBJECTIVES

- **Establish the CRD as a desirable location to invest and do business** by continuously evaluating the extent to which City regulations and policies support existing and burgeoning businesses and encourage redevelopment and make changes as necessary to address evolving economic and community needs
- Establish program(s) to **assist commercial property and business owners in improving, expanding, or redeveloping** their property, with an emphasis on those improvements that are aligned with Crime Prevention Through Environmental Design (CPTED) principles
- Establish programs and resources to **support the operation of new and existing small businesses**
- Provide **financial assistance and technical support** for start-ups
- **Invest in the CRD's workforce** by expanding access to technical training and workforce development programs for local residents
- **Reactivate the business district/association** on Clearwater-Largo Road and consider expanding its scope or creating an additional business district/association along Missouri Avenue
- **Promote Clearwater-Largo Road as a local business hub** with a diversity of activities that attract visitors from around the region
- Provide **marketing coordination** between small businesses and community-wide events
- Facilitate and organize **networking events** with other business owners and operators in the CRD

## ECONOMIC DEVELOPMENT STRATEGIES

### Establish funding programs to assist commercial property owners, business owners, and commercial tenants in making improvements to their properties.

Example programs include:

- » **ADA Accessibility Improvements:** Businesses can receive funding with no match required for exterior work needed for compliance with the Americans with Disabilities Act (ADA) accessibility requirements.
- » **Façade and Exterior Improvement program:** Matching/partial grant for aesthetic improvements to the exterior of a commercial building and site.
- » **CPTED Improvements:** Grant or reimbursement program for projects that incorporate CPTED principles into proposed exterior improvements or redevelopment plan. For example, installing pedestrian-friendly exterior front and rear building lighting and in parking lots.
- » **Property Beautification Grant:** Matching/partial grant for landscape improvements along with exterior renovations restoration and rehab. Projects that incorporate shade trees, public art, or “active frontage” elements in alignment with the CRD’s redevelopment vision may receive priority.



**Demolition Program.** Provide businesses with reimbursement up to a specified amount for demolition and clearance of a site within the CRD.



**Underutilized Building Grant.** Matching/partial grant program for property owners that rehabilitate buildings that have been vacant for a specified period of time.



**Develop a program to fill vacant commercial storefronts.** The program can help to fill vacant storefronts with pop-up small businesses, manufacturers, and art installations. Owners can be incentivized to offer shorter-term leases with a monthly stipend to maintain affordable rents for local and start-up businesses.



**Establish a Relocation and Redevelopment Assistance Program.** The program can provide funding for tenant relocation, acquisition, or renovation of existing properties to allow for redevelopment of targeted uses that help to achieve the goals of the CRD Plan.

### Offer incentives for mixed use development

Establish a TIF Rebate Program or other financial assistance mechanism to incentivize redevelopment that includes affordable housing units in addition to “pedestrian-oriented” uses on the groundfloor. Also consider expanding the Real Estate Development (RED) Grant Program in the WBD-CRD to the CLR-CRD.



### Support the establishment of a Community Development Corporation (CDC) as a means of facilitating public and private investment in the CRD.

A CDC is a not-for-private organization comprised of local residents, community leaders, and other stakeholders that can support the activities of the CRA by buying and assembling land for larger redevelopment projects, creating programs for small business support and workforce training, and connecting residents to community resources and social services.



**Underground Utilities Grant.** Partial reimbursement undergrounding utilities.



**Establish an Off-site Stormwater Credit program** to reduce barriers to redevelopment for smaller and shallower lots. Developers can either be sold or be given off-site stormwater credit from an off-site nutrient-removal system versus providing an on-site system.



**Provide design review technical assistance for businesses/developers.** Establish a design review technical assistance committee to assist developers or property owners who are looking to redevelop within the CRD.



**Brownfield Redevelopment.** Continue to connect property owners in identified brownfield areas with brownfield cleanup incentive programs as redevelopment opportunities arise.



## ECONOMIC DEVELOPMENT STRATEGIES

**Establish a Grand Opening Assistance program.** The program provides financial assistance with grand openings for businesses within the CRD.

**Establish a Sign Replacement Grant program for the CLR-CRD.** The program (formerly offered in the WBD-CRD) assisted businesses and property owners within the CRD with payment fees to the City for construction of new monument or conforming signs to replace non-conforming signage or demolition of non-conforming signage. Up to \$1,000 in grant funding was available per property.



**Community Resilience Grant.** The program supports organizations that contribute to the public welfare of the community and provides financial resources to local non-profit organizations and businesses that provide basic needs services that assist the City in serving a valid public purpose.



**Develop a marketing campaign for Clearwater-Largo Road businesses.** Develop a marketing campaign to promote and advertise local and small businesses on Clearwater-Largo Road and promote it as a shopping destination.



**Consider expanding event planning and coordinating.** Consider expanding the role of the Downtown Coordinator to include programming responsibilities for the CLR-CRD, or establishing a new role specifically focused on the CLR-CRD. Partner with the Central Pinellas Chamber of Commerce, nonprofits, and Downtown businesses, and other community organizations to coordinate and plan events.



**Develop a program to support special events and district-wide programming.**

Organize events that promote small businesses and create a sense of community in the area. Consider using public transportation or micro-transit (e.g., on-demand shuttles or bike share programs) to promote events that connect Downtown to the Clearwater-Largo Road area.



**Reactivate a business district/association on Clearwater-Largo Road and consider expanding its scope to include businesses located throughout the CLR-CRD.** The

business district/association can promote businesses and social events, support and assist each other in expanding and opening businesses, and beautify the community. Consider also including Downtown/West Bay Drive CRD businesses.

**Invest in the CRD's workforce and establish programs for job creation, retention, and skills development.**

- » Conduct a community needs assessment to better understand the local job market, skill gaps, and specific challenges faced by job-seeking residents and local employers in getting work and retaining employees.
- » Partner with local post-secondary education institutions (e.g., St. Petersburg College and Pinellas Technical College) and nonprofit organizations to connect CLR-CRD residents to job opportunities, training programs, and career counseling/job readiness resources.
- » Partner with local businesses and target industries to develop training programs and offer opportunities for apprenticeships to help job-seekers gain the qualifications and experience needed to secure a job.
- » Consider establishing a grant or low- or zero-interest loan program to provide financial assistance to qualified CRD residents participating in a technical training/skills development program.
- » Consider a "First-Source Hiring Agreement" to offer incentives to businesses/firms that pledge to hire low-income job seekers, provide on-the-job training, and pay a livable wage.

## ECONOMIC DEVELOPMENT STRATEGIES

### **Establish a Small Business Navigation Team at the City.**

The Small Business Navigation Team can help small businesses successfully navigate City processes and connect them to technical assistance resources, including legal, accounting, and in-language support. This team will also partner with other stakeholders to focus on retaining existing businesses and understanding unique challenges within the CRD.

### **Develop a business training program or apprenticeship program.**

Develop a training, internship, or apprenticeship program with local businesses and manufacturers. Partner with Largo High School for future job training and apprenticeship opportunities for young adults.

### **Promote Clearwater-Largo Road business opportunities.**

Collaborate with the Central Pinellas Chamber of Commerce and local business associations to promote the Clearwater-Largo Road corridor as a desirable location for entertainment and restaurant uses.

### **Establish a grant or incentive program for target businesses.**

Grants for essential service business start-ups including grocery stores, produce markets, hardware stores, and childcare facilities.

### **Attract entertainment and restaurant uses.**

Offer incentives to attract entertainment and restaurant uses to the Clearwater-Largo Road corridor. This could include tax incentives, financial assistance for renovations and start-up costs, reduced rent/lease rates, expedited permitting, and/or reduced fees.

### **Expand the proposed Restaurant Food and Retail Services Grant program for the WBD-CRD to the CLR-CRD.**

The program provides grant funds of up to \$60,000 for improvements to restaurants or food service establishments more than 1,900 SF. Owners must match the grant amount by an equal or greater investment.

### **Support the operation of mobile food trucks.**

Create flexible standards in the CDC (Sec. 16.12.4) to encourage mobile food trucks along the Clearwater-Largo Road Corridor. Consider creating flexibility for the following standards with conditions/additional requirements: Allow mobile food trucks to operate on vacant/underutilized/abandoned properties, allow more than two (2) food trucks to operate on a site, all mobile food trucks to park overnight up to a certain number of days.

# PUBLIC SAFETY

## PUBLIC SAFETY GOAL



*Implement community policing strategies, enhance public lighting and surveillance systems, and collaborate with local residents and businesses to create a safer environment within the CRD.*

## PUBLIC SAFETY OBJECTIVES

- Establish a **stronger code enforcement presence**
- Develop a **community policing strategy** to improve public safety
- Require or incentivize the use of **Crime Prevention Through Environmental Design (CPTED) principles** in the design of buildings, developments, and public spaces to reduce opportunity for criminal activity, foster positive social interactions in public spaces, and improve overall quality of life
- Invest in street lighting, safe crosswalks, sidewalks, and surveillance systems in high-traffic areas to help public spaces feel secure and comfortable for all community members

## PUBLIC SAFETY STRATEGIES

**Establish additional code enforcement presence.** Hire/Assign an additional code enforcement officer to the CLR-CRD.

**Deploy a community policing strategy within the CLR-CRD.** Deploy dedicated police offices and public safety officials to the CRD to become familiar with the CRD area and build a relationship with the community.

**Build off current Largo Police Department “Coffee Chat Series” and Problem Oriented Policing (POP) unit efforts to host quarterly information panels with the Police.** Hosted for community members to ask the Largo Police Department questions and review crime data.

**Organize community clean ups and “walk and talks”.** Organize and host community clean ups with Largo Police and City staff to update community members on City news and events.

### Encourage the application of Crime Prevention Through Environmental Design (CPTED) principles in a variety of settings.

- » Establish a grant program that makes funding available to businesses for improvements that incorporate CPTED elements, such as effective lighting, well-maintained, landscaping, access control, large windows at the street-level, etc.
- » Incorporate CPTED principles into land development regulations and offer incentives for new developments that go above the minimum requirements.



**Provide additional law enforcement officers for special events.** Dedicate funding for law enforcement staffing for special events in the CLR-CRD to increase overall community safety.



**Improve environmental safety and infrastructure.** Invest in pedestrian-oriented street lighting, public seating areas, and high-visibility pedestrian crossing areas.



A photograph of a park with a paved path, benches, and trees. The path is made of cobblestones and is lined with a decorative metal fence. There are several wooden benches with metal frames. The trees are lush and green, and the sunlight filters through the leaves, creating dappled shadows on the path.

# PUBLIC SPACE

## PUBLIC SPACE GOAL

*Revitalize public spaces within the CRD by enhancing existing green spaces through landscaping, additional recreational amenities, and promoting community engagement to create vibrant and inviting gathering areas for residents and visitors.*



## PUBLIC SPACE OBJECTIVES

- **Conduct a new Parks, Recreation and Open Space Master Plan** to assess community needs and parks level of service as the CRD redevelops and grows
  - » Lake Villa Park is the only public park in the CLR-CRD Planning Area and comprises less than one-percent of CRD's total acres. Areas in the proposed CLR-CRD expansion area east of the railroad and north of Rosery Road—especially the neighborhoods near Largo Municipal Cemetery and Ponce De Leon Elementary School—have less access to parks and trails (greater than a 10-minute walk) compared to areas in the existing CLR-CRD boundary (see Walkshed Analysis in **Appendix A** for more information).
- Continue to **improve existing public spaces**, such as Lake Villa Park and Largo Municipal Cemetery, with upgraded facilities, landscaping, walking paths, and programming
- **Improve access and use of existing and new public spaces** by enhancing connectivity between public spaces, community trails, neighborhoods, and major destinations
- Seek **opportunities for pop-up parks/temporary public spaces** and the acquisition of land to create additional green spaces and outdoor recreational areas
- **Incentivize the provision of additional open space** and public gathering spaces with new development
- **Implement greenways and green spaces** identified in the Sustainability and Resilience Action Plan (SRAP)

## PUBLIC SPACE STRATEGIES

### Connect residential areas to recreational areas and community-gathering spaces.

- » Construct a sidewalk or multi-use path from the dead-end of Ridge Road NW at Lake Villa Park to the northeast corner of Lake Villa Park (at 6th St NW & 6th Ave NW) to connect the neighborhood to the south to the playground.
- » Construct a sidewalk or multi-use path from the dead-end of Court Street to the northeast corner of Lake Villa Park to create a connection from 6th Ave NW to Woodrow Ave (will also connect Lake Villa Park to Woodrow Park).



**Lake Villa Park Boardwalk.** Construct a boardwalk along the southern and western edges of Lake Villa, install a picnic shelter near the western edge of park, and enhance visibility from Clw-Largo Road (identified but unfunded in the City's FY 2025 – 2029 CIP, Project Number 129).



*Trails, Sidewalks, and Paths*

### Improve Largo Municipal Cemetery.

- » Explore opportunities to re-imagine Largo Municipal Cemetery as a public space of quiet reflection and remembrance. This may include walking paths and picnic areas as a means of celebrating both community and individual histories. Signage can be used to tell the history of the cemetery and stories of those buried there. Completing the path around the perimeter of cemetery will create almost a labyrinth pattern, reinforcing the cemetery's purpose as a place of quiet reflection. Include quiet sensory-friendly elements for children. Explore opportunities to add green infrastructure and additional vegetation to Largo Municipal Cemetery such as solar panels, bee pollinator garden, rain gardens, shade trees, native Florida plant species, etc.
- » Explore an Adopt a Cemetery Program as a way to leverage community involvement in cemetery improvements.



*Cemetery with walking paths and seating area*

**Explore Pop-Up Park Opportunities,** such as the City-owned property on the southwest corner of 16th Avenue NW and 11st Street NW.



*Pop-up Parks and Temporary Spaces*

**Seek opportunities to implement community gardens** in existing parks or vacant properties owned by the City or County.



*Community Gardens*

**Seek recreational opportunities with public schools.** Work with Pinellas County Schools to determine if it possible to increase community access to recreational areas of Largo High School and Ponce De Leon Elementary outside of standard operating hours.

# PLACEMAKING

## PLACEMAKING GOAL



*Enhance placemaking within the CRD by incorporating community input, promoting diverse and inclusive programming, and creating welcoming and accessible public spaces that reflect the unique identity and needs of the local community and businesses.*

## PLACEMAKING OBJECTIVES

- Engage area residents, business owners, and stakeholders in the **development of a branding package for the CLR-CRD** that can be incorporated into various **placemaking elements and wayfinding signage** throughout the district
  - » Leverage engagement efforts, strategies, and key takeaways gleaned from the City's *Downtown Activation Plan* project (ongoing as of January 2025) to develop a similar plan for the CLR-CRD area
- **Define the district** through gateway district markers at major intersections, street sign toppers, banners, pavement markings, and other visual elements
- **Incorporate art into the public realm** through partnerships with local artists and municipal partners (e.g., utility box and storm drain murals, painted crosswalks and intersections, murals, mosaic walls)



Utility Box Art



Storm Drain Mural Program

## PLACEMAKING STRATEGIES

### Develop unique branding for the CLR-CRD

that speaks to the character of the community and can be incorporated into placemaking elements throughout the district. Develop a cohesive design vision for streetscaping elements such as street lighting, banners, street furniture, and pavement markings that can be implemented along Clearwater-Largo Road and other major corridors.



**Install Gateway District Markers** at major intersections. One potential location for such signage is the City-owned parking lot in front of Lake Villa Park on Clearwater-Largo Road just north of 4th Ave NW intersection.

### Implement unique CLR-CRD street signs

that match the CLR-CRD branding to aid in establishing a sense of place.



**Define neighborhoods.** Work with residents to define an identify for neighborhoods as sub-districts within the CLR-CRD. Use placemaking elements such as neighborhood entrance signs, street sign toppers, and pavement markings that resonate with the residents of the neighborhood.

**Install wayfinding signage** to assist residents and visitors in navigating to key destinations in the CLR-CRD, to Downtown, parks, and to the Pinellas Trail.



**Establish a Placemaking/Neighborhood Improvement Grant Program** that provides funding to property/business owners, residents, organizations, or neighborhood associations for placemaking/activation projects and resident outreach programs within the CRD.



**Develop activation strategies.** Work with business owners/operators and community organizations to develop an activation strategy to draw activity to the CLR-CRD, especially along Clearwater-Largo Road.



**Contribute to the City's existing Angel Fund to address code violations, littering, graffiti, and debris removal** for property owners with a demonstrated financial need.

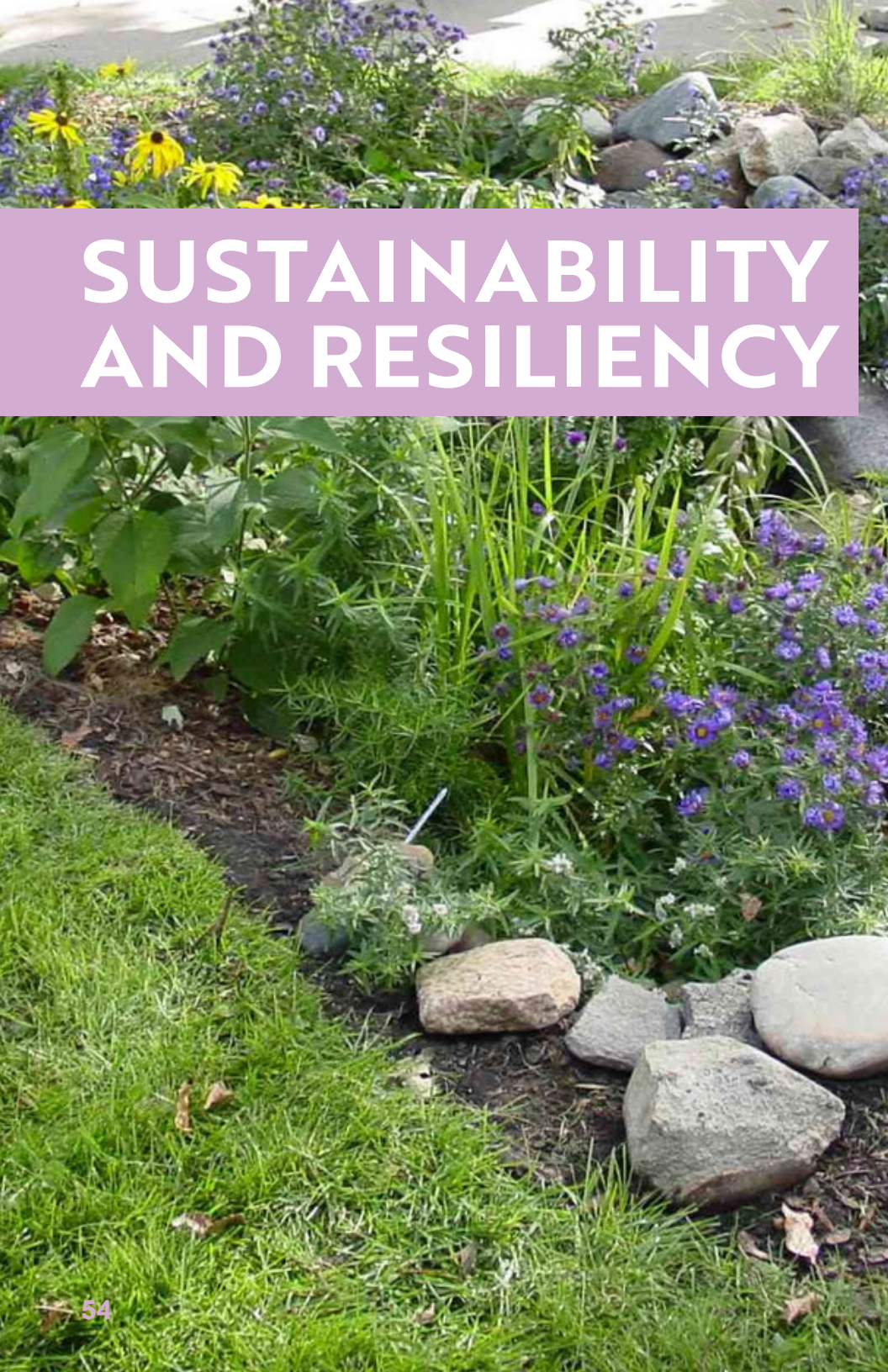
### Incorporate public art in public spaces.

Create more murals or other public art installations to activate the public realm and further create a sense of place.



**Stormwater Drain and Intersection Mural Program.** Establish a program to provide supplies to volunteers to paint storm drain or intersection murals within the CRD.





# SUSTAINABILITY AND RESILIENCY

## SUSTAINABILITY AND RESILIENCY GOAL



*Promote sustainability and resiliency within the CRD by implementing green infrastructure practices, encouraging energy efficiency and renewable energy initiatives, planting native vegetation and landscaping, and incorporating climate adaptation strategies to mitigate the impacts of climate change and foster long-term environmental and economic resilience.*

## SUSTAINABILITY AND RESILIENCY OBJECTIVES

- **Incorporate recommendations from the Sustainability and Resiliency Action Plan (SRAP) and Largo Energy Management Roadmap** into CDC updates, capital projects, and other City-led initiatives as opportunities arise
- Continuously seek opportunities to improve the treatment capacity and discharge quality of stormwater management systems to mitigate flooding
  - » Continue to seek funding for the development of the **Clearwater-Largo Road Regional Stormwater Management Plan**, as identified (but unfunded) in the City's FY 2025 – 2029 CIP (Project Number 108)
- Offer **incentives to incorporate sustainable infrastructure** in new development projects and **reduce the amount of impervious surface** in redevelopment projects

## SUSTAINABILITY AND RESILIENCY STRATEGIES

**Attract Green Jobs.** Provide incentives for sustainable businesses to locate within the area, such as those that research and add capacity to strategic workforce initiatives like the development of green jobs.



**Develop Beyond Lawns Program and Funding.** Create programs that encourage and enable residents and businesses to replace turf grass with native landscaping and urban agriculture opportunities, like vegetable gardening.

### Landscaping and Beautification Crew.

Allocate additional funding towards additional crew to maintain landscaping, public art, and street furniture within the public right-of-way.



### Low Impact Design Incentive and Funding.

Establish a program that provides funding assistance to property owners for exterior work needed to make their buildings and property more sustainable and resilient to climate impacts such as flooding or heat impacts. This includes low impact design improvements, the installation of blue infrastructure, Florida-friendly landscaping, rain gardens, shade trees, etc.

### Establish a Property Beautification Grant

for commercial and residential properties that provides funding support for exterior property improvements, replacing existing landscaping with Florida-friendly and native plants, and increasing the tree canopy by planting native shade trees.



**Street Tree Fund.** Contribute to the existing tree tagging campaign and allocate funding for a street tree planting program to increase the City's tree canopy and provide shade to create a more walkable environment.



**Encourage electric vehicle use.** Incentivize the provision of electric vehicle (EV) charging infrastructure in new developments.



**Establish an energy efficiency micro-grant program** that provides businesses and non-profits with financial support to implement low-cost energy efficiency measures in their buildings or communities they serve. Energy efficiency building improvements may include air sealing, weatherization, switching to energy-efficient appliances and LED lighting.



### Encourage Resilience Art installations.

Seek partnerships with local artists to incorporate Resilience Art into public spaces.



**Reduce barriers to lot consolidation** to improve the feasibility of incorporating new stormwater pond facilities in redevelopment plans.



**Incentivize the incorporation of passive recreational amenities around stormwater pond facilities** (e.g., walking path, benches, pavilions, etc.) on redevelopment sites.



**Clearwater-Largo Road Regional Stormwater Management Plan.** Develop strategies for mitigating stormwater impacts associated with water quantity and water quality of existing development, and potential redevelopment within the CLR-CRD.

**Explore opportunities for regional stormwater facilities** by coordinating with FDOT to acquire surplus properties and other State and regional agencies, such as the Southwest Florida Water Management District (SWFWMD), Florida Department of Environmental Protection (FDEP), and Pinellas County.

A vibrant street scene with outdoor dining, orange chairs, and a sidewalk cafe. The scene is set on a sunny day with lush green trees and a clear blue sky. In the foreground, there's a sidewalk cafe with several tables and bright orange chairs. A large black patio heater stands on the left. A decorative black metal railing runs along the edge of the sidewalk. In the background, there are more tables and chairs, and a building with a green awning. The overall atmosphere is bright and inviting.

# REDEVELOPMENT VISION

## OVERVIEW

Section 163.362 of the Florida Statutes requires that every community redevelopment plan includes a diagram to show areas of the community redevelopment district intended for use as public parks, recreation areas, streets, and public improvements, as well as an overall land use vision that defines open space, residential areas, and limitations on the type, size, height, and proposed use of buildings throughout the CRD.

The CLR-CRD's diagrammatic plan is articulated through the Redevelopment Vision Map on [page 58](#) and the Mobility Improvements Map on [page 37](#). The Redevelopment Vision Map/Diagrammatic Plan is accompanied by overall land use recommendations, as well as vision statements and regulatory considerations\* for each of the character districts.

These recommendations provide a framework for redevelopment throughout the CRD in alignment with the overall vision ([page 35](#)), and can be incorporated into implementation actions and amendments to the City's Comprehensive Development Code (CDC) further described in Section 5.

*\*It should be noted that **the Clearwater-Largo Road CRD is categorized as a Community Activity Center on Forward Pinellas's [Countywide Plan Land Use Strategy Map](#), which permits a maximum density of 90 dwelling units per acre (du/a) and maximum intensity of 3.0 FAR. While this plan does contemplate increases to density and intensity along major corridors to accommodate future population growth and incentivize redevelopment to generate private investment in the area, additional analyses regarding infrastructure capacity will be necessary to ensure an acceptable level of service can be maintained before any formal policy changes are made.***

## REDEVELOPMENT OBJECTIVES

The following objectives represent the overarching land use vision to guide future redevelopment in the CLR-CRD. These high-level strategies provide the framework for amendments to the City's land development regulations for the Clearwater-Largo Road CRD.

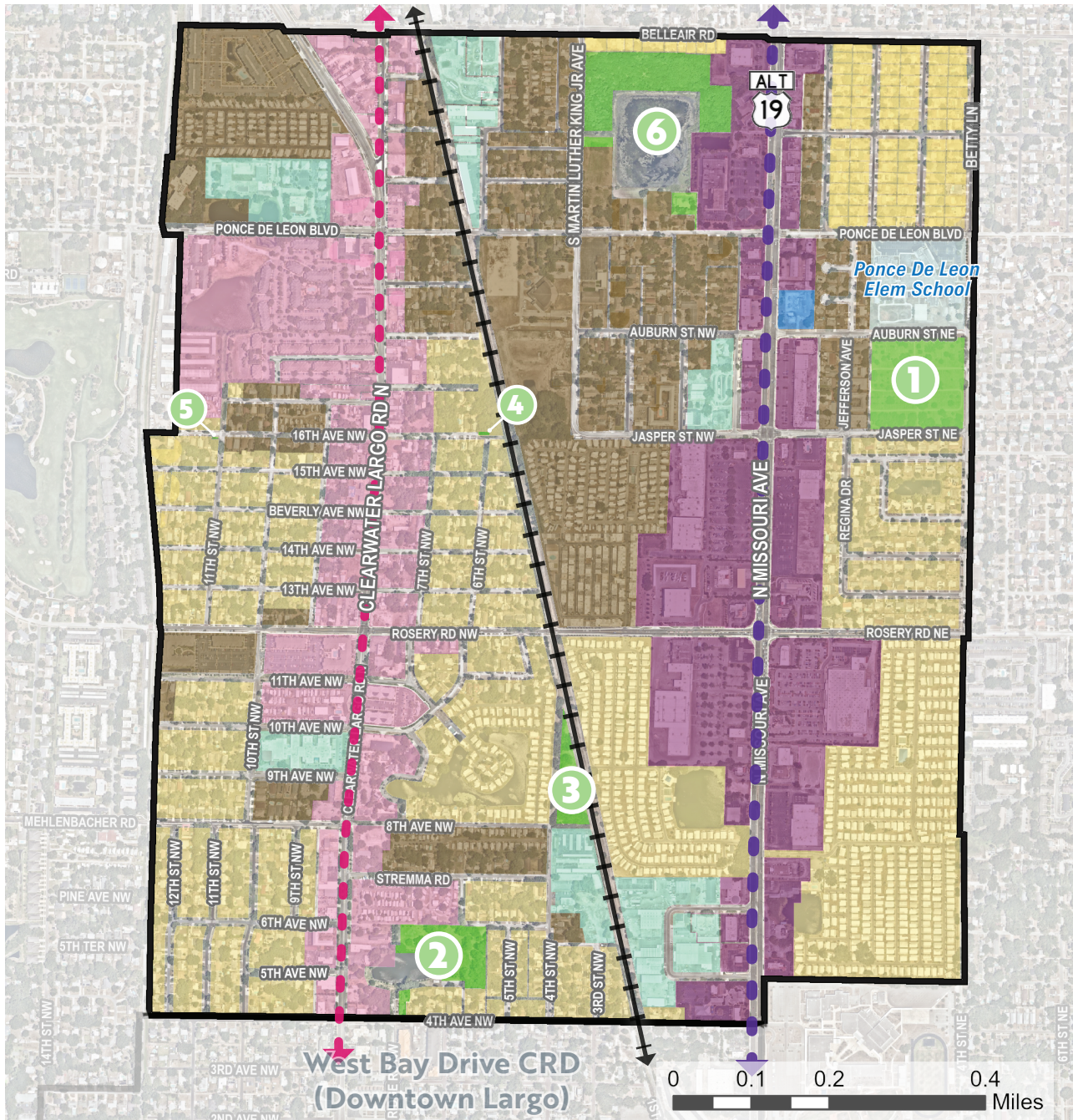
### Development Pattern and Land Uses

- Promote a compact, mixed-use development pattern that encourages walkability and draws activity to the area.
- Guide growth towards major corridors (such as Missouri Avenue), key intersections, and around transit stops.
- Maintain the character of existing neighborhoods by requiring building step-backs and use of landscaped buffers, open spaces, courtyards, etc. when more dense/intense districts abut single-family residential areas.
- Allow a flexible mix of uses in appropriate locations, such as:
  - » Neighborhood-serving commercial uses at key intersections (i.e., where neighborhood streets intersect with collector or arterial streets)
  - » Light industrial or small-scale manufacturing with accessory retail or dining spaces and artist/craft industry studios with gallery space
  - » Professional offices and small storefronts with residences above (live-work spaces and smaller-scale mixed-use developments)
- Support lot consolidation to facilitate half- to full-block redevelopment, especially along major corridors.
- Reduce the amount of underutilized land and impervious surface area by incentivizing structured parking and supporting infill development in large surface parking lots.
  - » Continuously review minimum parking requirements and consider reductions, flexibility for shared parking arrangements, and district-wide parking solutions as redevelopment and mobility improvements occur.

### Building Form, Placement and Relationship to the Public Realm

- Reduce front setbacks (or require a minimum "build-to" line) to bring buildings closer to the sidewalk.
  - » Encourage the use of green walls and planter boxes to fulfill front landscaping/foundation planting requirements for buildings with a zero-foot setback from the sidewalk
  - » Provide flexibility from a maximum setback/build-to requirement for developments that wish to have a wider pedestrian zone, enhanced landscaping with shade trees, or gathering spaces between the public right-of-way and building
- Encourage active frontage elements, such as architectural features that provide shade and weather protection and sidewalk cafes, to promote activity on the street and enhance the pedestrian experience.
- Incentivize redevelopment that provides public realm enhancements, such as public plazas, parklets, urban gardens, murals and facade treatments (e.g., green walls) along long building frontages, public art, etc.
- Require that parking be to the side, rear, or internal to the site and/or screened with landscaping or knee walls along major corridors.
- Minimize number and width of driveways along major corridors, especially along Clearwater-Largo Road, to reduce potential conflict points between vehicles and pedestrians.
- In pedestrian-oriented commercial areas (e.g., along Clearwater-Largo Road) require shorter monument signs or wall/awning signs to reduce visual clutter and create a more comfortable pedestrian experience.
- In residential areas, encourage front porches, patios, and balconies along street-facing facades.
- Improve connectivity between districts, including Downtown and the Medical Arts, and properties by requiring new vehicular connections with large-scale redevelopment opportunities and encouraging non-vehicular pathways between buildings on the same site.

**FIGURE 7. REDEVELOPMENT VISION MAP (CLR-CRD DIAGRAMMATIC PLAN)**



**Character Districts**

- Mixed Use Corridor - Missouri Ave (MUC-Alt 19)
- Mixed Use Corridor - Clw-Largo Road (MUC-CLR)
- Flex Employment
- City Home
- Neighborhood Residential

**Future Land Use Categories**

- Recreation/Public Open Space
- Institutional (Ponce De Leon Elem School)
- Transportation/Utility

**Major Corridors**

- Multimodal/Transit-Oriented Corridor
- Pedestrian-Oriented Corridor
- Future Multimodal Corridor (Existing CSX Rail Line)
- CLR-CRD Planning Area

# CLEARWATER-LARGO ROAD CRD LAND USE VISION

The following vision statements for each character district provide a framework for the development guidelines and design considerations contained within the Character District Toolkit on [page 60](#).

## MIXED USE CORRIDOR - MISSOURI AVE (MUC-ALT 19)

Missouri Avenue will be a dynamic, mixed-use corridor that integrates commercial, employment, entertainment, and residential activity. This corridor will provide a variety of options for where people live, work, shop, and dine and prioritize connecting key destinations through a multimodal transportation network that is safe and convenient for all users.

## MIXED USE CORRIDOR - CLW-LARGO ROAD (MUC-CLR)

Clearwater Largo Road will be a vibrant, pedestrian-oriented corridor with an identifiable sense of place that celebrates local character and supports a diverse array of small businesses and housing options. This corridor will be a welcoming destination that prioritizes walkability and lively, active street frontages with entertainment, retail, and dining options at the street-level.

## FLEX EMPLOYMENT (FE)

This district will provide spaces for employment uses that attract high-paying jobs and promote sustainable building and business practices. This district prioritizes a flexible standards, shared work spaces, and innovative building/site design to create an environment that attracts businesses, start-ups, and skilled-labor while remaining adaptable to evolving socioeconomic conditions.

## CITY HOME (CH)

The City Home district will serve as a transition between the more active and dense Mixed Use Corridor districts and traditional single-family neighborhoods. This district will accommodate households/families in various income groups and life stages by offering a diverse mix of housing options that are well-connected to recreational areas and destinations that serve daily needs.

## NEIGHBORHOOD RESIDENTIAL (NR)

This district seeks to maintain existing neighborhood character while prioritizing improvements that improve safety, accessibility to essential community services and recreational areas, and foster a strong sense of community pride.

## PUBLIC PARKS/RECREATIONAL AREAS

The CLR-CRD will provide all residents—regardless of location or ability—with safe, welcoming, and accessible outdoor spaces to connect, play, and flourish. The CRD will focus on improving access and amenities at existing parks and recreational areas and seek opportunities to create new ones.

Existing and potential public green spaces and recreational areas include:

- 1 Improvements to Largo Municipal Cemetery to provide accessible green space to residential areas east of Missouri Ave
- 2 Lake Villa Park
- 3 Public green space with stormwater improvements
- 4 Potential opportunity for pocket park on City-owned parcel
- 5 Potential opportunity for pocket park on City-owned parcel
- 6 Potential opportunity to work with FDOT, Pinellas County, and private property owners to add recreational amenities around the stormwater pond

# CHARACTER DISTRICT TOOLKIT

Mixed Use Corridor - Missouri Avenue (MUC-ALT 19)	Mixed Use Corridor - Clw-Largo Road (MUC-CLR)	City Home (CH)	Flex Employment (FE)	Neighborhood Residential (NR)
<b>DEVELOPMENT PATTERN AND MIX OF USES</b>				
Vertically-integrated mid-rise mixed use environment with a mix of retail, entertainment, office, and multi-family residential uses in proximity to public transportation options	Low- to mid-rise mixed use development with active groundfloors and pedestrian-oriented uses (e.g., small storefronts, restaurants, lounges, galleries) to create a well-defined street edge	Predominately residential with a diversity of multi- and single-family housing types; Neighborhood-serving uses (e.g., laundromats, day cares, salons, bodegas) at key intersections	Predominantly single-use, low- to mid-rise buildings with employment uses such as professional offices, design services, light industry, co-working spaces, and small business incubators	Mix of single-family detached and attached housing types (e.g., townhomes, duplexes, triplexes) and infill residential with ADUs
<b>MAXIMUM DENSITY (DWELLING UNITS PER ACRE, DU/A)</b>				
<i>The maximum density and intensity ranges described here on previous planning work and provided for illustrative purposes only. The CLR-CRD is categorized as a Community Activity Center on Forward Pinellas's Countywide Plan Map, which allows a maximum base density and intensity of 90 du/a and 3.0 FAR. Additional analyses regarding infrastructure capacity and build-out scenarios are needed before formal policy changes are made.</i>				
<b>Base:</b> 60 – 90 du/a <b>With Bonus:</b> 90 – 150 du/a	<b>Base:</b> 45 – 60 du/a <b>With Bonus:</b> 60 – 90 du/a	<b>Base:</b> 15 – 30 du/a <b>With Bonus:</b> 30 – 45 du/a	<b>Base:</b> N/A <b>With Bonus:</b> N/A	<b>Base:</b> 10 – 20 du/a <b>With Bonus:</b> 20 – 30 du/a
<b>MAXIMUM INTENSITY (FLOOR AREA RATIO, FAR)</b>				
<b>Base:</b> 2.0 – 3.0 FAR <b>With Bonus:</b> 3.0 – 4.0 FAR	<b>Base:</b> 1.5 – 2.0 FAR <b>With Bonus:</b> 2.0 – 3.0 FAR	<b>Base:</b> 0.5 – 0.75 FAR <sup>1</sup> <b>With Bonus:</b> 0.75 – 1.0 FAR	<b>Base:</b> 0.75 – 1.25 FAR <b>With Bonus:</b> 1.25 – 2.0 FAR	<b>Base:</b> N/A <b>With Bonus:</b> N/A
<b>BUILDING HEIGHT</b>				
<b>Minimum:</b> 2 stories <b>Maximum:</b> 6 – 8 stories	<b>Minimum:</b> 2 stories <sup>2</sup> <b>Maximum:</b> 4 - 6 stories	<b>Minimum:</b> None <b>Maximum:</b> 3 - 5 stories	<b>Minimum:</b> None <b>Maximum:</b> 4 – 6 stories	<b>Minimum:</b> None <b>Maximum:</b> 2 stories
<b>BUILDING FORM AND PLACEMENT</b>				
Zero to minimal front setbacks; Parking placed internal to the site or to the rear (structured parking preferred); Building step-backs and larger buffers when abutting single-family residential areas		Minimal setbacks along major streets, moderate setbacks otherwise; Larger buffers/yards when abutting NR district	Moderate setbacks; Parking placed to the side or rear of buildings or screened with landscaping along street frontage	Setbacks and building form that largely maintains the existing neighborhood form
<b>ADDITIONAL CONSIDERATIONS</b>				
Allow commercial infill development in underutilized surface parking lots; Break up large lots with new streets or pedestrian passageways; Provide flexible configurations for the pedestrian zone (see <a href="#">page 61</a> )	Consider limiting the width of storefronts at pedestrian-level to accommodate smaller, more affordable spaces for small businesses, start-ups, and micro-retailers	Encourage residential frontages to include front porches/patios/balconies and outdoor community spaces such as urban gardens, courtyards, and playgrounds	Encourage outdoor employee seating areas with shade and green infrastructure; Allow light manufacturing uses to have an accessory retail/dining component	Define neighborhoods with gateway signage; Encourage new development to use the Florida Vernacular architectural style

<sup>1</sup>Consider allowing non-residential uses when specific locational criteria are met, such as having at least 100 feet of frontage on an arterial or collector functionally classified roadway.

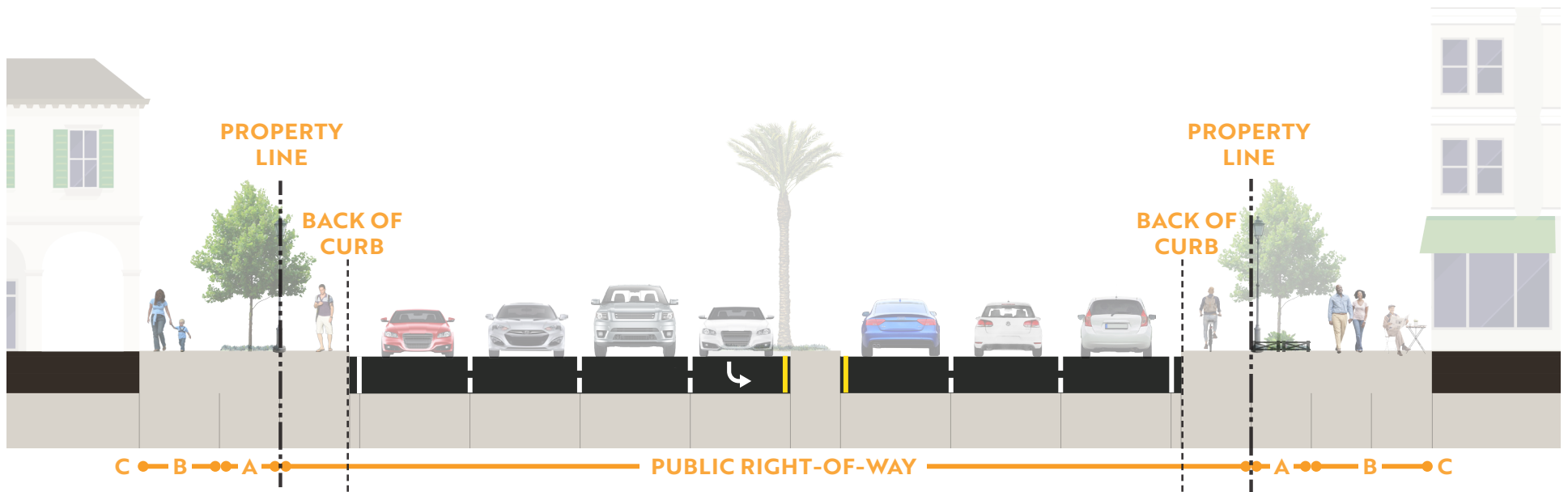
<sup>2</sup>Option to provide flexibility: Allow one-story development if the minimum ground story clearance is 16 feet and architectural elements are incorporated into the building facade to give the appearance of a two-story building. Also consider allowing a one-story building with outdoor rooftop space with permanent shade structures to satisfy the two-story requirement.

# FLEXIBLE PEDESTRIAN ZONE CONFIGURATION FOR STREET FRONTAGES ALONG ALT 19

The entirety of the existing CLR-CRD and proposed expansion area is in the City of Largo’s Downtown Multimodal Activity Center (DMAC). Streetscaping and pedestrian zoning standards for the various character districts of both the CLR-CRD and West Bay Drive CRD are provided in Section 7.2 of the City’s Comprehensive Development Code (CDC). **One of the challenges to redevelopment along Missouri Avenue/Alt 19 has been accommodating the existing pedestrian zone requirements due to the existing built condition of the public right-of-way.** As such, an flexible configuration for the pedestrian zone for properties fronting Missouri Avenue is needed to reduce barriers to redevelopment and the number of variances City Staff has to process without sacrificing streetscape improvements and pedestrian comfort.

**The street section shown below provides an example for a flexible configuration for the pedestrian zone along Missouri Avenue/Alt 19.**

*Please note this graphic is included for conceptual purposes only and is not regulatory in nature.* The City of Largo will consider providing alternative pedestrian zone standards for properties along Missouri Avenue as part of future implementation actions and CDC amendments.



	(A) LANDSCAPE AREA	(B) SIDEWALK/ACTIVE FRONTAGE AREA	(C) BUILD-TO LINE	MIN. BUILDING FRONTAGE AT BUILD-TO LINE
<b>LOT DEPTH</b>	<i>Minimum width of planting strip, measured from property line<sup>1</sup></i>	<i>Minimum width of unobstructed sidewalk + active frontage area, which can be used for a wider walkway or space for bike racks, benches, planter boxes, outdoor retail displays, sidewalk cafes, etc.</i>	<i>Minimum – Maximum distance of building frontage from property line</i>	
< 200 FT.	6 FT.	8 FT. + 2 – 16 FT.	16 – 30 FT	50%
> 201 FT.	6 FT.	10 FT. + 4 – 14 FT.	20 – 30 FT.	60%

<sup>1</sup>Where a landscape strip already exists between the back of curb and a property line, consider allowing the existing width to count towards the planting area requirement.

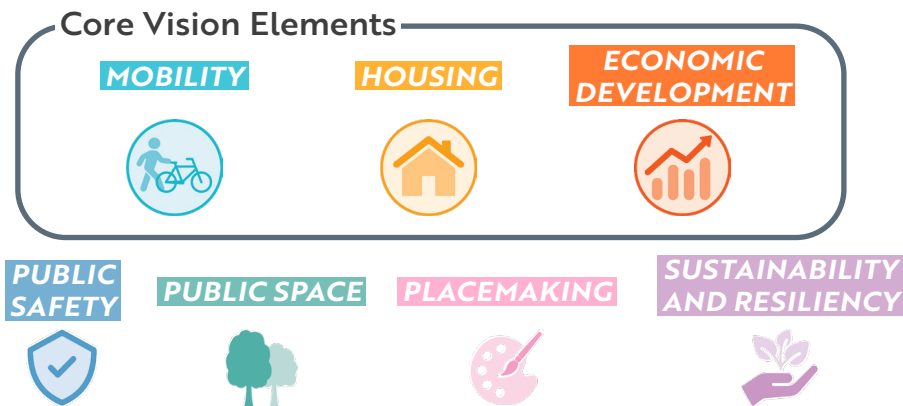
*Section 5*

**IMPLEMENTATION**

# PLAN IMPLEMENTATION MATRIX

The Plan Implementation Matrix presented in this Section outlines an action plan to guide the Largo Community Redevelopment Agency (CRA) and City in implementing the projects and programs that will help to achieve the goals of this Plan. Each of the recommended implementation actions are initiatives the CRA can undertake to ameliorate conditions which contribute to blight and poverty, promote economic development, generate investment, and ultimately improve livability and access to opportunity throughout the Clearwater-Largo Road CRD.

**The actions, projects, and programs identified in the matrix are organized into five categories—the three core vision elements, the other vision elements (see below), and Planning/Administration,** which captures general actions and policy initiatives that can be undertaken by the CRA and the City to carry out the goals and redevelopment vision of the CLR-CRD Plan. The implementation actions are sorted into their primary Vision Element category so that they can be traced back to the goals, objectives, and strategies for that Vision Element (detailed in [“Section 4”](#)).



In addition, a project lead, potential funding sources, and anticipated phasing and TIF expenditure are provided alongside each implementation action:

- **Project Lead:** While all of the initiatives will ultimately be initiated by action of the Largo CRA after receiving a recommendation from the Community Redevelopment Agency Advisory Board (CRAAB), most projects will be led by various City departments in collaboration with other partners, such as other local governments, state agencies, nonprofits, community organizations, and private entities.
- **Funding sources:** Identifies where the CRA will allocate TIF revenue, plus other potential funding sources to supplement TIF fund expenditures or pay for projects not covered by TIF funds.
- **Phasing:** Three phases for implementation are identified (described below) to provide a broad framework for implementation based on community priorities and anticipated funding availability at the time of adoption of this Plan. Note that the CRAAB and CRA may re-assess project phasing based on evolving community needs and financial resources, as determined through the annual reporting and budget process.
  - » **Phase I, 0 to 5 years:** Smaller-scale projects/programs that can be funded by projected TIF revenues or grants
  - » **Phase II, 5 to 10 years:** Projects/programs that will be undertaken as the CRD matures and TIF funds grow
  - » **Phase III, 10+ years:** Larger-scale projects/programs that will require multiple funding sources and more extensive planning
- **TIF Expenditure:** The anticipated TIF Expenditure is estimated based upon the projected TIF revenues and County Priority Areas for CRAs (see [page 64](#)); actual funding allocations will be determined annually through the CRA reporting and budget process—as required by the Florida Statutes—as well as the City’s capital planning and budget process.

# TIF PROJECTIONS

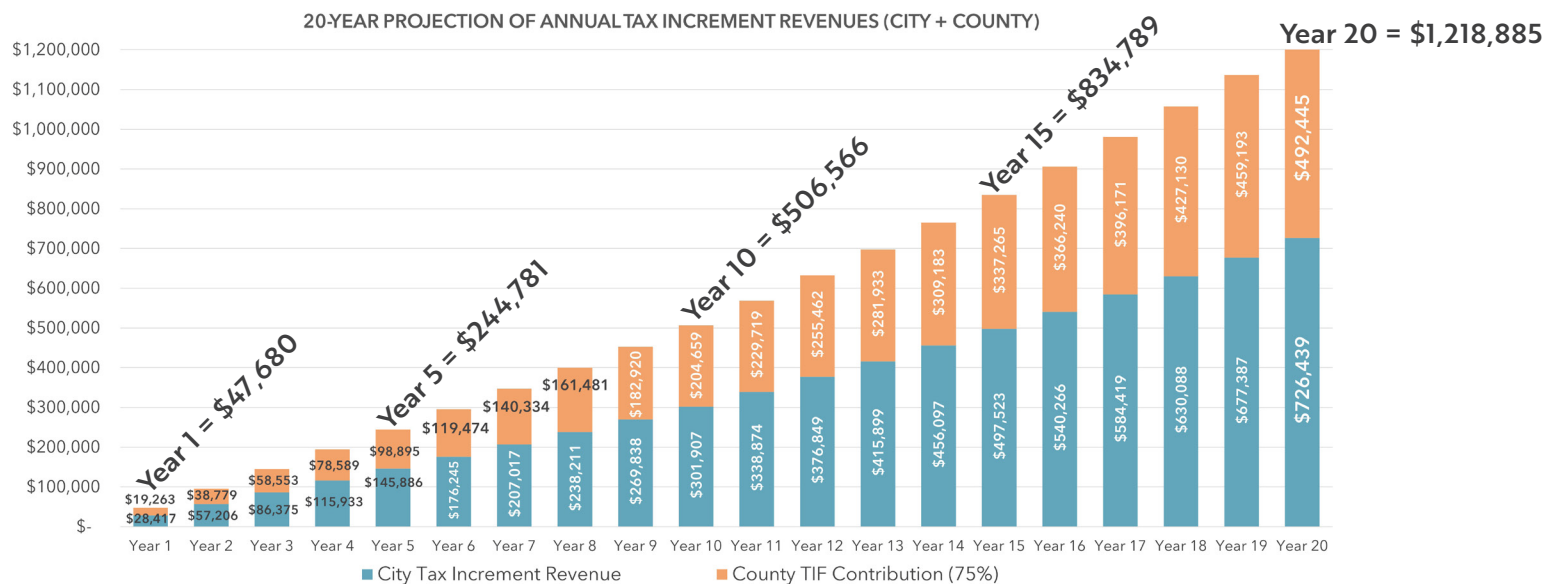
A key component of this CLR-CRD Plan Update is to not only expand the existing CRD boundaries (see [Figure 1 on page 6](#)), but to also establish a Redevelopment Trust Fund to implement projects and programs that facilitate redevelopment and align with the goals, objectives, and strategies identified in this Plan. Tax increment financing is a primary funding mechanism for community redevelopment districts authorized under Chapter 163, Part III of the Florida Statutes. If the Pinellas Board of County Commissioners (BCC) grants the Largo Community Redevelopment Agency (CRA) authority to expand the CLR-CRD and establish a Redevelopment Trust Fund, any increase in the CRD properties' taxable value over the base year (2024) will be collected in the CRD's Tax Increment Fund (TIF), which can then be used to carry out plans, programs, and activities within the CRD, as permitted by §163.370, F.S.

As part of this Plan Update, future tax increment revenues were estimated based on the taxable value of properties within the CLR-CRD Planning Area (City of Largo parcels only) in the base year (2024) and assumed average 20% growth rate over the 20-year planning horizon. The estimate of future TIF revenues allows the City and CRA to understand potential financing gaps between the TIF projection and cost of implementing projects and programs that will facilitate redevelopment and reinvestment in the CLR-CRD. **Figure 8, below, shows the annual tax increment revenue projection over the 20-year planning horizon.** The projected revenues include both the City's contribution of tax increment revenues at a 95% collection rate and the County's assumed TIF contribution of 75% for a CRD with a community renewal (CR) local designation. Annual revenue is modest in the first few years of the redevelopment trust fund, but is expected to increase year-over-year as property values increase as a result of renewed investment and redevelopment within the CRD. **The CLR-CRD is expected to generate slightly less than \$50,000 in Year 1, but could exceed \$500,00 in annual revenue by Year 10. By Year 20, annual tax increment revenue could exceed \$1.2 million.**

*Over the 20-year horizon, the CLR-CRD could generate a cumulative total of \$11.5 million in tax increment revenues.*

Additional information on the CLR-CRD's TIF projection is provided in **Appendix E**.

**FIGURE 8. 20-YEAR PROJECTION OF ANNUAL TAX INCREMENT REVENUES (CITY + COUNTY)**



## EXPENDITURE PRIORITIES

As previously noted in Section 1, Pinellas County’s 2021 CRA Policy (Resolution 21-48) determines the level of County TIF funding for CRAs based on their local designation and extent to which they commit to spend their TIF budget on the County’s priority areas. The 2021 CRA Policy states that all CRAs approved by the Pinellas County Board of County Commissioners (BCC) to receive County TIF will receive a minimum base contribution of 50%. CRAs that demonstrate a commitment to funding projects and programs that align with the County’s three priority areas—mobility, housing, and economic development—are eligible for an additional County TIF contribution based on the CRAs local designation, up to a maximum contribution of 95%, pursuant Chapter 163, Part III, F.S.

Assuming the CLR-CRD receives a score under the 2021 CRA Policy criteria that categorizes it as a community renewal local designation, the CLR-CRD can receive the base County TIF contribution of 50% plus an additional 25% priority match (75% total County TIF contribution) if at least 50% of its total TIF budget is allocated to County priorities. **Over the 20-year horizon, the CLR-CRD is expected to generate a cumulative total of \$11,528,566 in tax increment revenues—therefore, at least \$5,764,283 must be committed to the three priority areas over the CRD’s 20-year term.** At the County’s Midpoint Review of the CRD in Year 10, the Largo CRA must show progress in implementing the CLR-CRD Plan by expending at least 75% of the TIF budget committed to County priorities on eligible projects and programs within those three priority areas.

The below table summarizes the CLR-CRD’s recommended TIF expenditures through Year 20. Note that the Largo CRA may re-calibrate its TIF budget allocations based on available funding opportunities and evolving community needs, as determined through the annual CRA reporting and budget process.

RECOMMENDED TIF EXPENDITURES BY VISION ELEMENT 2024 – 2044						
EXPENDITURE CATEGORY	PROPOSED TIF BUDGET ALLOCATION <sup>1</sup>					
	PHASE I: YEARS 0–5		PHASE II: YEARS 6–10		PHASE III: YEARS 11–20	
<b>CORE ELEMENTS</b> <i>(Aligned with Pinellas County’s Priority Areas)</i>	\$445,000	61.1%	\$1,740,000	63.7%	\$8,365,000	72.6%
<i>MOBILITY</i>	\$80,000	11.0%	\$695,000	25.5%	\$2,845,000	24.7%
<i>HOUSING</i>	\$100,000	13.7%	\$405,000	14.8%	\$3,095,000	26.8%
<i>ECONOMIC DEVELOPMENT</i>	\$265,000	36.4%	\$640,000	23.4%	\$2,425,000	21.0%
<b>OTHER</b> <i>(Expenditures on projects/programs in other vision elements, administration, planning, personnel, and operating expenses)</i>	\$280,000	38.5%	\$975,000	35.7%	\$3,140,000	27.2%
<b>TOTAL BUDGETED TIF EXPENDITURE</b>	<b>\$725,000</b>	<b>99.6%</b>	<b>\$2,715,000</b>	<b>99.5%</b>	<b>\$11,505,000</b>	<b>99.8%</b>
<b>TOTAL PROJECTED TIF REVENUES</b> <i>(Cumulative City + County TIF Dollars)</i>	<b>\$727,896</b>		<b>\$2,729,984</b>		<b>\$11,528,566</b>	

<sup>1</sup>The proposed allocation presented here is based on projected TIF revenues for the CLR-CRD Planning Area, which is equal to the amount of City TIF revenues plus Pinellas County’s TIF contribution, assuming a maximum total contribution of 75% for a community renewal local designation. The dollar amounts budgeted for each category do not reflect any allocations from other City funds or potential grant awards. The difference between the budgeted TIF expenditure and projected TIF revenues represents unallocated TIF dollars that will be carried over to the next year and/or spent on potential debt service and other expenditures accrued over time.

# PLAN IMPLEMENTATION MATRIX



## ECONOMIC DEVELOPMENT ACTIONS, PROJECTS, AND PROGRAMS

*GOAL: Implement policies and initiatives that support existing businesses, foster entrepreneurship, and facilitate job creation to stimulate economic development within the CRD.*

PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE
ED.1 Establish program(s) to <b>assist commercial property and business owners in improving, expanding, or redeveloping</b> their property	Community Development		<b>Phase I: \$265,000</b> Establish a commercial property improvement grant program.
ED.2 Establish <b>programs, funding, and other resources</b> to support the operation of <b>new and existing small businesses</b>	Community Development	<b><u>Intergovernmental Funds</u></b> <ul style="list-style-type: none"> <li>• TIF</li> <li>• General Fund</li> <li>• CDBG Fund</li> <li>• Construction Services Fund</li> <li>• Penny for Pinellas</li> </ul>	<b>Phase II: \$375,000</b> Establish additional program for workforce and business development assistance, including financial assistance and marketing coordination.
ED.3 <b>Invest in the CRD's workforce</b> by expanding access to technical training and workforce development programs for local residents	Community Development		<b>Phase III: \$1,785,000</b> Evaluate progress and re-calibrate program(s) to meet needs at time of midpoint review.
ED.4 <b>Promote Clearwater-Largo Road as a local business hub</b> with a diversity of activities that <b>attract visitors</b> from around the region	Community Development Communications & Engagement	<b><u>Other Funds</u></b> <ul style="list-style-type: none"> <li>• Local and State grants</li> </ul>	<b>EXPECTED TOTAL TIF EXPENDITURE OVER 20-YR HORIZON = \$2,425,000</b>

# PLAN IMPLEMENTATION MATRIX (CONT...)



## HOUSING ACTIONS, PROJECTS, AND PROGRAMS

*GOAL: Increase the availability and affordability of housing options within the district by implementing policies that encourage the development of diverse housing types that are attainable to a variety of households within the CRD.*

PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE
<b>H.1</b> Establish a grant and loan programs for improvements to residential properties.	Community Development	<p><b><u>Intergovernmental Funds</u></b></p> <ul style="list-style-type: none"> <li>• TIF</li> <li>• General Fund</li> <li>• CDBG Fund</li> <li>• SHIP Fund</li> <li>• Penny for Pinellas</li> <li>• HOME Investment Partnership Program</li> <li>• Housing Trust Fund</li> </ul> <p><b><u>Other Funds</u></b></p> <ul style="list-style-type: none"> <li>• Local and State grants</li> </ul>	<p><b>Phase I: \$100,000</b> Establish a grant program for improvements to residential properties.</p> <p><b>Phase II: \$305,000</b> Increase the amount of funding allocated to established housing grant programs.</p> <p><b>Phase III: \$2,690,000</b> Continue to increase funding for housing grant programs and seek opportunities to acquire land for affordable housing development.</p> <p><b>EXPECTED TOTAL TIF EXPENDITURE OVER 20-YR HORIZON = \$3,095,000</b></p>
<b>H.2</b> Continue to support and increase utilization of the City's existing housing programs by contributing CRA funds to established financial assistance programs that support housing goals.	Community Development		
<b>H.3</b> Seek opportunities to acquire vacant, underutilized, and nonconforming properties for affordable housing development.	Community Development		
<b>H.4</b> Continue to forge partnerships with nonprofit organizations, affordable housing developers, and major employers in/around the CRD so that the City and Community Redevelopment Agency (CRA) are well-positioned to connect residents with affordable and workforce housing opportunities as the need arises.	Community Development		

# PLAN IMPLEMENTATION MATRIX (CONT...)



## MOBILITY ACTIONS, PROJECTS, AND PROGRAMS

*GOAL: Implement a cohesive network of bike and pedestrian facilities, public transportation options, and roadway improvements options to encourage and facilitate multimodal transportation within the CRD.*





PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE
<b>M.1 Bicycle Facilities:</b> Construct new bicycle facilities to provide additional routes and connections from neighborhoods to established bicycle routes and key destinations, such as schools, employment centers, transit stations, the Pinellas Trail, and recreational facilities.	Engineering Services Public Works	<b><u>Intergovernmental Funds</u></b> <ul style="list-style-type: none"> <li>• TIF</li> <li>• General Fund</li> <li>• CDBG Fund</li> <li>• Multimodal Impact Fee</li> <li>• Transportation Impact Fee</li> <li>• Transportation Capital Projects Fund</li> <li>• Tree Fund</li> <li>• LOST Fund</li> <li>• County Gax Tax Fund</li> <li>• Penny for Pinellas</li> </ul> <b><u>Other Funds</u></b> <ul style="list-style-type: none"> <li>• FDOT</li> <li>• Forward Pinellas</li> <li>• PSTA</li> <li>• Local and State grants</li> </ul>	<b>Phase I: \$80,000</b> Focus on key crossing locations along Alt 19 and neighborhood collectors, as well as sidewalk and bicycle facilities that connect neighborhoods to key destinations and the Pinellas Trail.  <b>Phase II: \$615,000</b> Focus on continuing crossing, bicycle, pedestrian, transit, streetscape improvements along Alt 19, and street connectivity.  <b>Phase III: \$2,150,000</b> Continue to focus on crossings, bicycle, pedestrian, and transit improvements. Additional focus on streetscape improvements and street connectivity.  <b>EXPECTED TOTAL TIF EXPENDITURE OVER 20-YR HORIZON = \$2,845,000</b>
<b>M.2 Crossing Improvements:</b> Conduct studies to implement new pedestrian crossings along key corridors and improve existing crosswalks at major intersections.	Engineering Services Public Works		
<b>M.3 Intersection Improvements:</b> Reconstruct intersections and construct improvements to reduce crossing distances for pedestrians, slow vehicle traffic, and improve overall function of the intersection and roadway.	Engineering Services Public Works		
<b>M.4 Lighting:</b> Install pedestrian-scale lighting along Clearwater-Largo Road, in neighborhoods, and along other corridors that provide pedestrian routes to employment, educational, shopping, and recreational destinations.	Engineering Services Public Works		
<b>M.5 Sidewalk Construction/Rehabilitation:</b> Fill sidewalks gaps and reconstruct sidewalks that are not ADA compliant.	Engineering Services Public Works		
<b>M.6 Street Connectivity:</b> Construct new street connections to improve the overall roadway networks.	Engineering Services Public Works		
<b>M.7 Streetscape Improvements:</b> Improve streets to include Florida-Friendly landscaping, pedestrian-scale lighting, street furniture, wide sidewalks, and ADA-compliant curb ramps.	Engineering Services Public Works		

## PLAN IMPLEMENTATION MATRIX (CONT...)

PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE	
<b>M.8 Traffic-Calming:</b> Implement traffic calming measures on residential streets.	Engineering Services Public Works	See table on previous page.		
<b>M.9 Trail Connections:</b> Construct additional access points and trail heads at key locations on the Pinellas Trail.	Engineering Services Public Works Recreation, Parks, & Arts Pinellas County			
<b>M.10 Micromobility:</b> Develop a micromobility study for the CRD to develop implementable strategies and standards to support micromobility devices.	Engineering Services Community Development			
<b>M.11 Transit Facilities:</b> Improve transit stops and construct a future transit hub in the CRD and identify opportunities to increase public transit use.	PSTA Engineering Services			

# PLAN IMPLEMENTATION MATRIX (CONT...)

## ACTIONS, PROJECTS, AND PROGRAMS FOR THE OTHER VISION ELEMENTS

PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE
 <p><b>Public Safety Priority Objectives</b></p> <ul style="list-style-type: none"> <li>Establish a stronger code enforcement presence.</li> <li>Deploy a community policing strategy.</li> <li>Encourage the application of Crime Prevention Through Environmental Design (CPTED) principles in site and building design.</li> </ul>	<p>Largo Police Dept Community Development</p>	<p><b><u>Intergovernmental Funds</u></b></p> <ul style="list-style-type: none"> <li>TIF</li> <li>General Fund</li> <li>Police State Forfeiture Fund</li> </ul> <p><b><u>Other Funds</u></b></p> <ul style="list-style-type: none"> <li>Local and State grants</li> </ul>	<p><b>Phase I: \$120,000</b></p>
 <p><b>Public Spaces Priority Objectives</b></p> <ul style="list-style-type: none"> <li>Conduct a new Parks, Recreation and Open Space Master Plan to assess community needs and parks level of service as the CRD redevelops and grows.</li> <li>Improve existing public spaces, such as Largo Municipal Cemetery and Lake Villa Park.</li> <li>Enhance access and use of new and existing public spaces.</li> </ul>	<p>Recreation, Parks, &amp; Arts Community Development</p>	<p><b><u>Intergovernmental Funds</u></b></p> <ul style="list-style-type: none"> <li>TIF</li> <li>General Fund</li> <li>LOST Fund</li> <li>Park &amp; Rec Facilities Impact Fee</li> <li>Tree Fund</li> </ul> <p><b><u>Other Funds</u></b></p> <p>Local and State grants, such as:</p> <ul style="list-style-type: none"> <li>FDEP Recreation Development Assistance Program</li> </ul>	<p>Focus on public safety initiatives, as well as a placemaking plan for activating public spaces and implementing wayfinding and branding in the CLR-CRD.</p> <p><b>Phase II: \$370,000</b></p> <p>Focus on funding public, wayfinding, and branding improvements identified in Phase I, as well as the Clearwater-Largo Road Regional Stormwater Management Plan.</p>
 <p><b>Placemaking Priority Objectives</b></p> <ul style="list-style-type: none"> <li>Develop a placemaking/activation plan for improving public spaces and implementing wayfinding and branding in the CLR-CRD.</li> <li>Define the district with gateway signage along major corridors and at neighborhood entrances.</li> <li>Incorporate art into the public realm.</li> </ul>	<p>Recreation, Parks, &amp; Arts Community Development</p>	<p><b><u>Intergovernmental Funds</u></b></p> <ul style="list-style-type: none"> <li>TIF</li> <li>General Fund</li> </ul> <p><b><u>Other Funds</u></b></p> <ul style="list-style-type: none"> <li>Local and State grants</li> </ul>	<p><b>Phase III: \$950,000</b></p> <p>Fund improvements to stormwater infrastructure, as identified in Phase II, as well as additional improvements to public spaces.</p>
 <p><b>Sustainability and Resiliency Priority Objectives</b></p> <ul style="list-style-type: none"> <li>Incorporate recommendations from the Sustainability and Resiliency Action Plan (SRAP) and Largo Energy Management Roadmap into CDC updates and capital projects.</li> <li>Develop the Clearwater-Largo Road Regional Stormwater Management Plan and continuously seek opportunities to increase the capacity and resiliency of stormwater management systems.</li> <li>Offer incentives to incorporate sustainable infrastructure in new development projects.</li> </ul>	<p>Stormwater Community Development</p>	<p><b><u>Intergovernmental Funds</u></b></p> <ul style="list-style-type: none"> <li>TIF</li> <li>General Fund</li> <li>Stormwater Utility Fund</li> <li>LOST Fund</li> </ul> <p><b><u>Other Funds</u></b></p> <p>Local and State grants, such as:</p> <ul style="list-style-type: none"> <li>EPA Drinking Water System Infrastructure Resilience Grants</li> </ul>	<p><b>EXPECTED TOTAL TIF EXPENDITURE OVER 20-YR HORIZON = \$1,440,000</b></p>

# PLAN IMPLEMENTATION MATRIX

## ACTIONS, PROJECTS, AND PROGRAMS RELATED TO ADMINISTRATION AND PLANNING

PROJECT TITLE AND DESCRIPTION	PROJECT LEAD	FUNDING SOURCES	ANTICIPATED PHASING AND TIF EXPENDITURE
<p><b>CRA Administration:</b> Support the implementation of the CLR-CRD Plan by dedicating funding to increasing staff capacity and resources.</p>	<p>CRA, Community Development</p>	<p><b>City:</b> TIF, General Fund</p>	<p><b>Phase I: \$160,000</b> Increase staff capacity and resources, study infrastructure needs and identify properties for acquisition, improvement, and redevelopment. Develop tracking dashboard.</p> <p><b>Phase II: \$325,000</b> Continue to study infrastructure needs and identify properties for acquisition, improvement, and redevelopment.</p> <p><b>Phase III: \$1,215,000</b> Continue CRA Administration, General Planning/Engineering, Professional Services/Contracting, and Tracking.</p> <p><b>EXPECTED TOTAL TIF EXPENDITURE OVER 20-YR HORIZON = \$1,700,000</b></p>
<p><b>General Planning:</b></p> <ul style="list-style-type: none"> <li>• Update the CRD Plan as necessary to incorporate new information and address evolving community needs</li> <li>• Implement redevelopment strategies and relevant recommendations from City-wide planning efforts through updates to the City's Comprehensive Development Code</li> <li>• Continuously review City and CRA processes, guidelines, and regulations and update as needed to improve the redevelopment process</li> <li>• Study and identify structures/properties for acquisition, improvement, and/or redevelopment</li> <li>• Study and identify infrastructure needs to accommodate new development</li> </ul>	<p>CRA, Community Development, Engineering Services</p>		
<p><b>Professional Services/Contracting:</b> To support the implementation of the CLR-CRD Plan by providing services related to planning, design, engineering, property acquisition and management, and other activities that facilitate redevelopment within the CRD.</p>	<p>CRA, Community Development, Engineering Services</p>		
<p><b>Tracking Dashboard:</b> Develop a public-facing tracking dashboard to monitor progress on CRD improvements, project implementation, and business development.</p>	<p>Community Development, GIS</p>		

# CAPITAL IMPROVEMENT PROGRAM (CIP) PROJECTS

The projects identified on this page are programmed/funded or planned/unfunded facilities and improvements that have been previously identified in the City of Largo's *Capital Improvements Program* (CIP) or the Florida Department of Transportation (FDOT)'s Five-Year Work Program. The City and CRA will abide by the requirements of § 163.370(3)(b), F.S., which prohibits tax increment revenue from being spent on capital projects that are/were scheduled to be installed, reconstructed, repaired, or altered within the three years of the adoption of the CLR-CRD Plan.

CIP FY	NO.	TITLE/DESCRIPTION	PROJECT LEAD	EST. COST	FUNDING SOURCE	TIMING
2023 - 2027	32	<b>4th Street NW from West Bay Drive to Rosery Road:</b> Upgrading substandard sidewalk sections and filling sidewalk gaps, creating a shared bike lane along the corridor, and bicycle/pedestrian safety intersection treatments from West Bay Drive to Rosery Road. A multi-use path will be constructed along the corridor from 8th Ave NW to Rosery Road.	Mobility	\$1,908,000	Local Option Sales Tax (LOST) Fund, TIF, Stormwater Fund, Multimodal Impact Fee (MMIF) District 7	FY 2023
2025 - 2029	354	<b>4th Avenue NW from Clw-Largo Road to Ridge Road:</b> (1) Bicycle/pedestrian-controlled signalization at the intersection of 4th Ave NW and Clw-Largo Road (2) A crosswalk across Clw-Largo Road at 4th Ave NW (3) An 8-10 foot-wide bike/ped path on the south side of 4th Ave NW from Clw-Largo Road to Ridge Road	Mobility	\$861,500	WBD-CRD Fund	FY 2026-2027
2025 - 2029	197	<b>Clearwater-Largo Road Best Management Practices (BMPs):</b> Implement BMP alternatives identified in the Clw-Largo Road Drainage District Study update (2013) to provide improved flood protection along Clw-Largo Road.	Stormwater	\$938,000	Stormwater Fund	FY 2025
2025 - 2029	118	<b>Community Streets – Rosery Road NE:</b> Pedestrian, sidewalk, urban trail, and stormwater infrastructure improvements from Walmart to Eagle Lake Park.	Mobility	\$1,657,000	LOST Fund, Wastewater Operations Fund, FDOT	FY 2027
2025 - 2029	351	<b>Pavement Work Plan – Rosery Road to Ponce De Leon Blvd:</b> Roadway improvements from Rosery Road to Ponce De Leon Blvd and from Missouri Ave to Eagle Lake Park, including milling, resurfacing, reconstruction, reclamation, and sidewalk ADA improvements at intersections.	Mobility	\$5,431,000	County Gas Tax (CGT) Fund, LOST Fund, Stormwater Fund	FY 2026-2029
FDOT 2025 - 2029	451097	<b>Alt 19/Missouri Avenue at Rosery Road:</b> Pedestrian safety intersection improvements, including repaving, curb ramp realignment, and crosswalks. This project is currently in the design phase. Construction is anticipated to begin in late 2025.	FDOT District 7	Design: \$340,707 Construction: \$675,000	Federal	FY 2023-2026

## NEIGHBORHOOD IMPACT STATEMENT

The following section describes the potential impacts of redevelopment upon residents within the Clearwater-Largo Road CRD and the surrounding area. Neighborhood impacts includes potential impacts upon housing relocation, traffic circulation, environmental quality, availability of community facilities and services and the effect on school population.

While specific impacts cannot be determined until redevelopment proposals are submitted for review, this section aims to quantify the range of impacts that may be expected in the areas of housing relocation, traffic circulation, environmental quality, the availability of community facilities and the effect upon the school population.

### ***Housing Relocation***

The CLR-CRD Plan does not anticipate the displacement or potential relocation of residents living within the CRD boundaries.

### ***Traffic Circulation***

The CLR-CRD Plan does not propose to change or modify any of the existing traffic patterns within the CRD boundaries. This CRD plan proposes street improvements to existing roadways and intersections to improve traffic safety, accessibility, and provide a multimodal facilities to accommodate a range of transportation modes. The proposed improvements are within the existing rights-of-way and will not modify existing traffic patterns.

### ***Environmental Quality***

The CLR-CRD Plan identifies proposed infrastructure improvements to improve sustainability, resiliency, and the environment within the CRD. Specific infrastructure improvements have been identified in Sections 4 and 5 of this Plan. The improvements will provide alternative transportation options to encourage non-automobile travel, and landscaping improvements to provide shade to reduce the urban heat island effect and Florida-Friendly, low maintenance plantings. The CLR-CRD Plan also identifies opportunities for parks and open spaces within the CRD to increase tree canopy and improve access to public spaces.

### ***Availability of Public Spaces***

The CLR-CRD Plan aims to improve function and accessibility to existing parks and public spaces within the CRD. Additional public spaces and park spaces have been identified within the CLR-CRD Plan to ensure residents have walkable-distance access to a public space.

### ***Effect on School Population***

The CLR-CRD Plan strategically proposes potential changes to density and intensity within specific areas of the CRD. These changes are anticipated to have no negative effects on Ponce De Leon Elementary School and Largo High School, which located within and adjacent to the CRD. The City should coordinate with the Pinellas County School Board as development and redevelopment occurs within the CRD to determine the public school facilities are meeting the needs of the population.

**CLEARWATER-  
LARGO ROAD**

**Community  
Redevelopment  
District Plan**



*Appendix A*

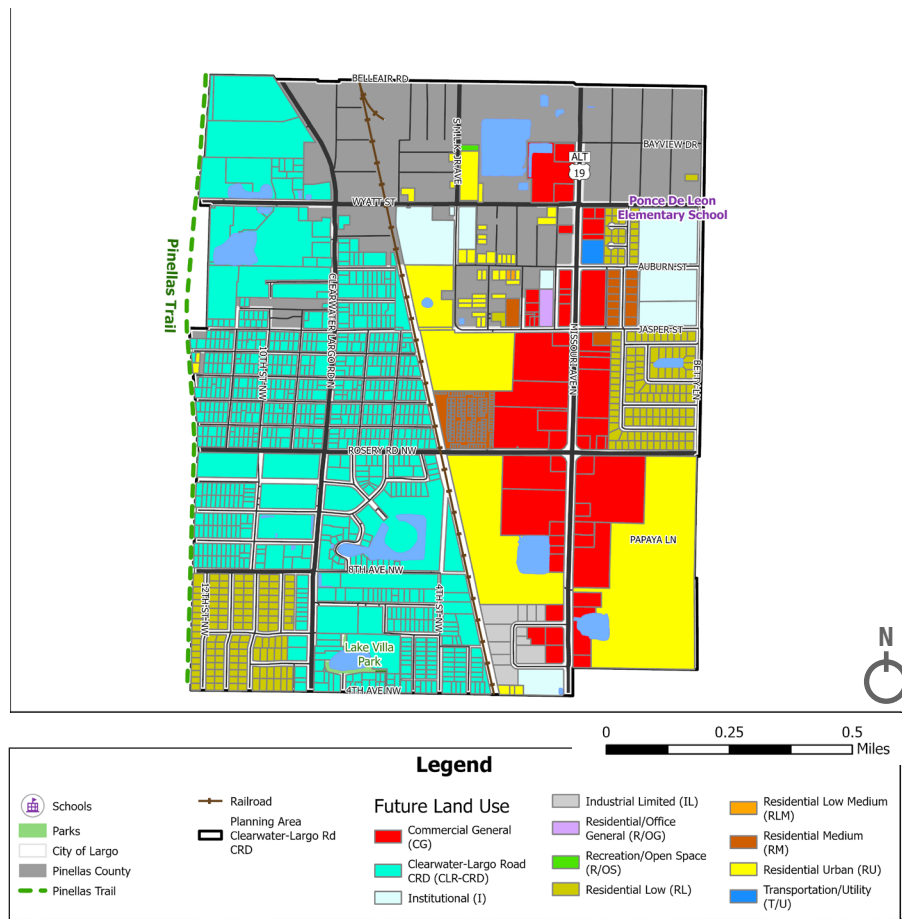
**EXISTING  
CONDITIONS  
ANALYSIS**

# EXISTING CONDITIONS ANALYSIS

## Future Land Use

The Future Land Use (FLU) in the CRD Planning Area consists of Clearwater-Largo Road CRD (CLR-CRD), Commercial General (CG), and Residential Urban (RU), Institutional (I), Residential Low (RL), Residential Medium (RM), Industrial Limited (LI), Residential/Office General (R/OG), and Transportation/Utility (T/U).

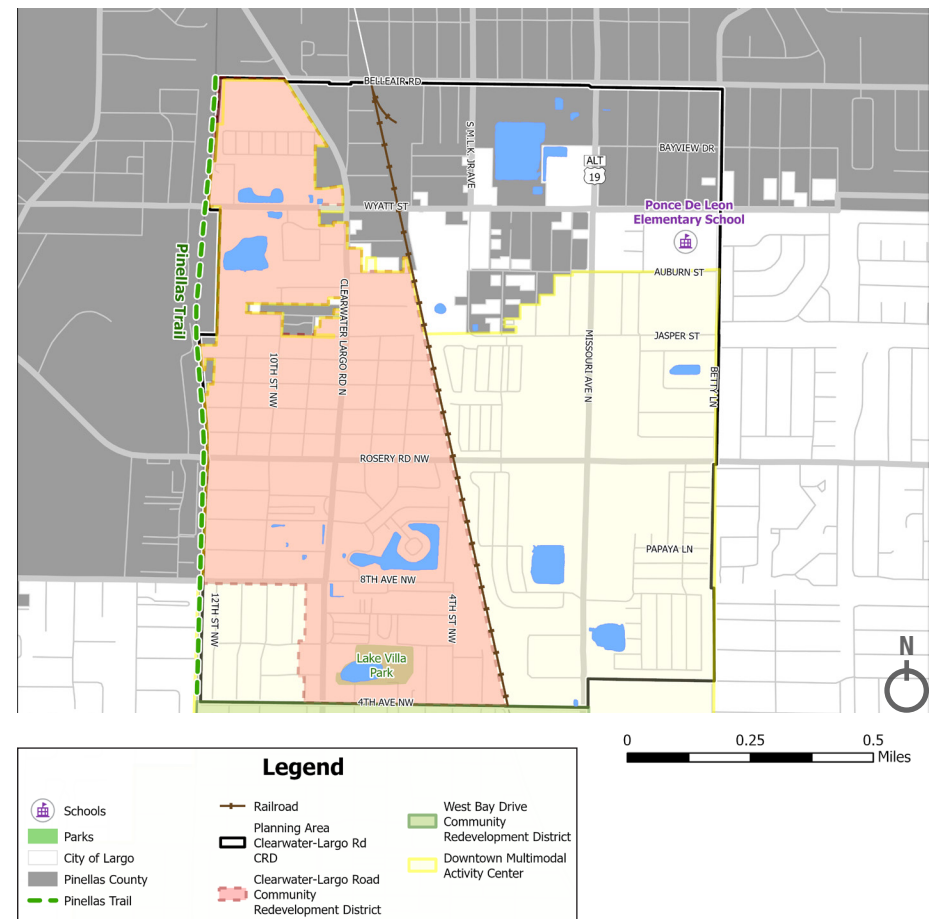
*The Future Land Use (FLU) in the CRD Planning Area is primarily Clearwater-Largo Road CRD (CLR-CRD), Commercial General (CG), and Residential Urban (RU).*



## Activity Center

There are two Activity Centers that intersect the CRD Planning Area: Clearwater-Largo Road Community Redevelopment District and the Downtown Multimodal Activity Center. The West Bay Drive Community Redevelopment District is adjacent to the southern boundary of the CRD Planning Area.

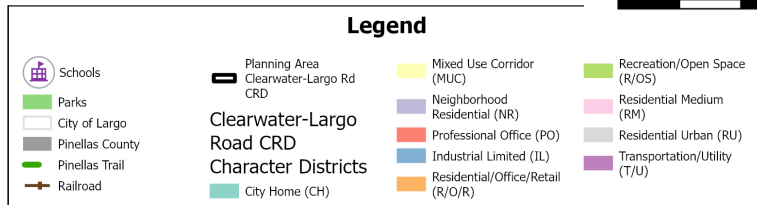
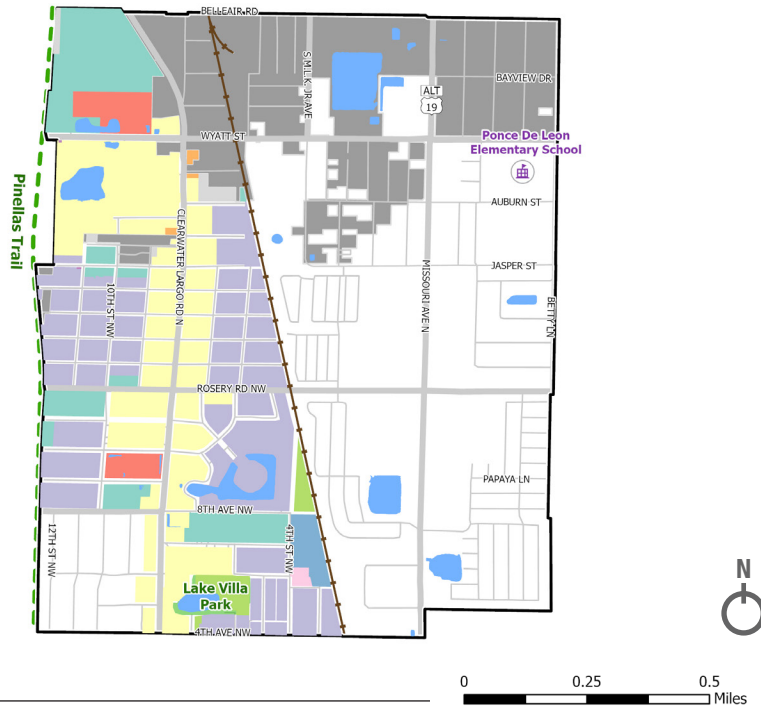
*The CRD Planning Area is the intersection of several activity centers – will address standards within while reviewing where centers meet.*



## CLR-CRD Character Districts

The Clearwater-Largo Road CRD's character districts consist of City Home (CH), Mixed Use Corridor (MUC), Neighborhood Residential (NR), Professional Office (PO), Industrial Limited (IL), Residential/Office/Retail (R/O/R), Recreation/Open Space (R/OS), Residential Medium (RM), Residential Urban (RU), and Transportation/Utility (T/U).

*The CLR-CRD is made up of primarily Mixed Use Corridor (MUC) and Neighborhood Residential (NR) Districts.*



Character District	Acres	% of Acres in Character Districts	% of Acres in CRD Planning Area
Neighborhood Residential	94.74	37.90%	15.50%
Mixed-Use Corridor	84.98	34.00%	13.90%
City Home	42.54	17.02%	6.96%
Professional Office	11.35	4.54%	1.86%
Recreation/Open Space	6.52	2.61%	1.07%
Industrial Limited	5.24	2.10%	0.86%
Residential Urban	2.78	1.11%	0.46%
Residential Medium	0.94	0.37%	0.15%
Residential/Office/Retail	0.79	0.32%	0.13%
Transportation/Utility	0.04	0.02%	0.01%
Not Specified	0.02	0.01%	0.00%
<b>Total:</b>	<b>249.95</b>	<b>100.00%</b>	<b>40.89%</b>

## Parks and Schools

Within the CRD Planning Area there is only one park, Lake Villa Park, and one public school, Ponce De Leon Elementary. Largo High School is just outside the CRD Planning Area to the south.

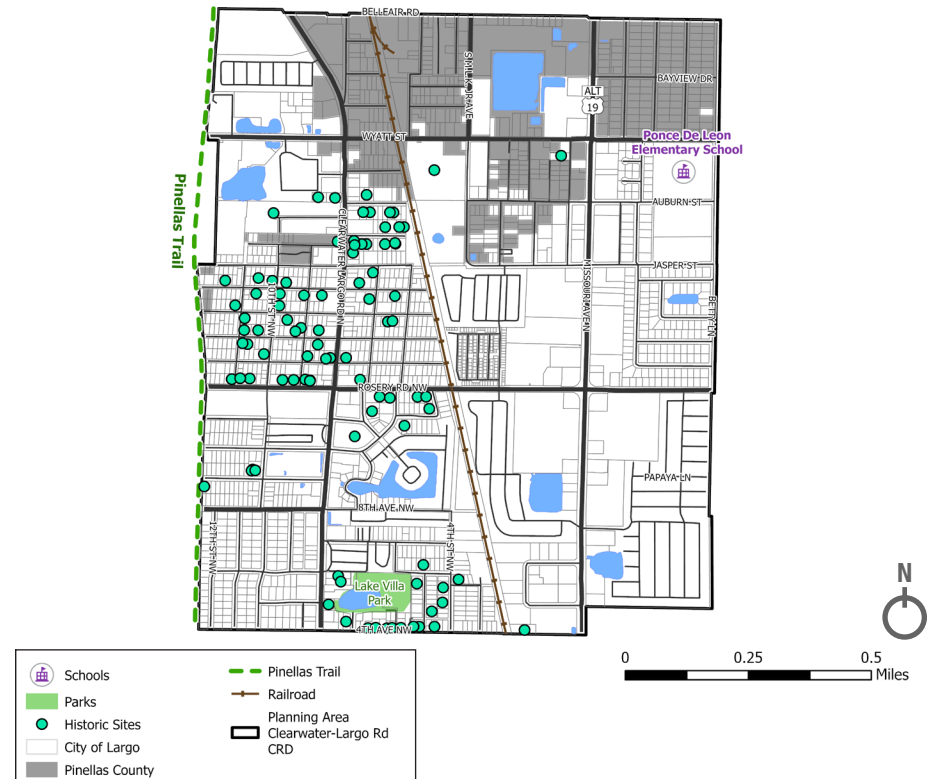
*There are limited parks and open space within the CRD Planning Area.*



## Historical Assets

There are no nationally registered historic designations with the CRD Planning Area. The area has 75 properties with significant architectural style: Bungalow, Frame Vernacular, Mediterranean Revival, Mission Revival, and Tudor Revival.

*The CRD Planning Area has a unique, historic character that should be maintained.*



## Vacancy

Within the CRD Planning Area, there are numerous vacant residential and commercial parcels with provide opportunity for redevelopment.

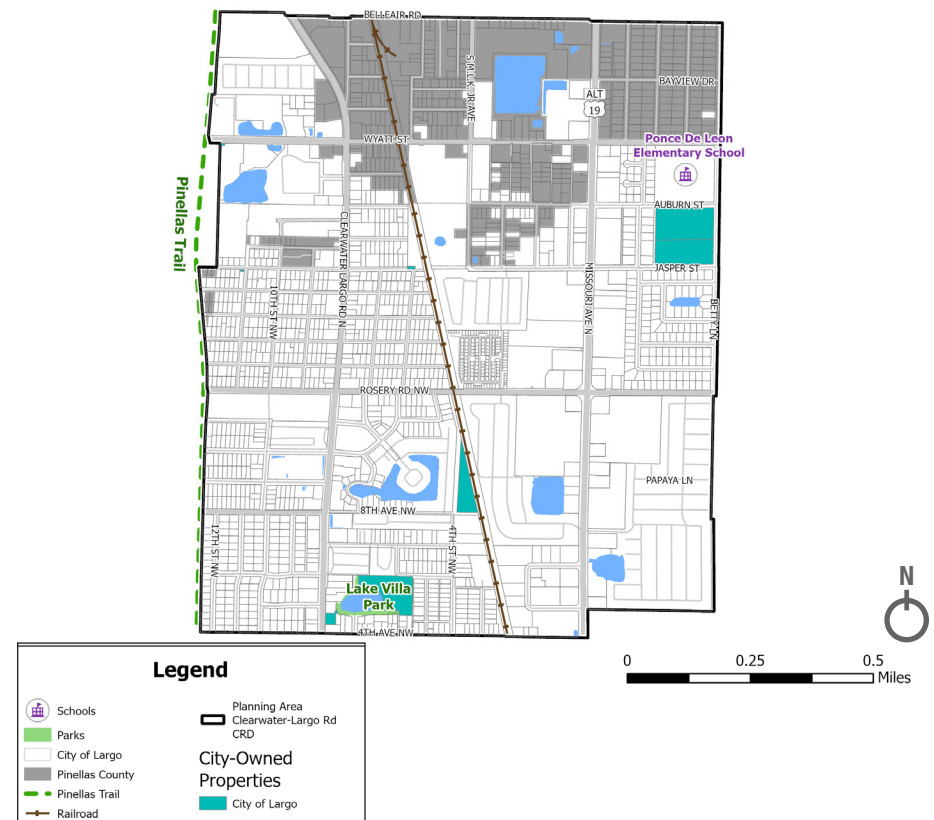
*There are several larger vacant parcels for residential and commercial properties within the CRD Planning Area.*



## City-Owned Properties

The City owns several larger parcels within the CRD Planning Area which provide opportunity for redevelopment or public-private partnerships in the future.

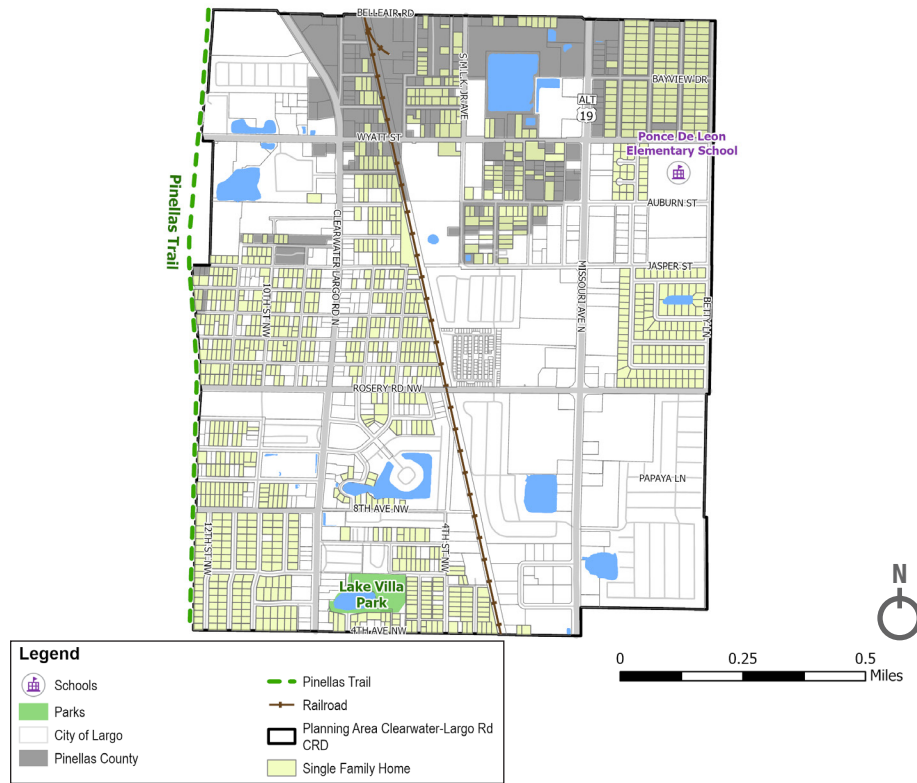
*There are several city-owned parcels within the CRD Planning Area.*



## Single Family Home Parcels

Within the CRD Planning Area, the single family homes land use designation has the most parcels and acreage in the CRD Planning Area.

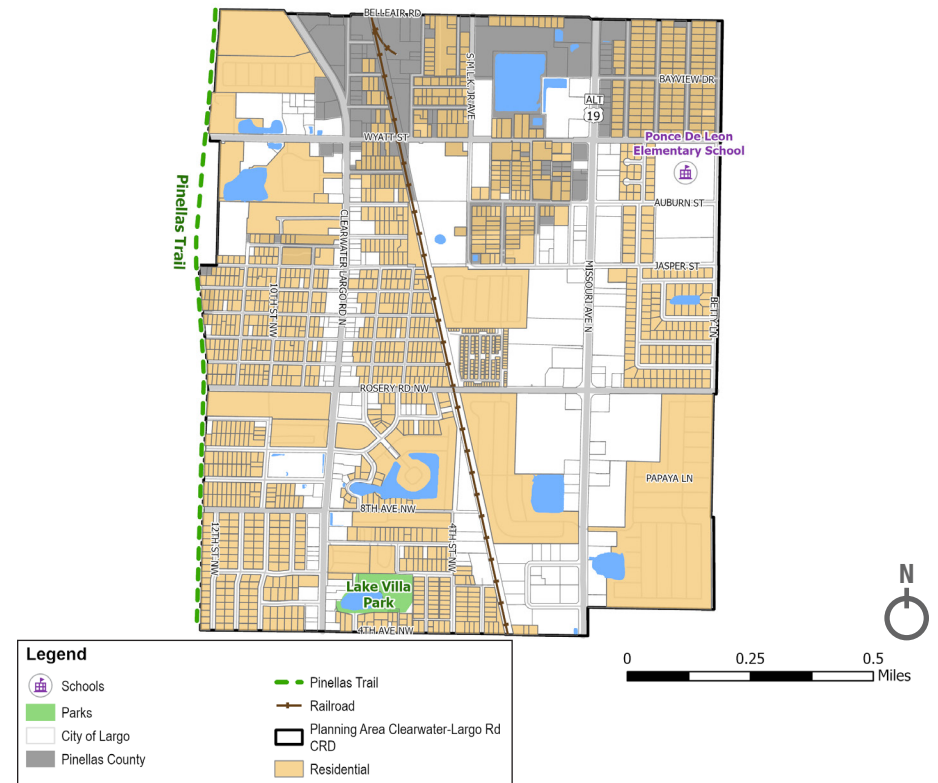
*There are over 1,000 single family home parcels with an average of 0.17 acres per parcel within the CRD Planning Area.*



## Residential Parcels

Most of the CRD Planning area is residential ranging from single family homes to multi-family development.

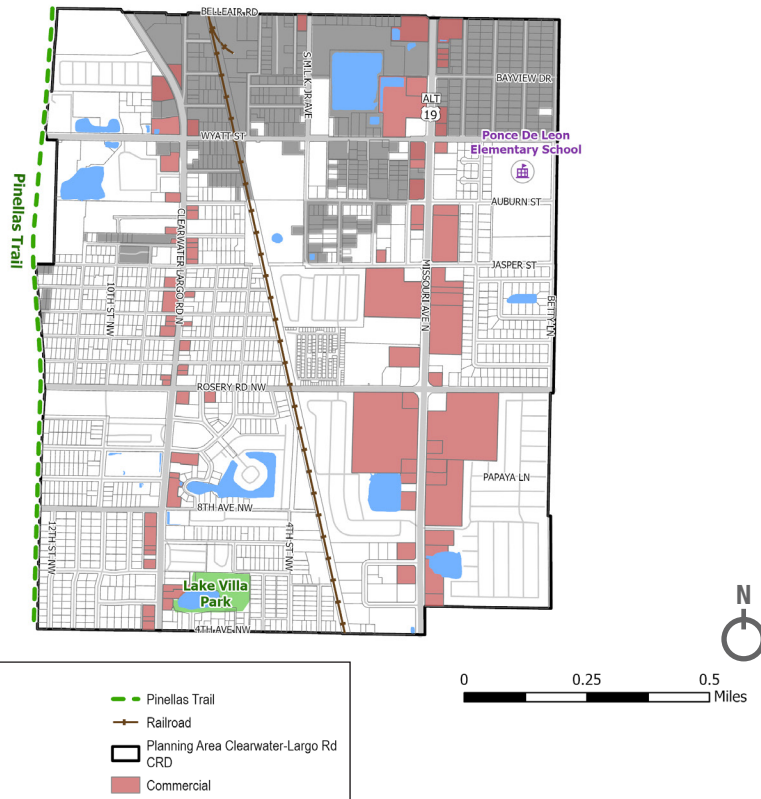
*83% of the parcels within the CRD Planning Area or 383.04 acres are residential.*



## Commercial Parcels

The majority of commercial parcels can be found along Clearwater-Largo Road and Alt-19 (Missouri Avenue N).

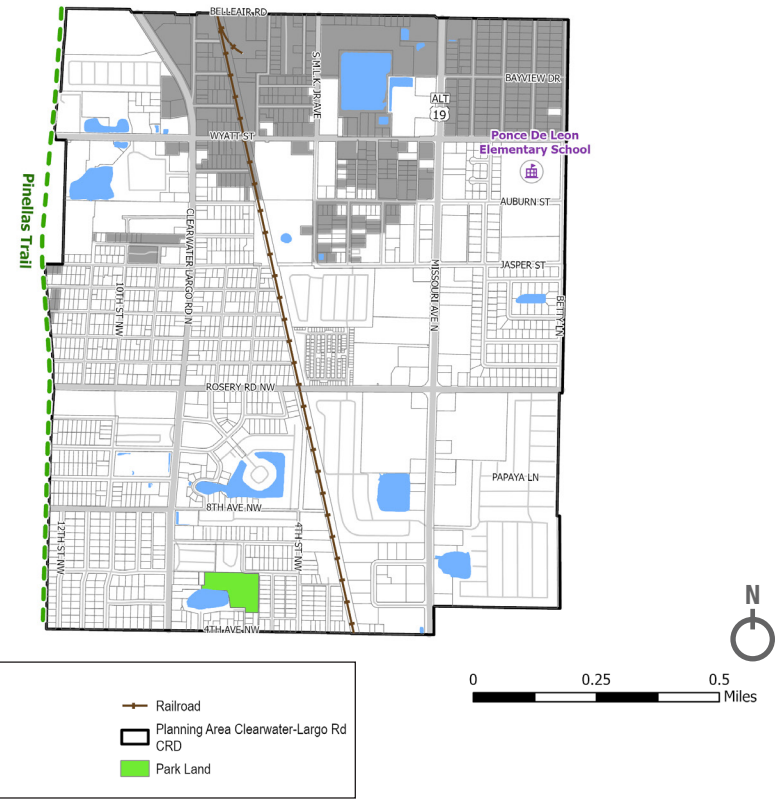
*There are 86 commercial properties within the CRD Planning area totaling 60.14 acres.*



## Park Land Parcel

Within the CRD Planning Area, there is only one parcel designated at park land leaving room for improved open space requirements.

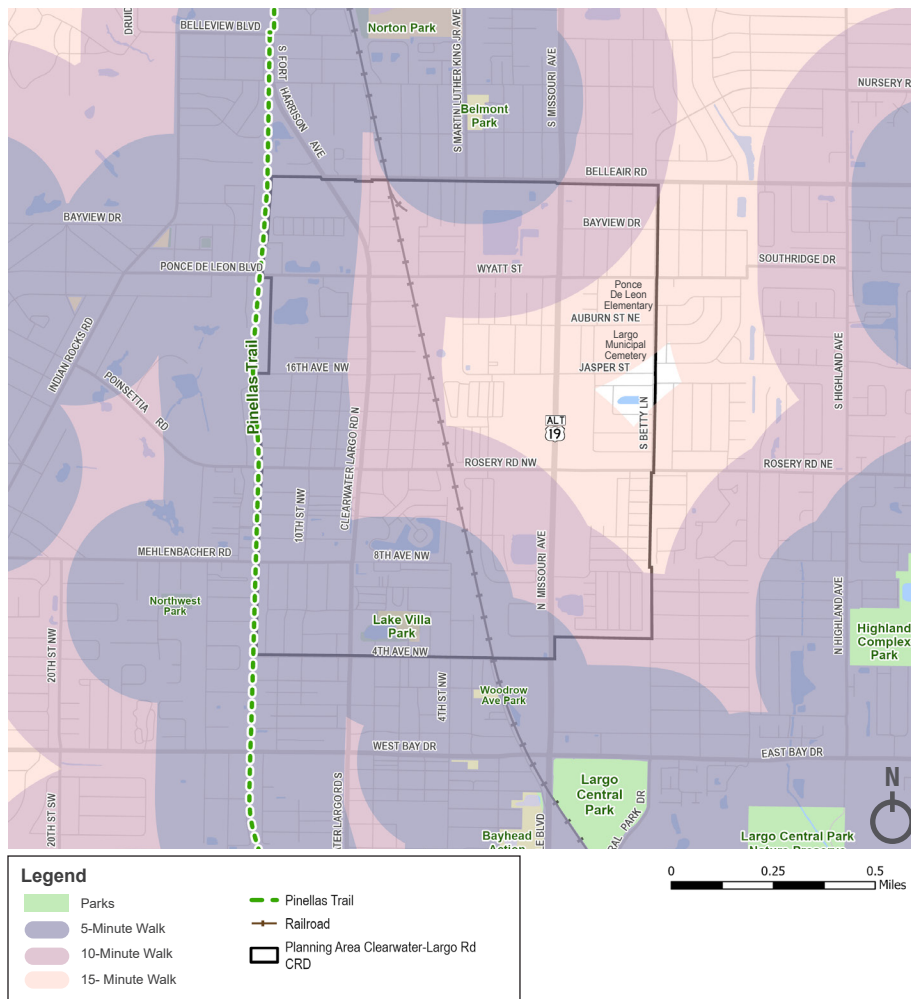
*Lake Villa Park is 4.14 acres and less than one percent of the total acres in the CRD Planning Area.*



## Park Space Walkshed Analysis

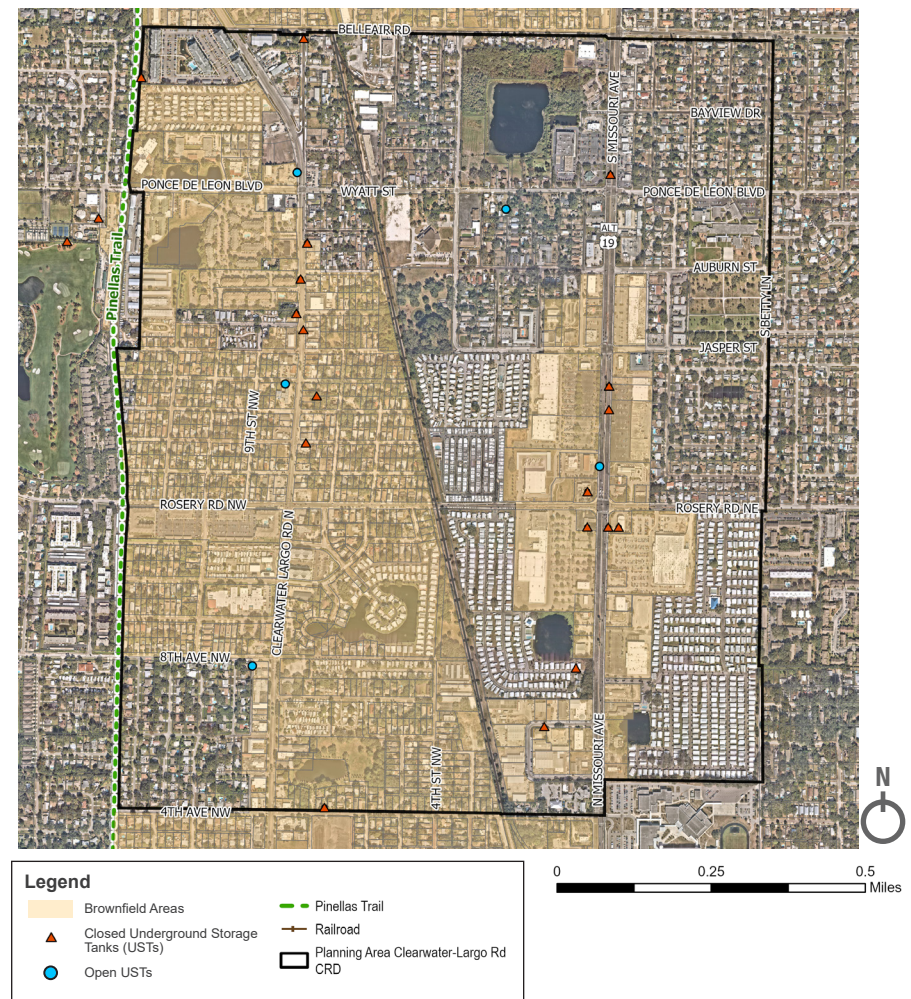
A walkshed analysis was conducted to examine accessible parks spaces within the CRD. A walkshed of 15-minutes, or .75 miles, is considered to be an appropriate distance to access parks. The eastern portion of the CRD has the greatest walking distance to park spaces. This area is primarily residential neighborhoods and Ponce De Leon Elementary School and Largo Municipal Cemetery.

*Some residential areas in the CRD are more than a 15-minute walking distance to access a park.*



## Brownfields and Underground Storage Tanks

The entirety of the existing CLR-CRD and portions of the Proposed Expansion Area along Missouri Avenue is in the Pinellas County Largo Area-Wide Brownfield, as designated by Pinellas County and the City of Largo in 2008. In addition, there are five (5) open underground storage tanks (USTs)—all located at active gas stations—and 26 closed USTs within the CLR-CRD Planning Area. Knowing the location of brownfields and USTs is important so that potential environmental impacts can be mitigated and the appropriate remediation measures can be taken if a property is to redevelop.

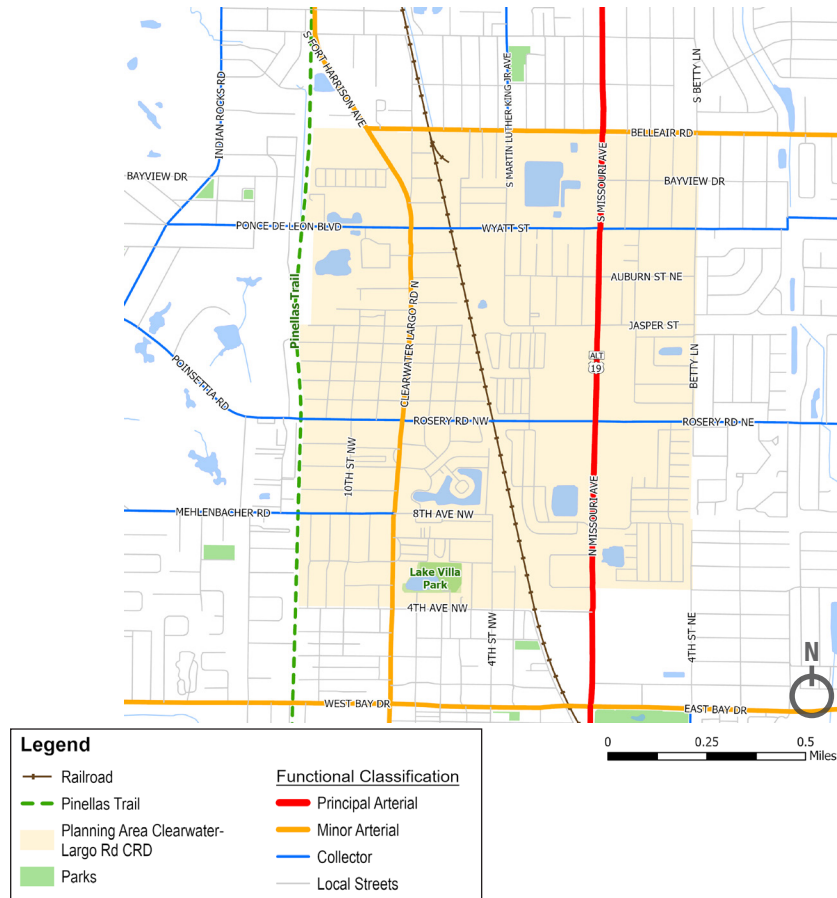


# TRANSPORTATION NETWORK

## Road Network: Functional Classification

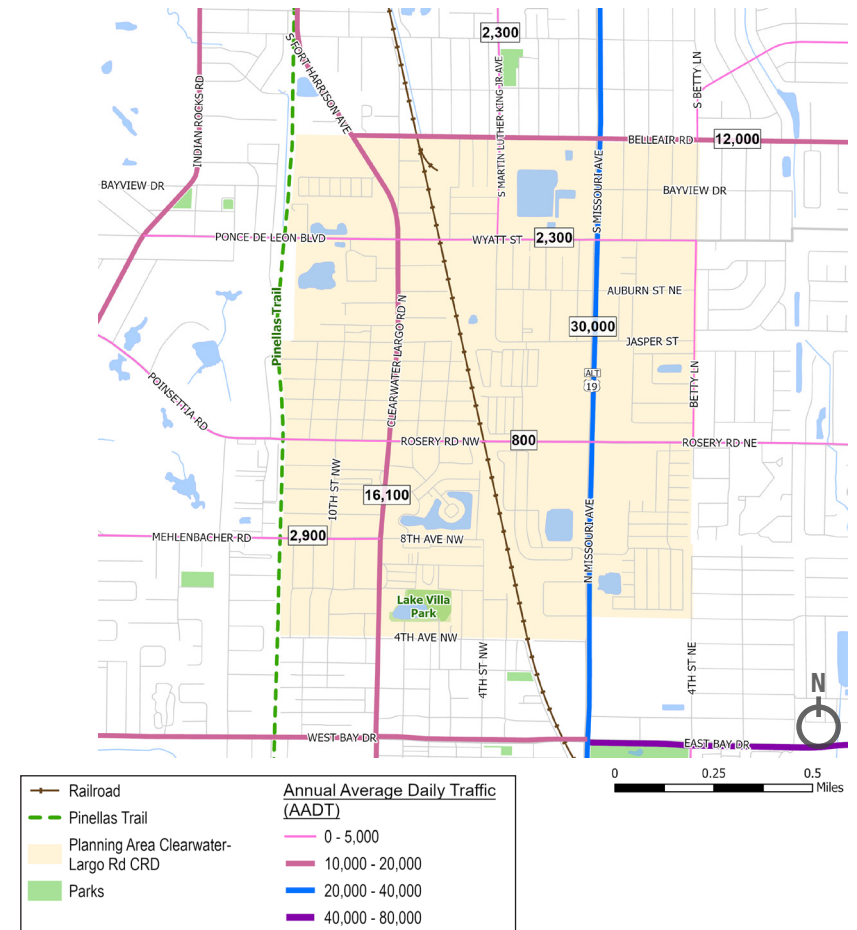
The CLR-CRD has an irregular street network. In most areas, large lots and residential developments disrupt the street pattern and limit connectivity. The neighborhood between the Pinellas Trail and the railroad north of Rosery Road is one of the few areas with a typical grid pattern.

Most of the roads in the CLR-CRD are classified as local streets. Missouri Avenue, which is owned and maintained by FDOT, is a principal arterial roadway and Clearwater-Largo Road and Belleair Road are minor arterials. Rosery Road, Wyatt Street, S Martin Luther King Jr Ave, and 8th Ave NW are collector streets.



## Annual Average Daily Traffic (AADT)

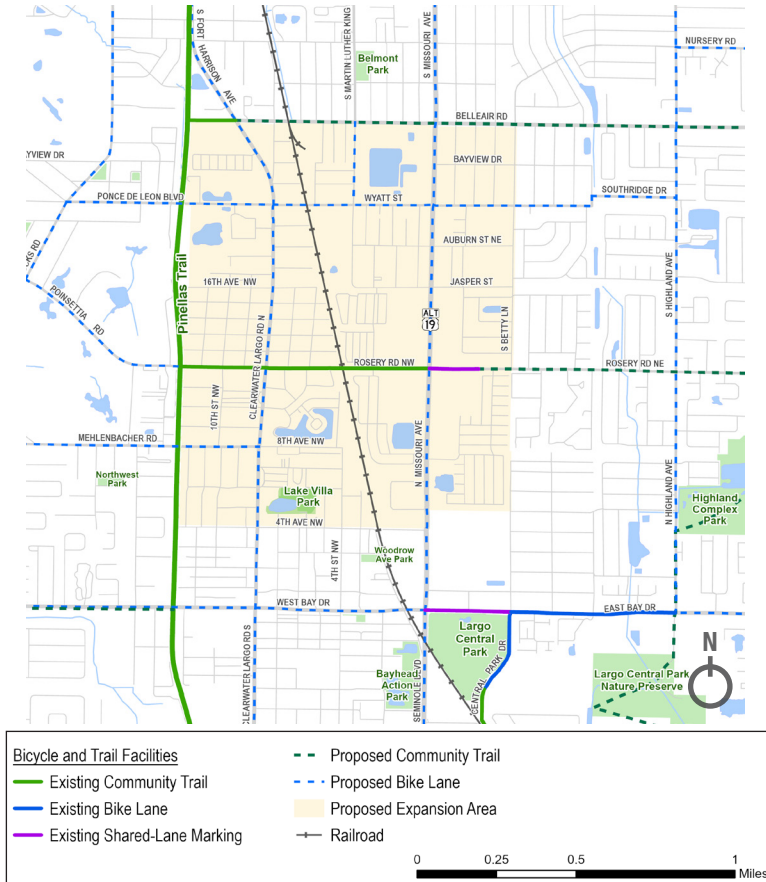
Annual Average Daily Traffic (AADT) represents the average number of vehicles that travel along a roadway in both directions each day. This information is used in transportation planning for a variety of roadway projects and analysis, such as evaluating a roadway's capacity to serve future growth and development, optimizing traffic flow, and reducing congestion. FDOT reports AADT for collector and arterial roadways, as shown in the below map (2022). In the CLR-CRD, Missouri Avenue has the highest AADT with an annual daily average of 30,000 vehicles per day.



## Bicycle Facilities

There are very few existing bicycle facilities in the CRD Planning Area. The western boundary of the CRD is the Pinellas Trail, but the only other dedicated bicycle facility in the area is a shared-lane marking (sharrow) along Rosery Road between Golden Gate Drive and the Pinellas Trail.

There are a number of proposed bicycle facilities, including a proposed community trail along Belleair Rd, and dedicated bicycle lanes along most collector and arterial roadways including Missouri Ave, Clearwater-Largo Rd, Wyatt St/Ponce De Leon Blvd, and 8th Ave NW/Mehlenbacher Rd.



## Pedestrian Facilities

Sidewalks exist along both sides of most major roadways, with the exception of the north side of Rosery Road between the Pinellas Trail and Clearwater-Largo Road. The mobile home parks in the area also have complete sidewalk networks, but since they are not publicly owned/maintained they are not depicted on the map.

### Gaps in the sidewalk network primarily exist in residential areas.

Areas with major sidewalk gaps include:

- The neighborhood between the Pinellas Trail and the railroad south of Ponce De Leon Ave Blvd/Wyatt Street and north of Rosery Road
- The neighborhood between the Pinellas Trail and Clearwater-Largo Road south of 8th Ave NW and north of 4th Ave NW
- The neighborhood between Missouri Avenue and Betty Lane south of Belleair Road and north of Ponce De Leon Blvd

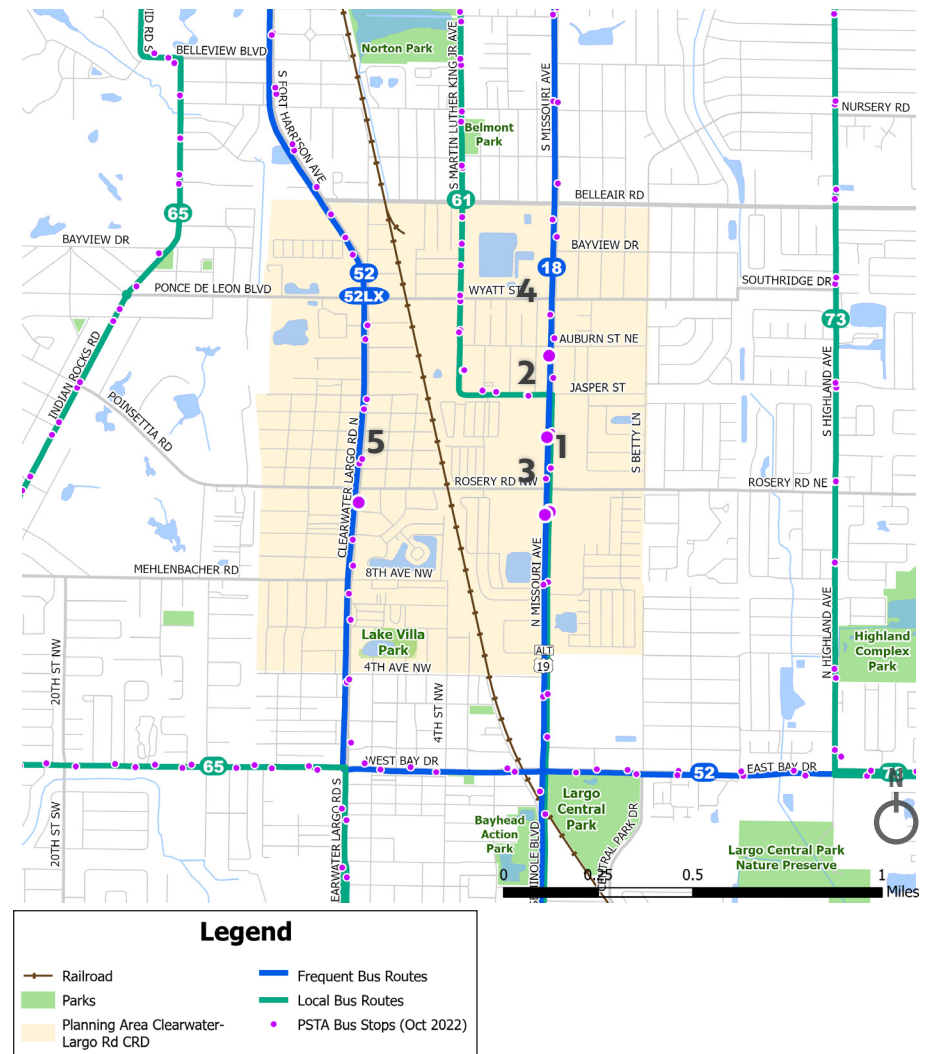


## Public Transportation

The Pinellas Suncoast Transit Authority (PSTA)—Pinellas County's public transportation provider—operates three core routes (Route 18, 52, and 52LX) and one supporting local route (Route 61) in the CRD Planning Area. Routes 52 and 52LX run along Clearwater-Largo Road and Route 18 runs along Missouri Avenue, with all three routes providing service between Downtown Clearwater and Grand Central Station in St. Petersburg. Route 61, a supporting local route, provides service between Indian Rocks Shopping Center, Downtown Clearwater, and the City of Dunedin at Main Street and Summerdale Drive. The table below shows the number of riders getting on (boardings) and off (alightings) and the top five highest-ridership stops in the CRD (data sourced from PSTA, October 2022).

**PSTA's two highest-performing routes, Route 18 and Route 52, serve the CRD Planning Area. Stops along Missouri Avenue and Clearwater-Largo Road near the Rosery Road intersection have the highest ridership in the CRD.**

Highest Ridership Stops	Route and Stop Location	Boardings	Alightings	Total
1	Route 18: East side of Missouri Ave, south of Rosery Road	48	49	97
2	Route 18: West side of Missouri Ave, north of Rosery Road	41	31	71
3	Route 18: West side of Missouri Ave, south of Rosery Road	32	23	56
4	Route 18: West side of Missouri Ave and Auburn Street	15	25	40
5	Route 52: East side of Clearwater-Largo Road, south of Rosery Road	15	22	37

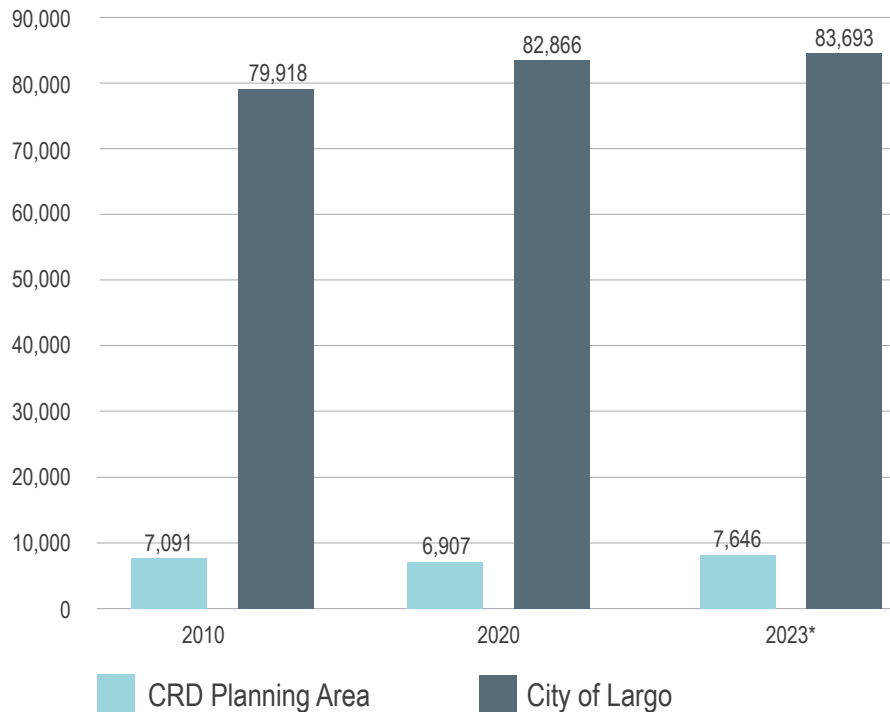


# DEMOGRAPHICS

## Population

The population within the Planning Area is 6,907 according to the 2020 U.S. Census. The Planning Area has seen a population growth of 3.2% which is higher than the city's growth rate (0.31%).

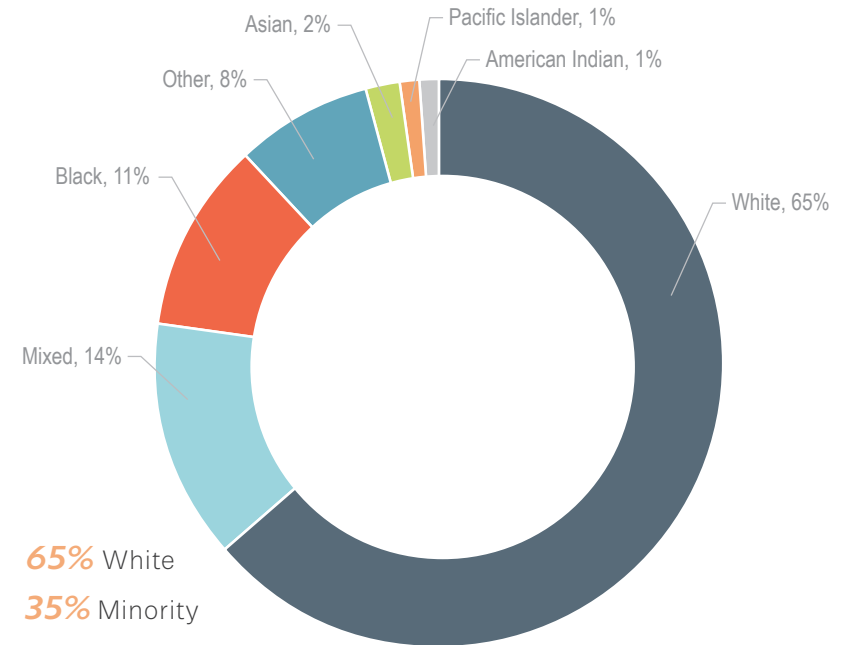
*The CRD Planning Area is increasing compared to the rest of the City.*



## Race and Ethnic Identity

As of 2020, 65% of residents living within the Planning Area identify as White; 14% identify within two or more races; 11% identify as Black or African American; 8% identified as a race other than those provided to select by the U.S. Census (Some Other Race); 2% identify as Asian; less than 1% identified as American Indian; and less than 1% identified as Native Hawaiian or Other Pacific Islander. In addition, 20% of respondents identified as having Hispanic origin.

*The CRD Planning Area is becoming a more diverse population.*



## Age

As seen in the table below, Generation X (roughly approximated by people ages 45-64) make up the largest population among all generations at 28%. Millennials make up the next largest cohort at 28%. Baby Boomers (roughly approximated by the people ages 65-84), make up 23% and also make up the fastest growing cohort.

*The CRD Planning Area is home to mostly people in retirement age and continues to attract people in those age groups.*

Age Cohort	2010	2023	%	% Change
0-14	1,220	1,270	18%	4%
15-24	793	753	11%	-5%
25-34	868	889	13%	2%
35-44	849	900	13%	6%
45-54	1,041	890	13%	-15%
55-64	863	1,042	15%	21%
65-74	688	994	14%	44%
75-84	456	609	9%	34%
85+	313	301	4%	-4%
<b>Total</b>	<b>7,091</b>	<b>6,907</b>	<b>100%</b>	<b>-3%</b>

## Income

As seen in the table below, almost half of the households within the Planning Area make less than \$35,000 per year. This may be contributed to the high population of Baby Boomers and retirees.

*A large percentage of the households within the CRD Planning Area are operating on low or fixed income budgets.*

Household Income	2023	%
<\$15,000	806	23%
\$15,000 - \$24,999	340	10%
\$25,000 - \$34,999	420	12%
\$35,000 - \$49,999	451	13%
\$50,000 - \$74,999	528	15%
\$75,000 - \$99,999	363	11%
\$100,000 - \$149,999	290	8%
\$150,000 - \$199,999	181	5%
\$200,000+	110	3%

## Business

Within the CRD Planning Area, there are over 300 businesses which employ over 2,500 people. The largest business sectors within both the CRD Boundary and the CRD Planning Area are Services and Retail Trade.

*The employee to resident ratio is approximately one employee per one resident within both boundaries.*

Business Summary	CRD Boundary	CRD Planning Area
Total Businesses	269	335
Total Employees	2,053	2,515
Total Residential Population	6,466	7,646
Employee/Residential Population Ratio (per 100 residents)	32	33
Largest Sectors	Retail Trade - 37% Services - 42%	Retail Trade - 35% Services - 43%

## Housing

In 2023 the median home value in the CRD Planning Area median was \$87,944 compared to the City of Largo at \$251,304. The CRD also has a lower percentage of homeownership than the rest of the City.

*Housing affordability is higher within the CRD Boundary compared to the CRD Planning Area and the City of Largo.*

Housing Summary	CRD Planning Area	City of Largo
Median Home Value	\$87,994	\$251,304
Average Household Size	2.15	2.00
Home Ownership	40.9%	52.3%
Rent	44.5%	33.1%
Vacant	14.6%	14.6%
Housing Affordability Index	182	88
Percentage of Income for Mortgage	13.3%	27.9%

*Appendix B*

**ECONOMIC  
DEVELOPMENT  
ANALYSIS**

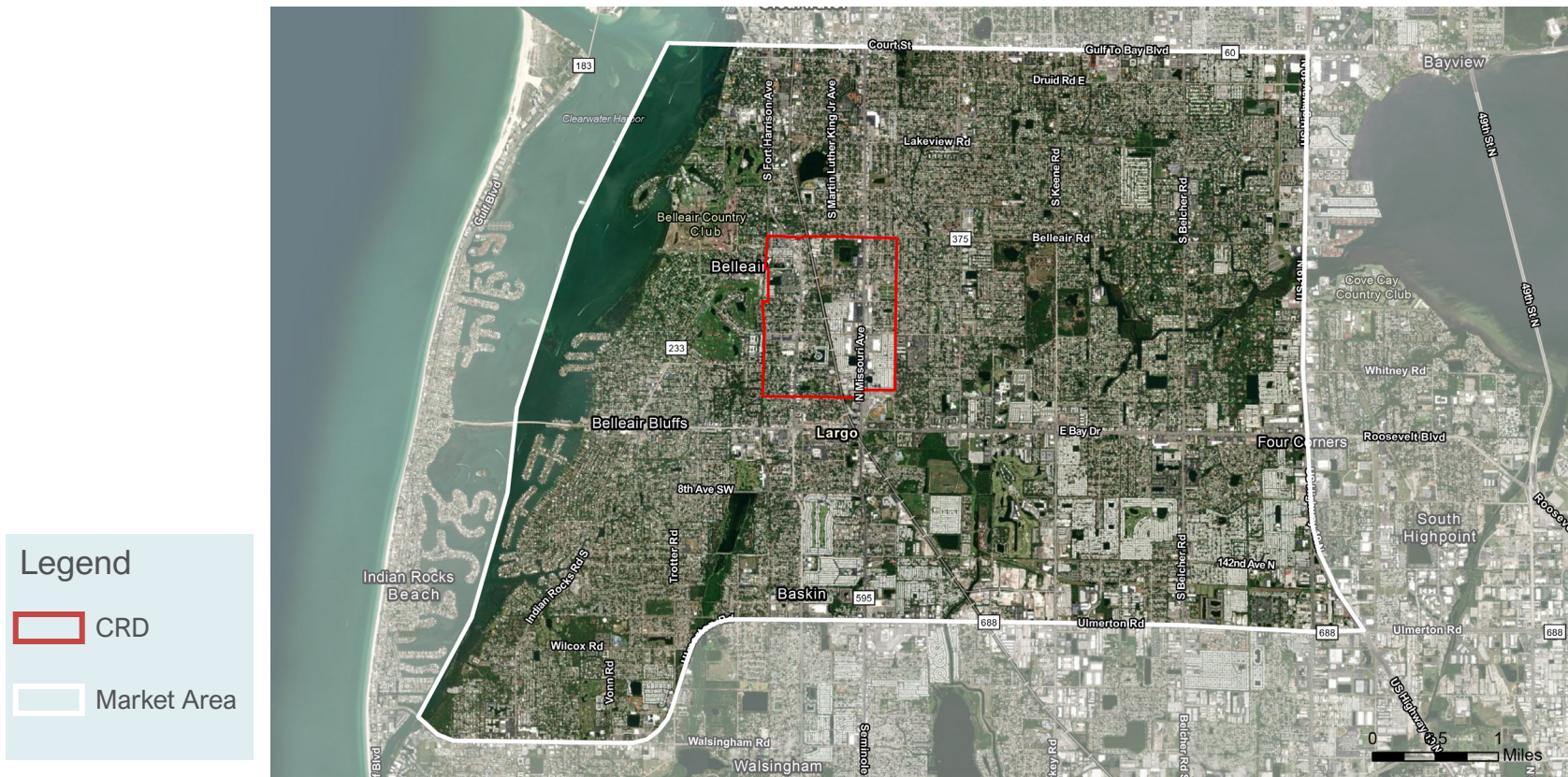
# Clearwater-Largo Road CRD Plan

Market Analysis Existing Conditions Summary

February 13, 2024



# Clearwater-Largo Rd CRD & Market Area



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# Demographic Overview

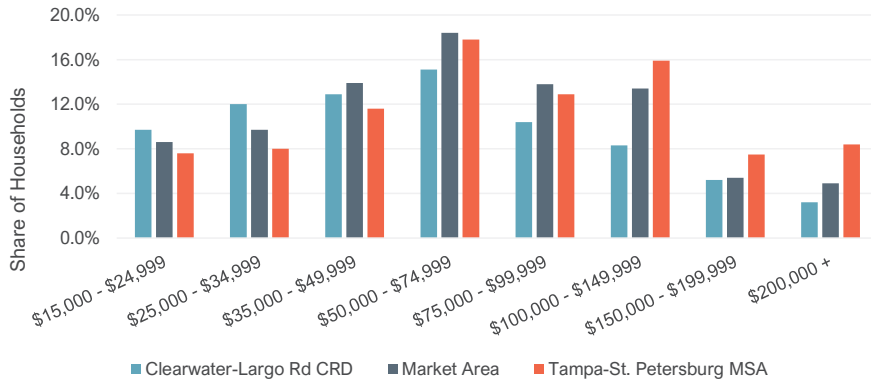
## Population and Age Comparison

Source: ESRI Business Analyst

Area	Total Population		Annual Growth Rate	2023 Median Age
	2020	2023		
Clearwater-Largo Rd CRD	6,907	7,646	3.4%	45.1
Market Area	119,380	121,064	0.5%	51.6
Tampa-St. Petersburg MSA	3,175,275	3,288,270	1.2%	43.2

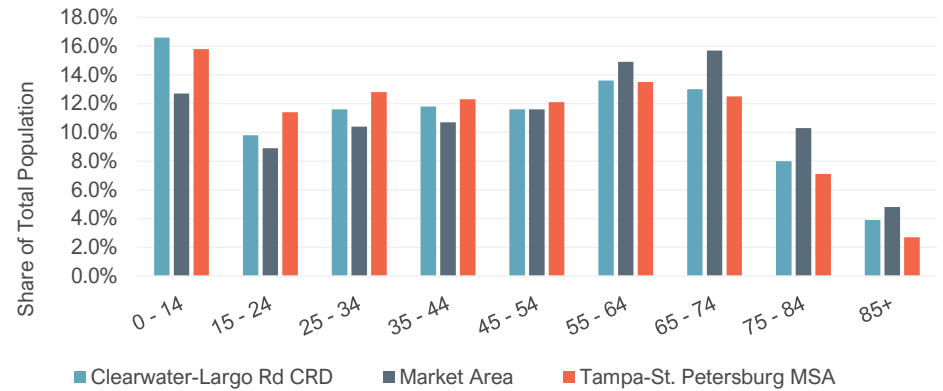
## Household Income, 2023

Source: ESRI Business Analyst



## Population and Age Comparison

Source: ESRI Business Analyst



## Median Household Income, 2023

Source: ESRI Business Analyst



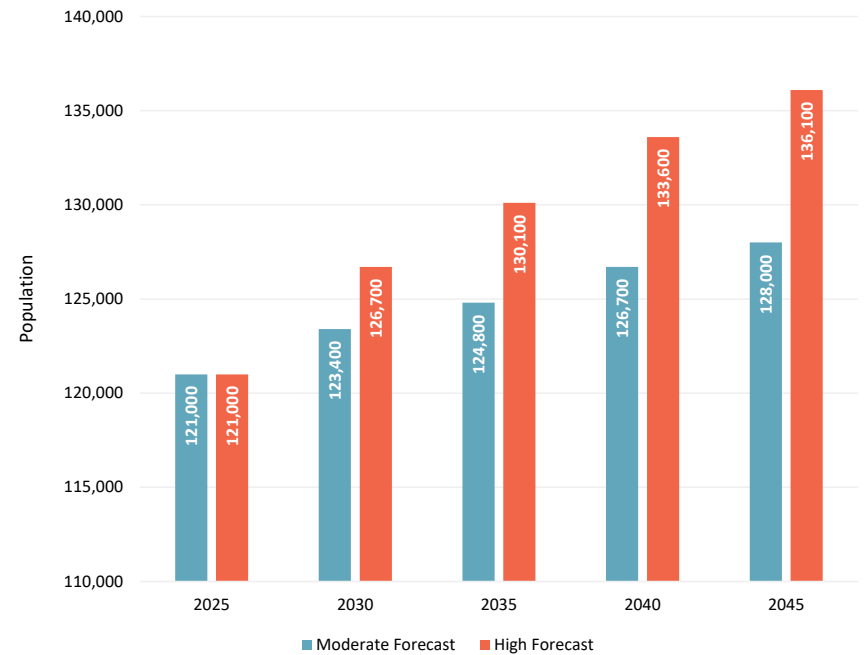
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# Population and Household Forecasts

Forecasts for the Market Area are based on captures from the Tampa-St. Petersburg MSA projections. Currently, the Market Area represents about 3.7% of the total MSA population. This percentage is expected to modestly decline as other areas of the MSA are developed. The Market Area is expected to have a total population of between 128,000 to 136,100 by 2045, resulting in the addition of 6,900 to 15,000 new residents.

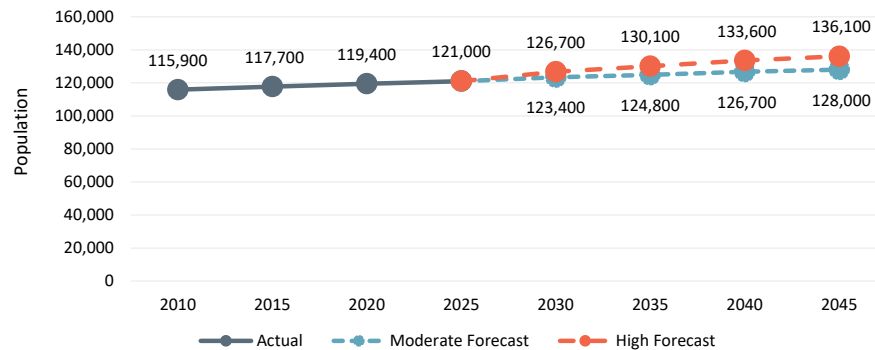
## Population Forecasts, Market Area, 2025 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; BEBR; FL EDR; ESRI BAO; Kimley-Horn



## Population Forecasts, Market Area, 2010 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; BEBR; FL EDR; ESRI BAO; Kimley-Horn



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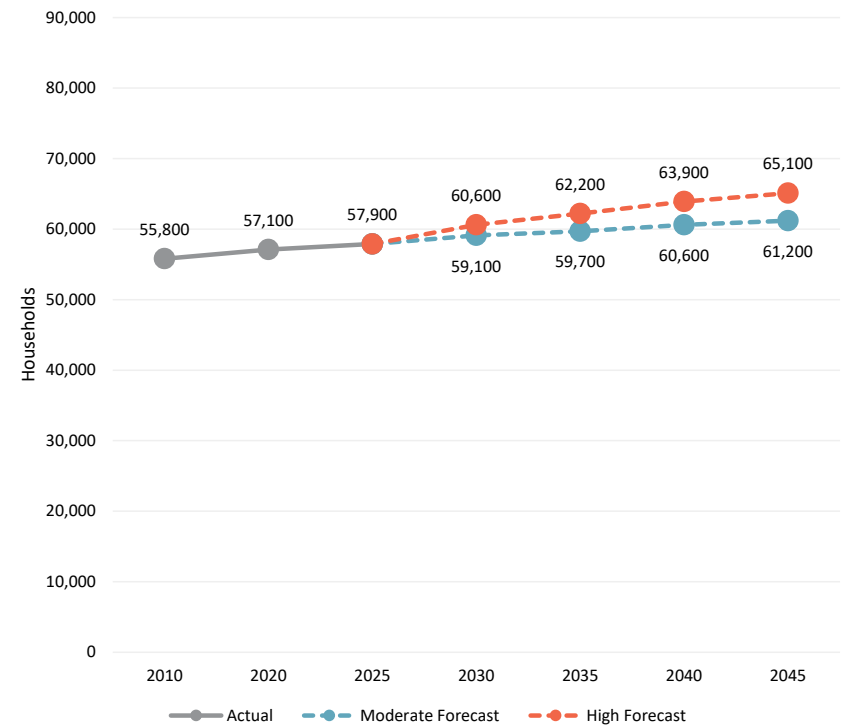
# Population and Household Forecasts

Households in the Market Area are expected to increase between 61,200 to 65,100 by 2045. This represents an increase of approximately 4,100 to 8,000 households during a twenty-year forecast horizon.

This analysis assumes that the average household size will remain generally consistent at 2.09 persons per household. Household sizes in the Market Area have been gradually declining over the last decade; however, growth in older residents is expected which is likely to result in a stable household size in the future.

**Households Forecasts, Market Area, 2010 – 2045**

Source: Bureau of Labor Statistics; Woods & Poole; BEBR; FL EDR; ESRI BAO; Kimley-Horn



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# Tapestry Segmentation Snapshot

- Tapestry segmentation categories households based on 67 different classifications that represent national similarities in housing preferences, spending, and labor force participation
- Six tapestry segments are represented in the CRD, **five** of which are greater than **10%**
- Smaller areas are commonly more homogeneous, with fewer segments represented

Tapestry	Share of Market Area Households
Hometown Heritage	29.2%
Front Porches	18.8%
Senior Escapes	18.4%
Small Town Sincerity	17.2%
Midlife Constants	10.9%

Source: ESRI Business Analyst

## Hometown Heritage



29.2%  
of area  
households



- Living in urbanized areas within central cities with over 60% of households renting single-family older homes
- Residents mostly work in service, manufacturing, and retail trade industries
- Cost-conscious consumers/spenders

## Front Porches



18.8%  
of area  
households



- A blend of household types, with more young families with children and more single households than average
- More than half of the householders are renters in older established neighborhoods
- Cost-conscious consumers/spenders

# Tapestry Segmentation Snapshot

## Senior Escapes



18.4%  
of area  
households



- Seniors concentrated in warmer states, labor force participation is low
- Cost-conscious spenders
- Residents enjoy watching TV, going on cruises, playing trivia games, bicycling, boating, and fishing

## Small Town Sincerity



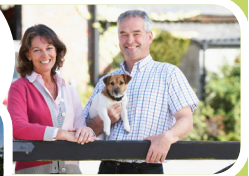
17.2%  
of area  
households



- Young families and senior householders bound by community ties residing in small towns or semirural areas
- Price-conscious consumers
- Connected, but not with the latest or greatest technology
- Rely on TV or newspapers to stay informed

## Midlife Constants

10.9%  
of area  
households

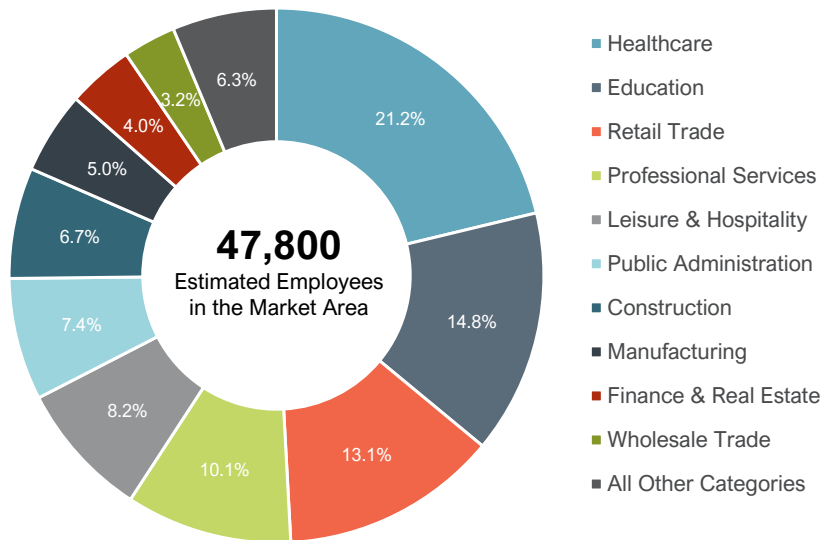


- Approaching retirement age
- Traditional, not trendy and opt for convenience and comfort as consumers
- Technology has its uses, but the bells and whistles are a bother

# Employment Snapshot

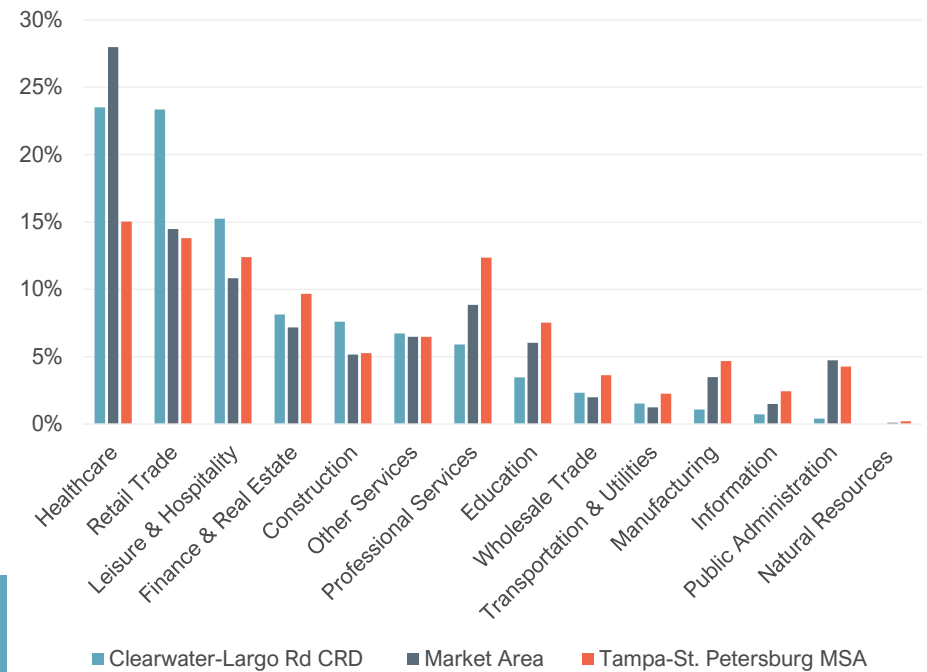
## Market Area Shares of Employment by Industry, 2023

Source: ESRI Business Analyst



## Comparison of Jobs by Industry, 2023

Source: ESRI Business Analyst



The Clearwater-Largo Road CRD has an estimated 2,500 jobs, approximately 5.3% of the Market Area total. Healthcare and Retail Trade comprise more than one-half of the jobs in the CRD.



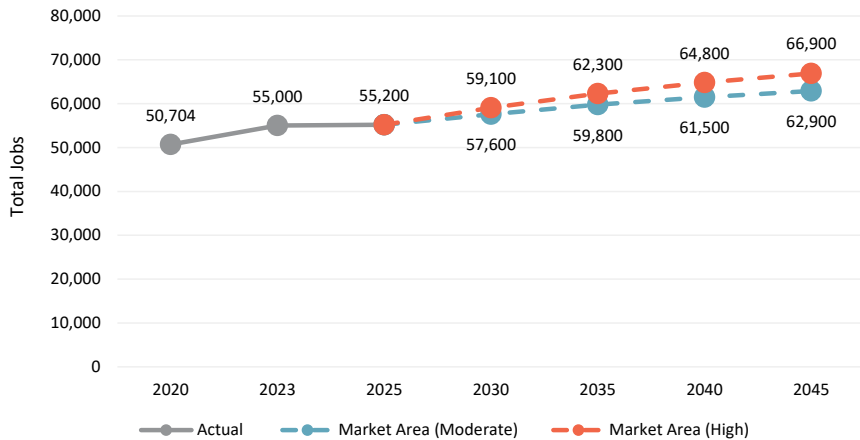
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# Employment Forecasts

The Market Area has historically represented approximately 4.2% of all jobs in the Tampa-St. Petersburg MSA. As of 2023, the City hosts approximately 55,000 jobs. Over the next twenty years, the City is expected to increase by 14.3% to 21.6%, reaching between 62,900 to 66,900 jobs by 2045.

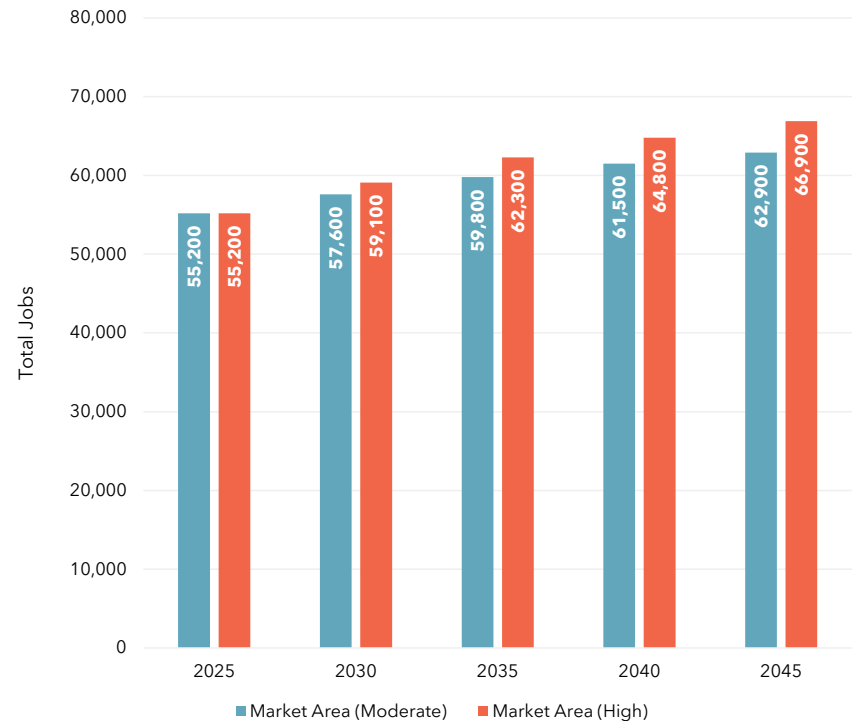
## Employment Forecasts, Market Area, 2020 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; ESRI BAO; Kimley-Horn



## Employment Forecasts, Market Area, 2025 – 2045

Source: Bureau of Labor Statistics; Woods & Poole; ESRI BAO; Kimley-Horn



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# Housing Summary

## Housing Summary Facts, 2023

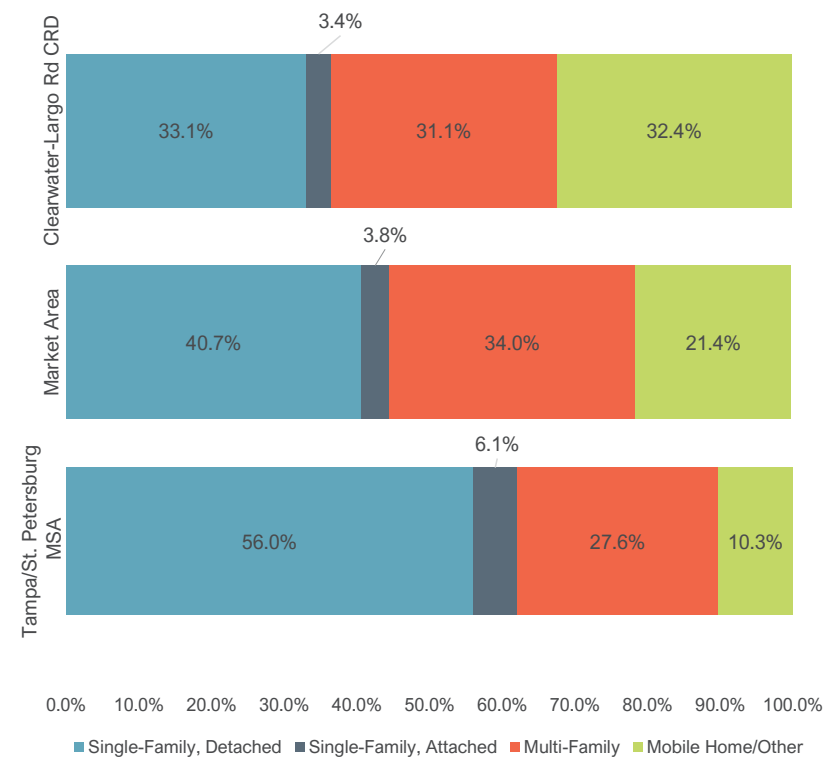
Source: ESRI Business Analyst

2023	Clearwater-Largo Rd CRD	Market Area	Tampa-St. Petersburg MSA
Median Year Built	1971	1974	1984
Median Home Value	\$87,994	\$282,850	\$319,745
Owner-Occupied	40.9%	55.3%	60.0%
Renter-Occupied	44.5%	31.3%	29.9%
Vacant	14.6%	13.4%	10.1%

- The housing stock of the CRD is aging, with a median construction year of 1971. This is the oldest median year built across the three geographies.
- The median home value in the CRD is notably lower than that in the Market Area and MSA.
- The CRD has a more balanced distribution between owner-occupied and renter-occupied housing units, along with a higher vacancy rate than the Market Area and MSA.

## Housing Units by Type, 2023

Source: ESRI Business Analyst



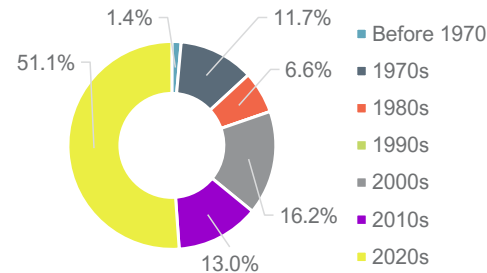
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# Multifamily Trends

- The CRD contains 1,111 multifamily units, accounting for only 6.4% of multifamily in the market area.
- 51.1% (568 units) were built within the last three years.
- Vacancy rate fluctuates due to deliveries in the market with the highest vacancy in 2020 impacted by COVID-19.

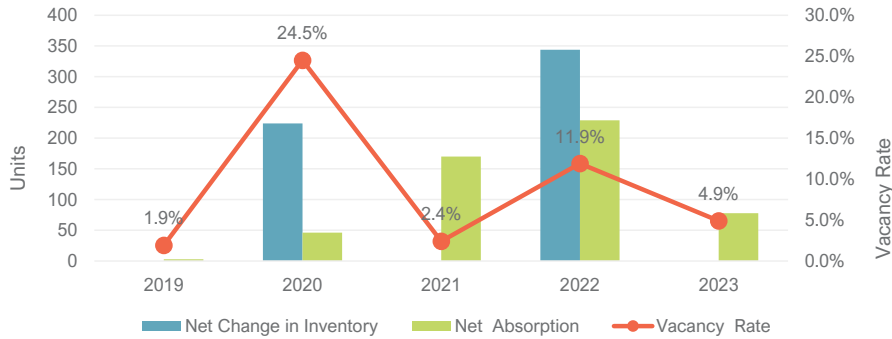
## Total Share of Multifamily Inventory

Source: CoStar; Kimley-Horn



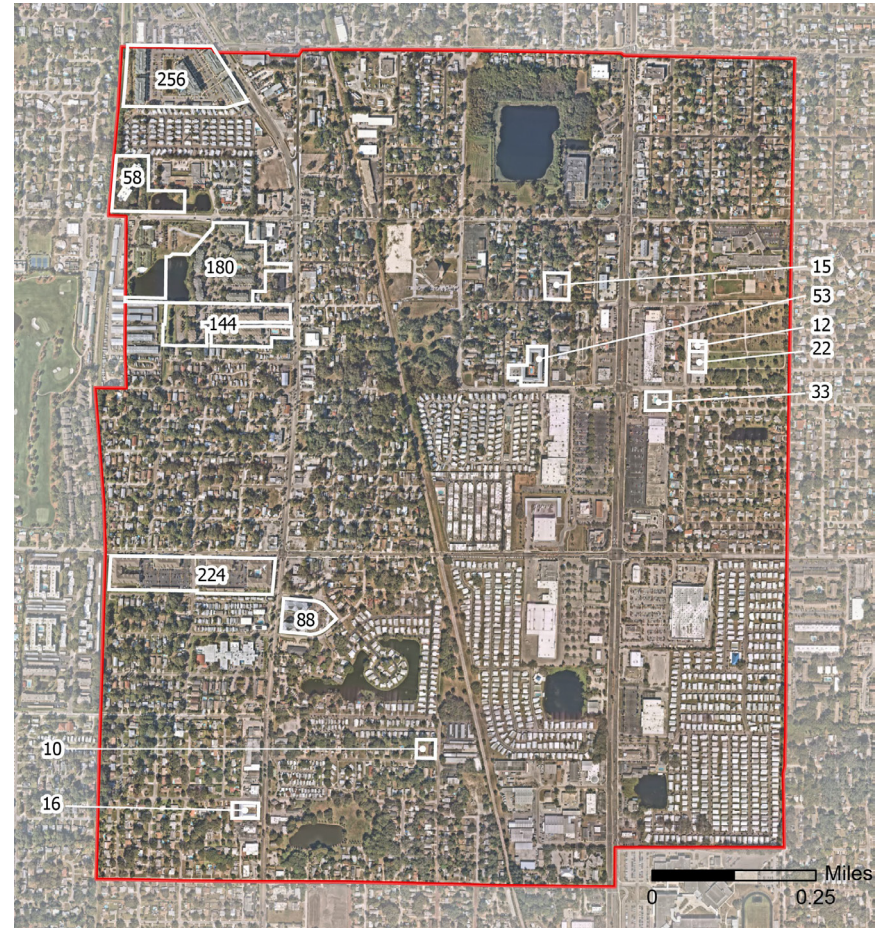
## Rental Residential Performance Trends, CRD, 2019-2023

Source: CoStar; Kimley-Horn



## Rental Multifamily Inventory by Number of Units, 2023

Source: CoStar; Kimley-Horn

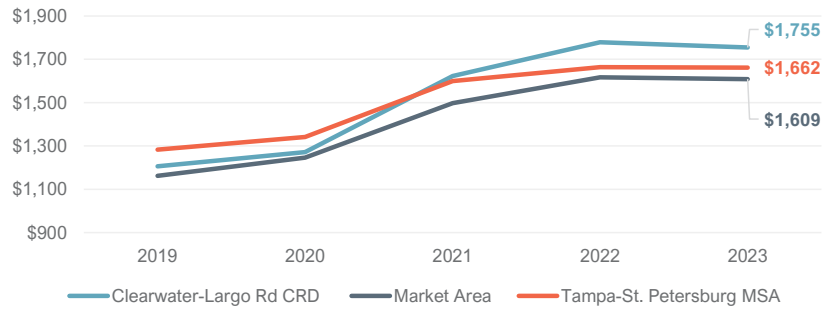


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# Multifamily Trends

## Multifamily Comparison Rent by Unit, 2019 - 2023

Source: CoStar; Kimley-Horn



## Multifamily Units by Affordability Type, 2023

Source: CoStar; Kimley-Horn

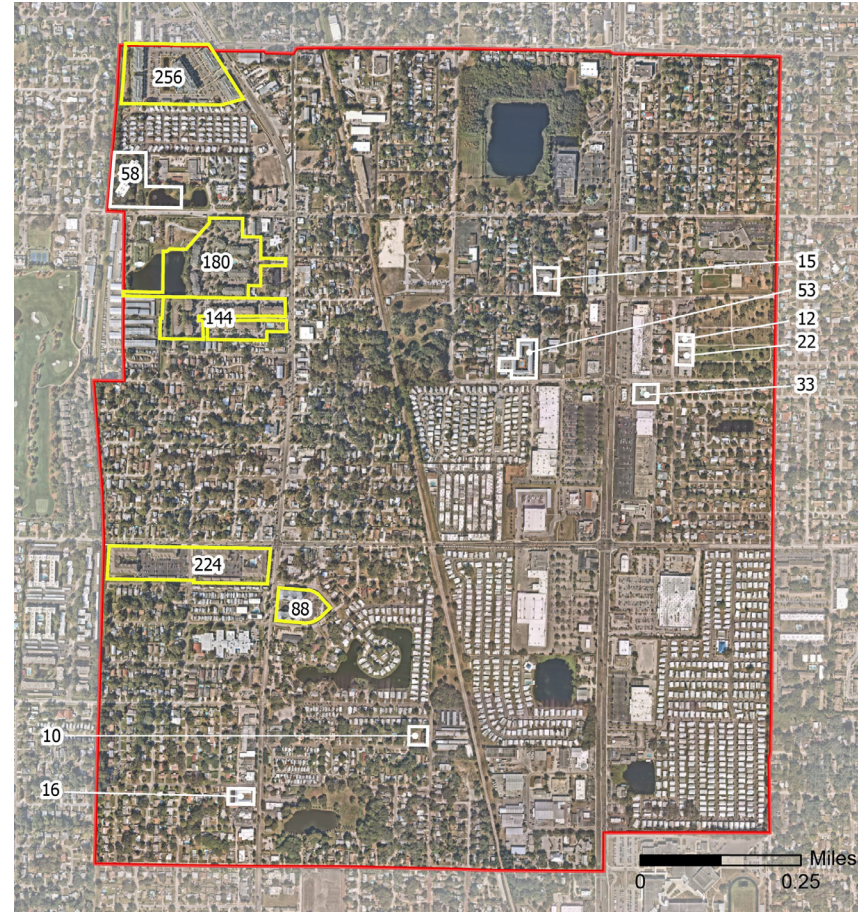
Mixed-Income	892	80.3%
Market Rate	219	19.7%
<b>Total</b>	<b>1,111</b>	

Mixed-Income

\*Market Rate is symbolized by white outline

## Number of Multifamily Units by Affordability Type, 2023

Source: CoStar; Kimley-Horn



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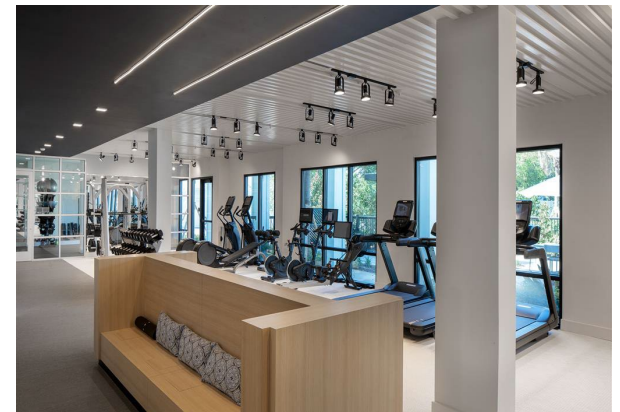
# Multifamily: Highest Performing Properties

## Solano Belleair

Year Built	2022
Number of Units	256
Asking Rent/Unit	\$2,131
Vacancy Rate	7%



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Source: CoStar; Kimley-Horn



# Multifamily: Highest Performing Properties

## Grand Oak Apartments

Year Built	2022
Number of Units	88
Asking Rent/Unit	\$1,785
Vacancy Rate	13.6%



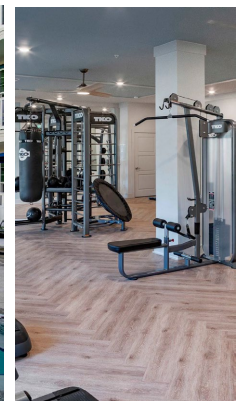
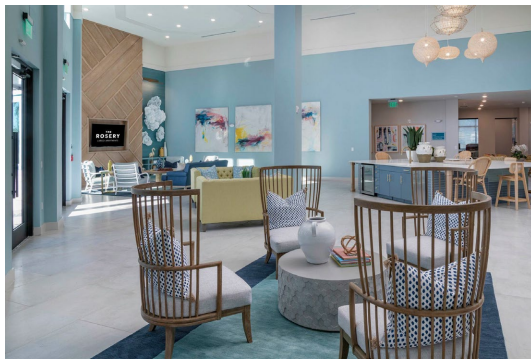
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Source: CoStar; Kimley-Horn

# Multifamily: Highest Performing Properties

## The Rosery

Year Built	2020
Number of Units	224
Asking Rent/Unit	\$1,882
Vacancy Rate	2.3%



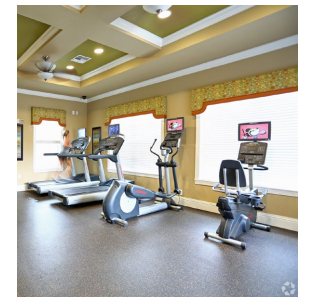
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Source: CoStar; Kimley-Horn

# Multifamily: Highest Performing Properties

## Bayside Court

Year Built	2011
Number of Units	144
Asking Rent/Unit	\$1,847
Vacancy Rate	4.7%



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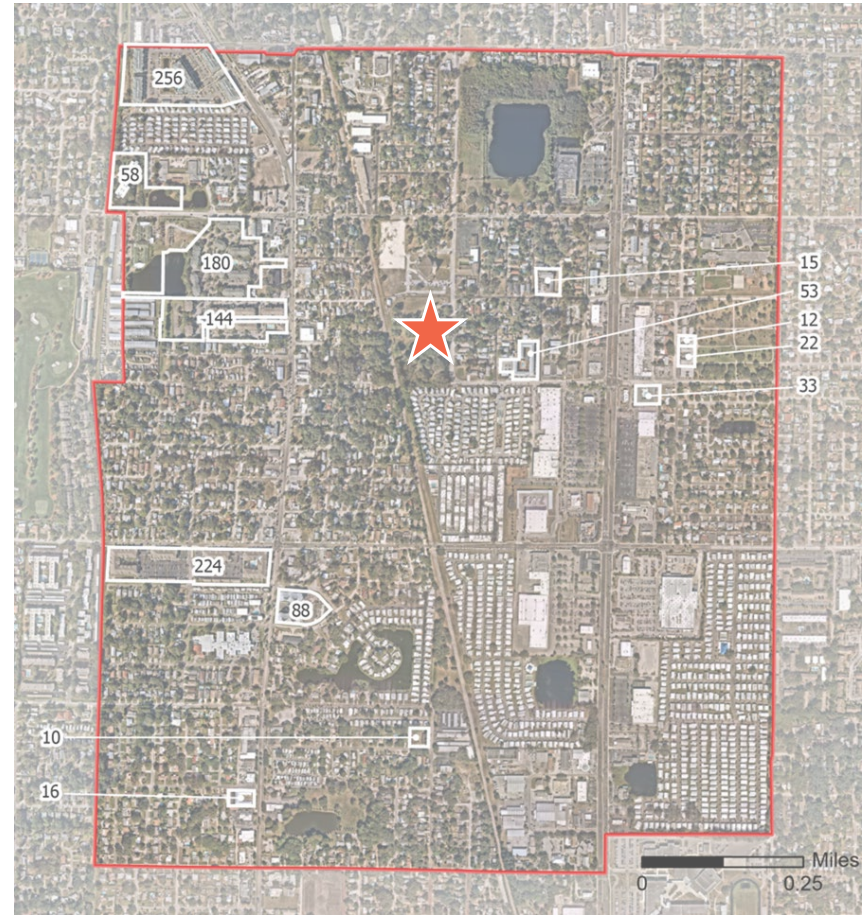
Source: CoStar; Kimley-Horn

# Multifamily Pipeline

- Longlake Preserves multifamily development is proposed for 1756 S Martin Luther King Jr Ave.
- The proposed multifamily project plans to have 54 units and could open in 2025.

Multifamily Inventory by Number of Units, 2023

Source: CoStar; Kimley-Horn



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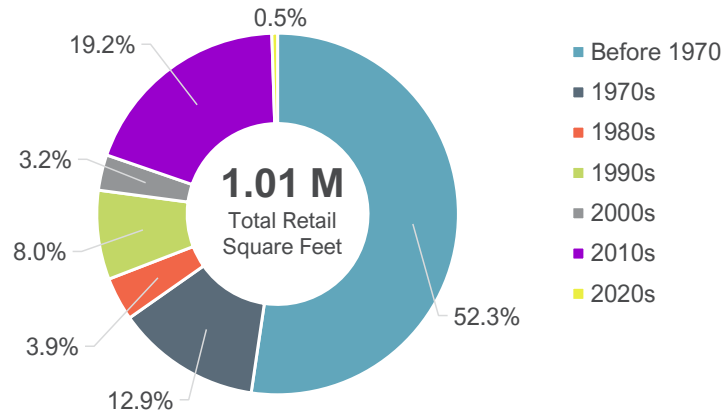
\*Existing multifamily is symbolized by white outline

# Retail Trends

- Within the CRD the pace of retail development has decelerated since the 2010s, with only 7,300 square feet of retail space added since 2019.
- The retail vacancy in the CRD has seen a decrease since 2019, indicating that available spaces have been leasing. However, it's worth noting that the vacancy rate remains higher than both the Market Area and MSA.
- There has been a substantial increase in the price per square foot for retail since 2019, currently surpassing the rates observed in both the Market Area and MSA.

## Total Share of CRD Retail Inventory by Decade Completed, 2023

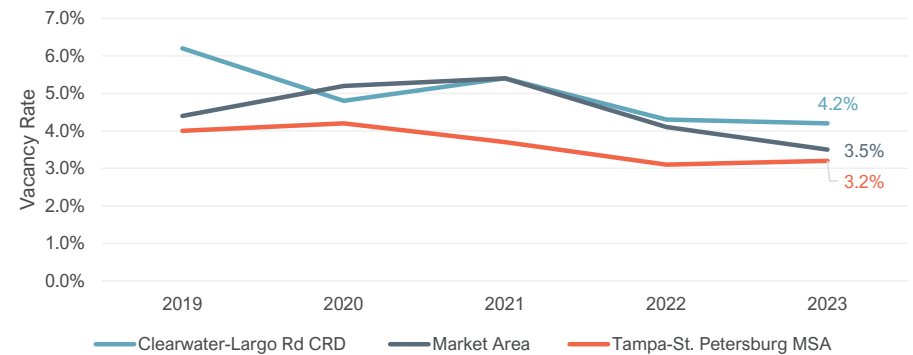
Source: CoStar; Kimley-Horn



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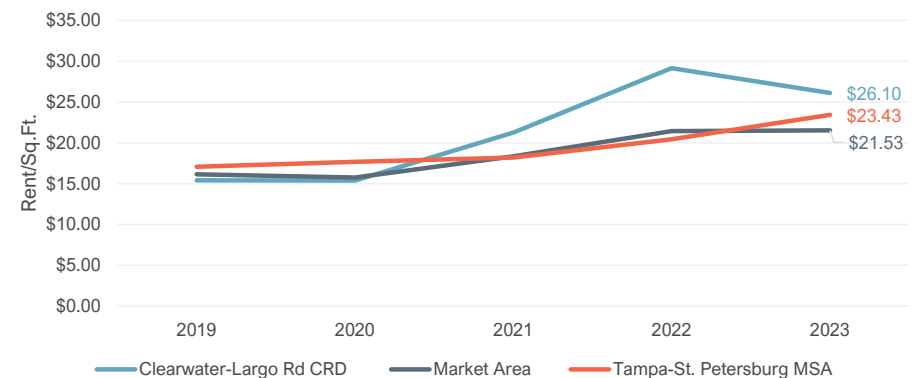
## Comparison of Retail Vacancy Rate Trends, 2019-2023

Source: CoStar; Kimley-Horn



## Comparison of Retail Price per Square Foot, 2019-2023

Source: CoStar; Kimley-Horn



# Retail: Highest Performing Properties

## Shops at Midway

Year Built	1958 / 2023
SF GLA	82,1988
Asking Retail Rent/SF	\$10.88
Vacancy Rate	0.0%

Tenants Include:

- Ross Dress for Less
- T.J. Maxx
- Aaron's
- Dollar Tree\*



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Source: CoStar; Kimley-Horn



# Retail: Highest Performing Properties

## Missouri Crossings

Year Built	1998
SF GLA	38,400
Asking Retail Rent/SF	\$19.10
Vacancy Rate	0.0%

Tenants Include:

- Office Depot\*
- Gold's Gym
- New China
- MetroPCS
- OneBlood
- Acceptance Insurance



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Source: CoStar; Kimley-Horn

# Retail: Highest Performing Properties

## Towncenter Plaza

Year Built	1960 / 1985
SF GLA	46,185
Asking Retail Rent/SF	\$20.00
Vacancy Rate	4.9%

Tenants Include:

- ABC Fine Wine & Spirits
- Umai Sushi
- Streetside Scooters & Powersports
- Kwik Mart
- Advance America
- Good Vibes Juice Company
- Purple Cat Shoes
- It's Your time Barbershop
- Pizza Hut
- And 7 more



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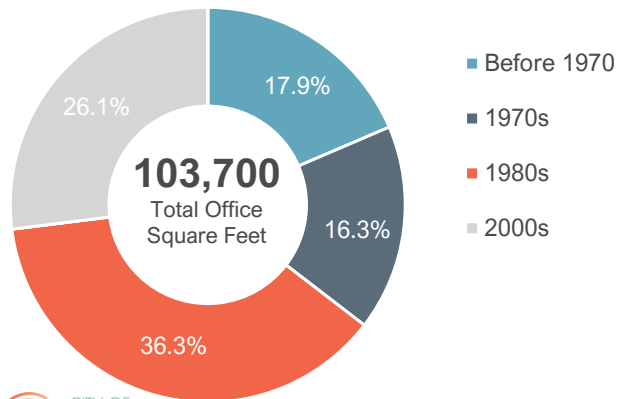
Source: CoStar; Kimley-Horn

# Office Trends

- There has been no office space added in the CRD since 2008, with most of the office development occurring in the 1980s.
- The office vacancy rate is currently at an unprecedented low of 0.6% (in 2021, CoStar did not report office vacancy), in stark contrast to the 5.9% in the Market Area and 9.3% in the MSA.
- The rental price per square foot for office space has experienced only a marginal increase over the past five years, remaining comparable to the rates in the Market Area. However, the MSA's rental price per square foot surpasses both the Market Area and CRD.

## Total Share of CRD Office Inventory by Decade Completed, 2023

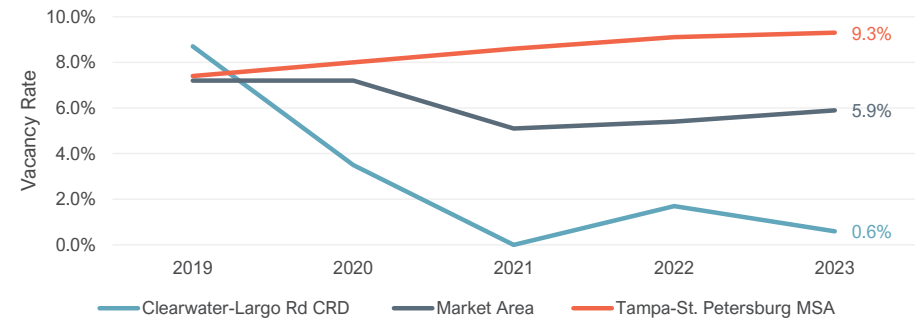
Source: CoStar; Kimley-Horn



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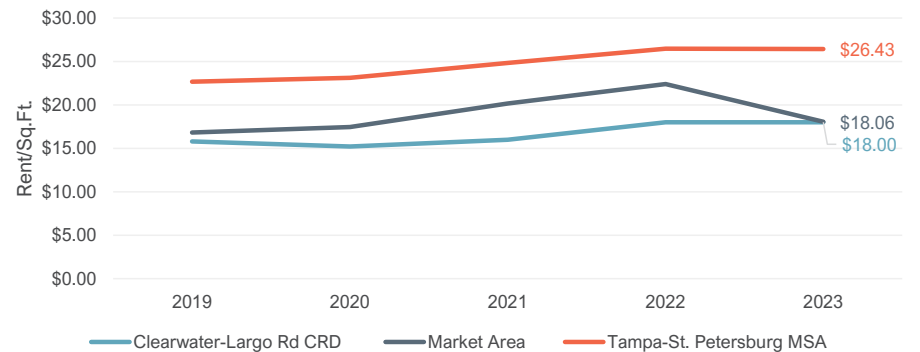
## Comparison of Office Vacancy Rate Trends, 2019-2023

Source: CoStar; Kimley-Horn



## Comparison of Office Price per Square Foot, 2019-2023

Source: CoStar; Kimley-Horn



# Office: Highest Performing Properties

## Ponce DeLeon Office Center

Year Built	2006 – 2009
SF RBA	~2,600 per building
Asking Retail Rent/SF	\$21.91
Vacancy Rate	0.0%

### Tenants Include:

- Medical groups
- Real Estate
- Computer Software
- And more



DRAFT

Source: CoStar; Kimley-Horn

# Office: Highest Performing Properties

## 1715 S Missouri Ave

Year Built	2004
SF RBA	6,750
Asking Retail Rent/SF	\$21.26
Vacancy Rate	0.0%



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Source: CoStar; Kimley-Horn

# Office: Highest Performing Properties

## 1100 Clearwater Largo Rd N

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Year Built	1985
SF RBA	9,465
Asking Retail Rent/SF	\$21.97
Vacancy Rate	0.0%

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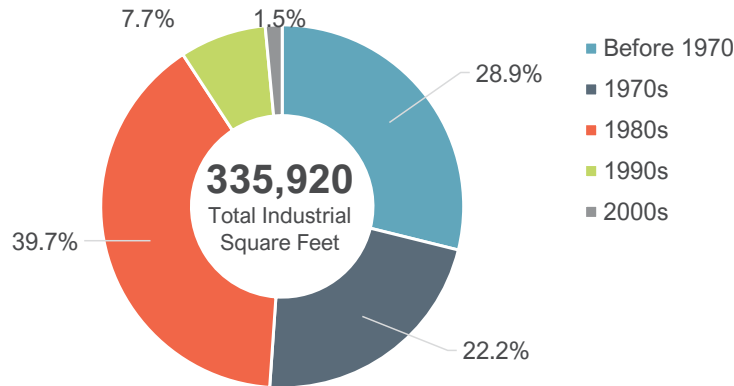


# Industrial Trends

- Within the CRD there has been no industrial space added since 2002, with the majority of industrial development occurring in the 1980s.
- The industrial vacancy rate is currently at a low of 0.7% (in 2022, CoStar did not report industrial vacancy), lower when compared to 3.3% in the Market Area and 4.2% in the MSA.
- Absorption of the current market square footage fluctuated throughout the past five years but remained relatively stable.

## Total Share of Industrial Inventory, 2023

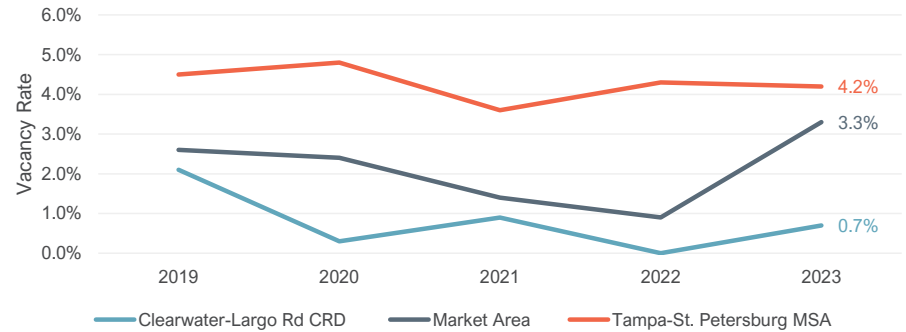
Source: CoStar; Kimley-Horn



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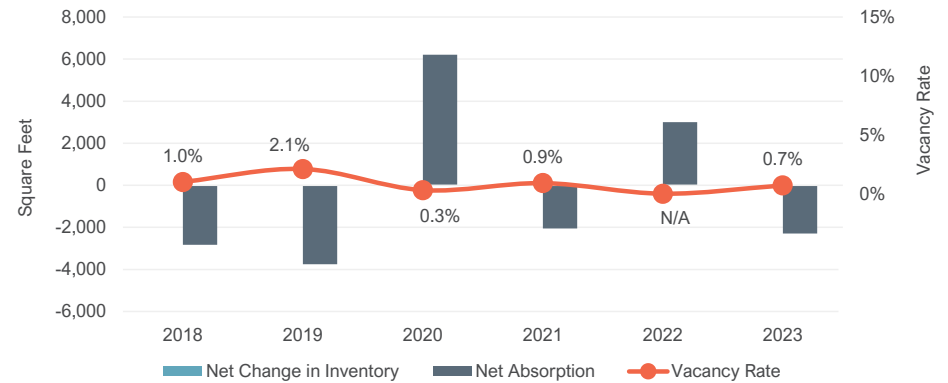
## Comparison of Industrial Vacancy Rate Trends, 2019-2023

Source: CoStar; Kimley-Horn



## Industrial Performance Trends, 2019-2023

Source: CoStar; Kimley-Horn



# Industrial: Highest Performing Properties

## 131 Commerce Dr N

---

Year Built	2003
SF RBA	5,040
Asking Retail Rent/SF	\$12.74
Vacancy Rate	0.0%

---



DRAFT

Source: CoStar; Kimley-Horn

# Industrial: Highest Performing Properties

## 1765 Carneige Ave

Year Built	1998
SF RBA	5,750
Asking Retail Rent/SF	\$13.24
Vacancy Rate	0.0%



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Source: CoStar; Kimley-Horn

# Industrial: Highest Performing Properties

## 1680 Tilley Ave

Year Built	1986
SF RBA	9,224
Asking Retail Rent/SF	\$10.00 - \$12.50
Vacancy Rate	0.0%

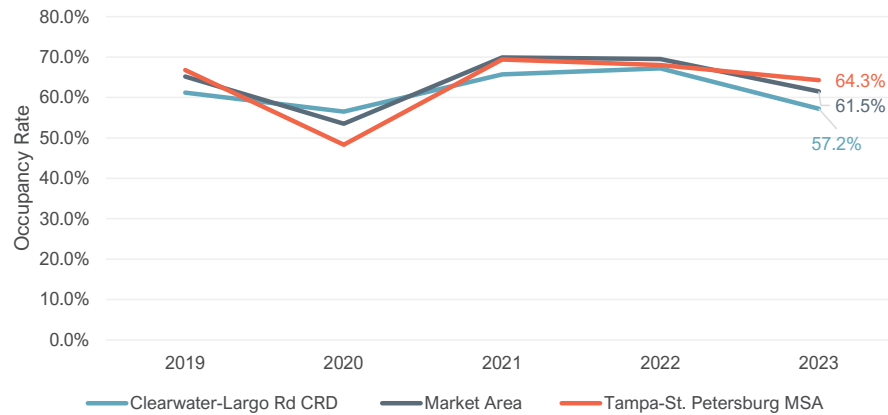


# Hotel Trends

- Belleair Village Motel is the only hotel property in the CRD, established in 1963. With 40 rooms, it has consistently maintained an occupancy rate exceeding 55% over the past five years.
- The average daily rate has seen a notable 20% increase since 2019, reaching \$72.02. This contrasts with the Market's rate of \$103.70 and the Tampa MSA's rate of \$148.46.

## Comparison of Hotel Occupancy Rate Trends, 2019-2023

Source: CoStar; Kimley-Horn



## Hotel Inventory, 2023

Source: CoStar; Kimley-Horn



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# Hotel Pipeline

- A Wood Spring Suites is in the Final Planning Stage for 1180 Jasper Street, Largo.
- The proposed hotel will have around 122 rooms and will open in 2026.

## Hotel Inventory and Proposed Property, 2023

Source: CoStar; Kimley-Horn

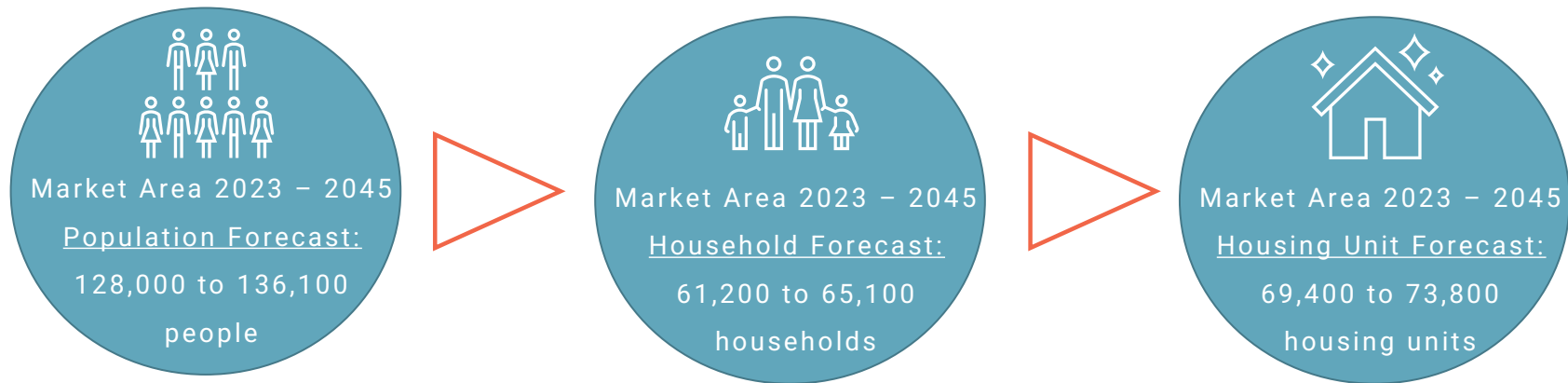


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\*Existing hotel is symbolized by a light yellow outline



# Market Area Residential Demand



Residential demand is based on projected Market Area population and household growth presented earlier in this analysis. Housing demand considered housing vacancy rates based roughly on 13.4% across all housing unit types. This vacancy rate is based on long-reported trends for the Market Area. Based on these assumptions, the Market Area could support between 69,400 and 73,800 units through 2045.

A variety of housing products will be in demand across the Market Area, representing a continuation of the current inventory and the known development pipeline. Future housing demand is expected to continue to be heavily driven by single-family detached units. Attached product, including townhouses, duplexes, and tri/quad-plexes, will also be popular, catering to younger Millennials and aging Baby Boomers, and larger multi-family projects (five or more units) could also represent a portion of the future demand.

*Appendix C*

**COMMUNITY  
ENGAGEMENT**

# ONLINE COMMUNITY SURVEY SUMMARY

The online survey was administered from May of 2024 through August of 2024 to locals in the Clearwater-Largo Road CRD and surrounding areas. The survey was offered to the public in English and Spanish. Paper surveys were also administered at stakeholder meetings and engagement events.

The majority of the respondents either live, shop, dine, or travel through the CRD. In total, 315 responses were received which provided ideas and the major concerns and challenges they have for the current conditions within the District.

## Top Priorities for the CRD

Improve Landscaping/ Facades



Economic & Small Business Development



Improve Neighborhood Safety



Bicycle/ Pedestrian Improvements



Roadway Traffic Improvements



## What residents and visitors love about the District:

- 1 Proximity to the Pinellas Trail, Beaches, and Parks
- 2 Green Spaces
- 3 Small Town Atmosphere



## What residents and visitors identified as the greatest challenges in the District:

- 1 Homelessness
- 2 Stormwater Management and Flooding
- 3 Congested Roadways
- 4 Sidewalk, Bike Lane, and Pavement Improvements
- 5 Economic Stimulations and Business Development
- 6 Increases in Short Term Rentals

The survey asked business owners and participants to provide feedback on challenges and opportunities to creating a thriving business district and community in the CRD.

### Major Challenges for Businesses:

- 1 Attracting or retaining employees due to housing costs or availability
- 2 Navigating regulations to grow, expand, or improve business
- 3 Attracting customers due to the current state of the area

### Potential Resources Needed to Help Businesses Thrive:

- 1 Marketing coordination with community-wide events
- 2 Grants or loan assistance for facades and exterior improvements
- 3 Networking events to support local businesses



## Envisioning a Thriving Community

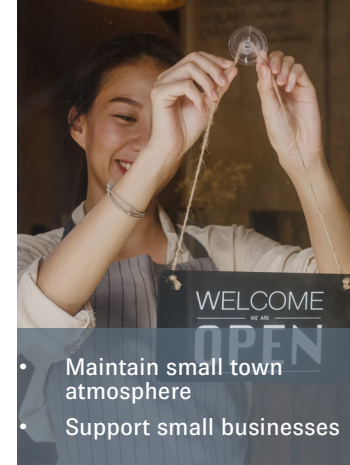
Major themes from the survey:

### Improve Mobility Options



- Improve walkability
- Connect to local areas
- Mitigate heat island effects

### Preserve Historic/Cultural Characteristics



- Maintain small town atmosphere
- Support small businesses

### Provide Diverse Businesses and Events



- More weekend festivals
- More coffee shops
- More Restaurants/retail shops

*A walkable area that is safe for residents and visitors to move about without concerns for their wellbeing. Businesses that attract frequent visitors (bars, restaurants, clothing stores, coffee shops) that are operated by experienced owners. **An area that is capable of building a well-known identity for itself.***

*[I envision a] variety of housing types and sizes so everyone can live there - from the waitstaff to the doctor. [A] **strong local business community**, community-based events (e.g. art strolls, live music, wine tastings, etc.), [and] community art.*

The survey asked participants to provide feedback on transportation habits, challenges, opportunities, and priorities in the CRD.

### Barriers to Public Transportation

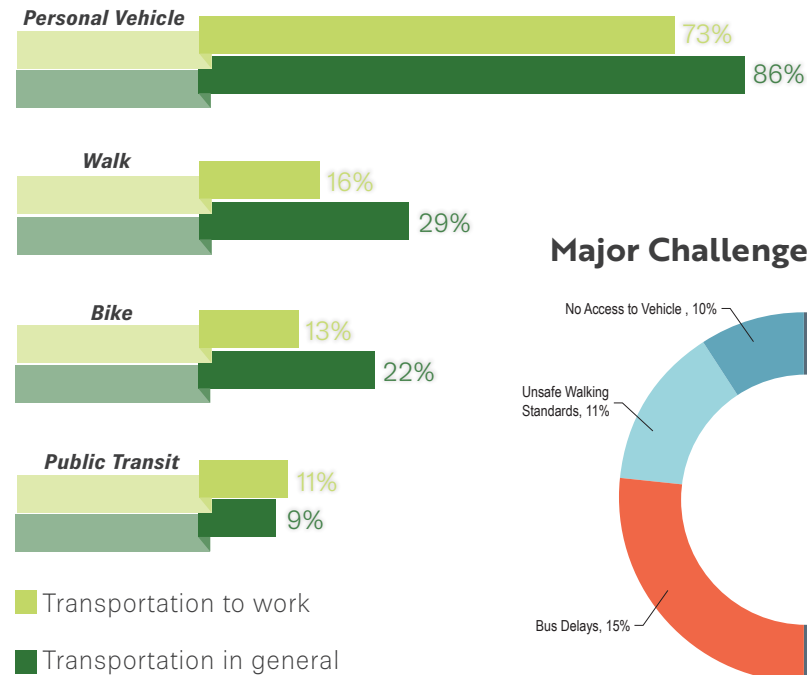
- 1 Lack of Knowledge
- 2 Safety
- 3 Unreliable Bus Times
- 4 Bus Stop Conditions
- 5 Distance to bus stops

### Barriers to Walking or Biking

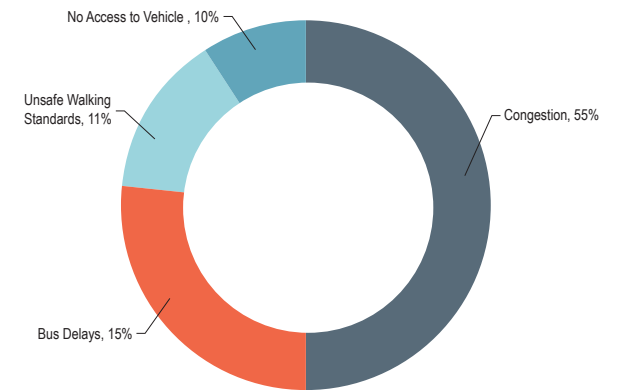
- 1 Safety (for traffic/cars)
- 2 Sidewalk/Bike Lane Conditions
- 3 Personal Safety
- 4 Safe Crossing Conditions



### Typical Means of Travel



### Major Challenges for Commuters



*"I would like it to be more bike friendly, especially with the Pinellas Trail access. I use the trail often in the cooler weather but don't like taking my bike the short way down Clearwater-Largo Road, a bike lane would be helpful to that."*

### Top Transportation Improvement Priorities



Survey participants provided feedback on public realm improvements and what is missing within the CRD today.

### Parks, Recreation, and Green Space Opportunities:

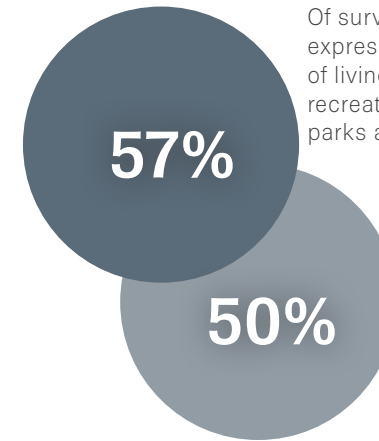
Beautification of commercial corridor to attract people and customers.

Improve access to the Pinellas Trail from surrounding neighborhoods.



## Parks, Recreation, and Open Space

*I think a community garden in my neighborhood would bring people together and create a good environment to inform the community on different events going on as well as teach new skills.*



Of survey participants expressed importance of living in proximity to recreational amenities like parks and playgrounds

Stated that pocket parks or other recreational amenities would elevate their business

Survey participants shared their highest priorities for the places they live and challenges they may be facing.

### Housing Concerns and Challenges:

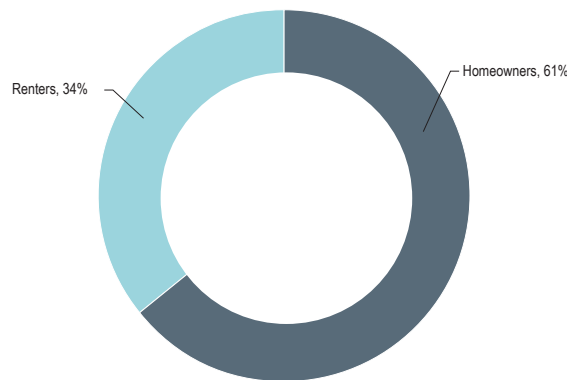
ADA Compliance and accessibility in new developments and older developments.

Presence of crime and public safety concerns within the residential neighborhoods.

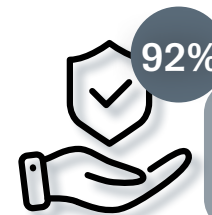


## Major Priorities for Housing and Neighborhoods

% of Homeownership by Survey Participants



Of survey participants indicated importance of affordability in housing supply



Indicated significance of prioritizing safety in their neighborhoods

# OUTREACH AND ENGAGEMENT EFFORTS

Below is a list of events and groups the project team engaged with during the development of the CLR-CRD Plan.

## ***Stakeholder Meetings:***

- Central Chamber Business Meeting (February 2024)
- Local Developers (April 2024)
- Mobile Home Parks: Teakwood and Shangri-La (June 2024)

## ***Meetings with Boards, Committees, and Agencies:***

- CRAAB/CDAB (February 2024)
- Pinellas County and Forward Pinellas (March 2024)
- North Greenwood CRA (March 2024)
- Affordable Housing Advisory Committee (April 2024)
- Largo Community Services Department (April 2024)
- Youth Leadership Council (June 2024)

## ***Pop-Up Engagement:***

- Online Survey (315 responses, open from May to August 2024)
- Business Canvassing along Clearwater-Largo Road and Missouri Avenue (May 2024)
- Surveying Hope Villages and the Hispanic Outreach Center (June 2024)

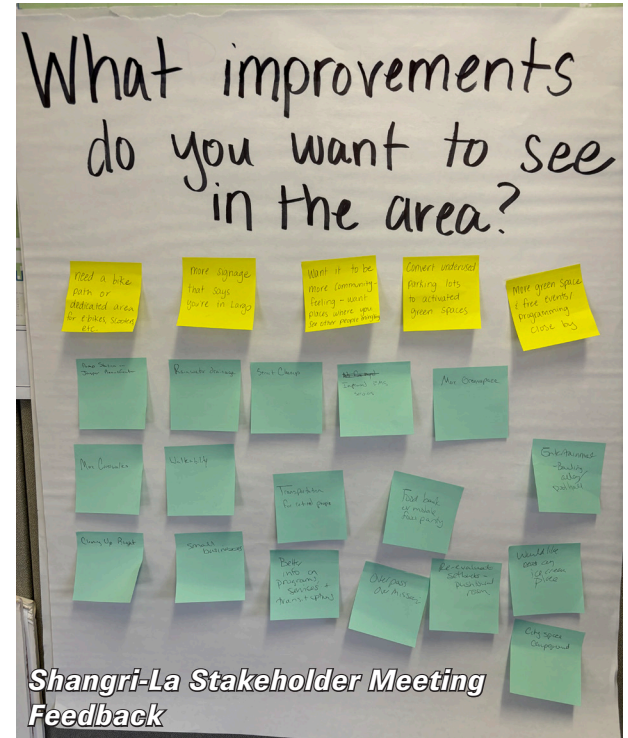
# Community Engagement



**Business Canvassing on Clearwater-Largo Road**



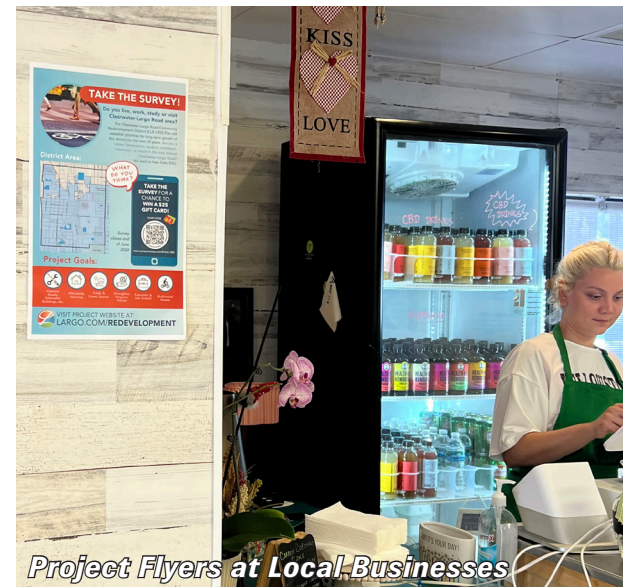
**Teakwood Stakeholder Meeting**



**Shangri-La Stakeholder Meeting Feedback**



**Central Chamber Business Meeting**



**Project Flyers at Local Businesses**

*Appendix D*

**LEGAL DESCRIPTION**

## LEGAL DESCRIPTION

The following narrative summarizes the parcels contained within the proposed Clearwater-Largo Road Community Redevelopment District expansion area, the existing Clearwater-Largo Road Redevelopment District, and their associated legal descriptions. Taken in total the following narrative comprises all the individual parcels' legal descriptions for the existing area and proposed expansion area.

**Parcels contained within the proposed Clearwater-Largo Road Community Redevelopment District expansion area are as follows:**

A PARCEL OF LAND BEING A PART OF SECTIONS 27, 28, 33 AND 34, TOWNSHIP 29 SOUTH, RANGE 15 EAST, LYING IN PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD AND THE EAST RIGHT-OF-WAY LINE OF BETTY LANE; THENCE ALONG SAID EAST LINE THE FOLLOWING FIVE (5) COURSES: 1) S.00°48'14"W., 1263.56 FEET; 2) S.04°18'18"W., 65.60 FEET; 3) S.00°48'27"W., 1313.36 FEET; 4) N.89°38'21"E., 3.02 FEET; 5) S.01°07'13"W., 1396.63 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF ROSERY ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, N.89°44'06"W., 31.78 FEET TO THE NORTHEAST CORNER OF TEAKWOOD VILLAGE EAST MOBILE HOME PARK; THENCE ALONG THE EAST LINE OF SAID TEAKWOOD VILLAGE EAST MOBILE HOME PARK, S.01°07'26"W., 1329.87 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 8TH AVENUE NE; THENCE S.89°02'36"E., 29.56 FEET TO THE EAST LINE OF 4TH STREET NE PROJECTED NORTHERLY; THENCE S.00°16'16"E., 999.25 FEET TO THE INTERSECTION OF THE SOUTH LINE OF TEAKWOOD MOBILE HOME PARK PROJECTED EASTERLY; THENCE ALONG SAID SOUTH LINE, N.89°03'22"W., 1360.23 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF MISSOURI AVENUE; THENCE ALONG SAID EAST LINE, S.00°03'26"E., 308.62 FEET THE INTERSECTION OF THE SOUTH LINE OF 4TH AVENUE NW; THENCE ALONG SAID SOUTH LINE, N.89°09'57"W., 893.30 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF THE COASTLINE RAILROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, N.12°24'34"W., 4798.20 FEET; THENCE N.12°19'28"W., 156.65 FEET; THENCE LEAVING WEST RIGHT-OF-WAY LINE, S.89°48'23"W., 34.81 FEET; THENCE S.00°20'05"W., 149.94 FEET; THENCE N.89°48'33"W., 25.00 FEET; THENCE N.00°20'06"E., 149.94 FEET; THENCE N.89°48'23"W., 375.00 FEET; THENCE N.00°20'07"E., 150.00 FEET; THENCE N.89°48'54"W., 175.00 FEET; THENCE S.00°20'06"W., 31.42 FEET; THENCE N.89°39'54"W., 40.37 FEET; THENCE N.00°12'56"E., 256.50 FEET; THENCE N.89°47'04"W., 40.22 FEET; THENCE N.87°59'51"W., 101.04 FEET; THENCE S.00°20'06"W., 37.00 FEET; THENCE N.89°03'17"W., 150.00 FEET; THENCE N.00°26'28"W., 227.60 FEET; THENCE S.89°05'59"E., 254.22 FEET TO THE WEST RIGHT OF WAY LINE OF S. FORT HARRISON AVENUE; THENCE ALONG SAID WEST RIGHT OF WAY LINE, N.00°19'56"E., 33.54 FEET TO A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1096.31 FEET; THENCE ALONG SAID CURVE AND SAID WEST RIGHT OF WAY LINE, 169.63 FEET, THROUGH A CENTRAL ANGLE OF 8'51'55" (CHORD BEARING N.04°04'45"W., 169.46 FEET); THENCE LEAVING SAID EAST RIGHT OF WAY LINE, S.80°45'11"W., 187.87 FEET; THENCE N.89°04'33"W., 106.08 FEET; THENCE N.00°46'30"E., 458.26 FEET; THENCE S.88°52'59"E., 126.54 FEET TO SAID WEST RIGHT OF WAY LINE; THENCE ALONG SAID WEST RIGHT OF WAY LINE,

N.32°30'30"W., 819.57 FEET TO THE INTERSECTION WITH SAID SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING NINE (9) COURSES: 1) S.89°17'58"E., 467.64 FEET; 2) S.00°19'05"W., 17.00 FEET; 3)S.89°17'58"E., 153.80 FEET; 4) S.89°39'54"E., 78.56 FEET; 5) N.00°20'05"E., 19.46 FEET; 6) S.89°16'36"E., 1179.56 FEET; 7) S.89°16'35"E., 1382.73 FEET; 8) S.49°29'04"E., 31.00 FEET; 9) S.89°09'01"E., 1416.60 FEET TO THE POINT OF BEGINNING.

CONTAINING 486.288 ACRES, MORE OR LESS.

LESS AND EXCEPT (4)

A PARCEL OF LAND BEING A PART OF SECTIONS 27 AND 28, TOWNSHIP 29 SOUTH, RANGE 15 EAST, LYING IN PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE SOUTH RIGHT-OF-WAY LINE OF BELLEAIR ROAD AND THE EAST RIGHT-OF-WAY LINE OF BETTY LANE; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, S.00°48'14"W., 1263.56 FEET TO THE NORTH RIGHT-OF-WAY LINE OF PONCE DE LEON BOULEVARD; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, N.89°45'55"W., 1317.24 FEET; THENCE N.43°53'24"W., 7.02 FEET TO THE EAST RIGHT-OF-WAY LINE OF MISSOURI AVENUE; THENCE N.01°28'51"E., 641.88 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE, N.89°32'40"W., 620.52 FEET; THENCE S.00°53'51"W., 403.08 FEET; THENCE S.89°48'53"E., 50.00 FEET; THENCE S.00°55'09"W., 260.00 FEET; THENCE S.04°44'59"W., 30.09 FEET; THENCE S.89°48'53"E., 72.00 FEET; THENCE S.00°58'45"W., 15.00 FEET; THENCE S.89°48'53"E., 105.00 FEET; THENCE S.00°58'45"W., 115.00 FEET; THENCE S.89°44'18"W., 105.10 FEET; THENCE S.01°01'08"W., 80.00 FEET; THENCE N.89°52'43"E., 210.15 FEET; THENCE N.00°58'45"E., 190.34 FEET; THENCE S.89°51'41"E., 159.99 FEET; THENCE S.47°11'09"E., 30.05 FEET TO THE WEST RIGHT-OF-WAY LINE OF MISSOURI AVENUE; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, S.01°20'57"W., 172.21 FEET; THENCE LEAVING WEST RIGHT-OF-WAY LINE, N.89°51'41"W., 160.06 FEET; THENCE S.01°20'57"W., 95.02 FEET; THENCE S.89°51'41"E., 160.04 FEET TO A POINT ON SAID WEST RIGHT-OF-WAY LINE; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, S.01°20'57"W., 319.95 FEET; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE, S.46°39'03"W., 29.19 FEET TO THE NORTH RIGHT-OF-WAY LINE OF AUBURN STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, N.89°07'48"W., 141.80 FEET; THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE, S.00°05'14"E., 56.66 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF AUBURN STREET; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S.89°52'42"W., 190.23 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE, S.01°10'18"W., 211.26 FEET; THENCE N.89°59'59"W., 152.19 FEET TO THE EAST RIGHT-OF-WAY LINE OF CARNEGIE AVENUE; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, S.00°51'57"W., 100.18 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE, S.89°42'02"W., 213.33 FEET; THENCE S.00°51'55"W., 150.23 FEET; THENCE S.89°45'26"W., 153.32 FEET TO THE EAST RIGHT-OF-WAY LINE OF FARRELL AVENUE; THENCE

ALONG SAID EAST RIGHT-OF-WAY LINE, S.00°44'32"W., 100.55 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE, N.89°45'06"E., 103.00 FEET; THENCE S.00°51'54"W., 60.90 FEET TO THE NORTH RIGHT-OF-WAY LINE OF JASPER STREET; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, S.89°37'41"W., 163.22 FEET; THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE, N.00°51'52"E., 162.00 FEET; THENCE S.89°46'00"W., 153.50 FEET; THENCE S.00°36'22"W., 50.19 FEET; THENCE N.89°45'28"E., 50.09 FEET; THENCE S.00°52'57"W., 112.06 FEET TO SAID NORTH RIGHT-OF-WAY LINE; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, S.89°37'31"W., 203.44 FEET; THENCE CONTINUE ALONG SAID NORTH RIGHT-OF-WAY LINE, S.89°53'40"W., 58.38 FEET; THENCE LEAVING SIDE NORTH RIGHT-OF-WAY LINE, N.00°54'58"E., 304.15 FEET; THENCE S.89°53'40"W., 125.00 FEET; THENCE N.00°54'58"E., 95.00 FEET; THENCE N.89°53'40"E., 125.00 FEET; THENCE N.00°54'58"E., 278.85 FEET; THENCE S.89°40'58"E., 48.77 FEET; THENCE N.00°54'57"E., 20.53 FEET; THENCE S.89°58'36"E., 190.00 FEET; THENCE N.00°54'57"E., 620.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF PONCE DE LEON BOULEVARD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, N.89°58'36"W., 292.35 FEET; THENCE LEAVING SOUTH RIGHT-OF-WAY LINE, S.00°23'40"E., 98.93 FEET; THENCE S.89°48'55"E., 53.70 FEET; THENCE S.00°55'24"W., 50.00 FEET; THENCE N.89°48'54"W., 242.50 FEET; THENCE N.00°55'24"E., 150.00 FEET TO SAID SOUTH RIGHT-OF-WAY LINE; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING FIVE (5) COURSES: 1) N.89°48'55"W., 242.50 FEET; 2) S.00°20'05"W., 15.00 FEET; 3) N.89°48'55"W., 40.00 FEET; 4) N.00°20'05"E., 15.00 FEET; 5) N.89°48'58"W., 112.14 FEET; THENCE LEAVING SAID SOUTH RIGHT-OF-WAY LINE, S.02°19'30"W., 185.55 FEET TO THE EAST RIGHT-OF-WAY LINE OF SAID COASTLINE RAILROAD; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, S.11°43'14"E., 464.41 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE, N.89°52'13"W., 82.24 FEET TO THE WEST RIGHT-OF-WAY LINE OF SAID COASTLINE RAILROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, N.12°19'28"W., 139.87 FEET TO A POINT ON THE NORTH LINE OF LOT 19, BLOCK F, BELMONT - FIRST ADDITION AS RECORDED IN PLAT BOOK 6, PAGE 27 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE ALONG SAID NORTH LINE AND THE NORTH LINE OF LOT 20, SAID BLOCK F, N.89°48'23"W., 34.81 FEET TO THE NORTHWEST CORNER OF SAID LOT 20; THENCE ALONG THE WEST LINE OF SAID LOT 20, S.00°20'05"W., 149.94 FEET TO THE SOUTHWEST CORNER OF SAID LOT 20; THENCE ALONG THE SOUTH LINE OF LOT 21, SAID BLOCK F, N.89°48'23"W., 25.00 FEET TO THE SOUTHWEST CORNER OF SAID LOT 21; THENCE ALONG THE WEST LINE OF SAID LOT 21, N.00°20'05"E., 149.94 FEET TO THE NORTHWEST CORNER OF SAID LOT 21; THENCE N.89°48'23"W., 375.00 FEET; THENCE N.00°20'07"E., 150.00 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF PATTERSON STREET; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, N.89°48'54"W., 175.00 FEET TO THE EAST RIGHT-OF-WAY LINE OF CLEARWATER-LARGO ROAD; THENCE ALONG SAID EAST RIGHT-OF-WAY LINE, S.00°20'06"W., 31.42 FEET; THENCE LEAVING SAID EAST RIGHT-OF-WAY LINE, N.89°39'54"W., 30.00 FEET; THENCE N.00°20'06"E., 257.10 FEET; THENCE N.89°39'54"W., 50.02 FEET; THENCE N.87°59'51"W., 101.04 FEET; THENCE S.00°20'06"W., 37.00 FEET; THENCE N.89°03'17"W., 150.00 FEET; THENCE N.00°25'13"W., 149.91 FEET TO THE SOUTH LINE OF SAID PONCE DE LEON ROAD; THENCE ALONG SAID SOUTH LINE, S.89°07'01"E., 243.00 FEET; THENCE CONTINUE ALONG SAID SOUTH LINE, S.31°40'37"E., 18.86 FEET TO THE WEST RIGHT-OF-WAY LINE SAID CLEARWATER-LARGO ROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE THE FOLLOWING THREE (3) COURSE: 1) N.00°25'12"E., 95.50 FEET; 2) N.00°49'25"W., 100.05 FEET; 3) N.05°49'42"W., 102.66 FEET; THENCE LEAVING SAID WEST RIGHT-OF-WAY LINE, S.80°45'11"W., 187.87 FEET; THENCE N.89°04'33"W., 106.08 FEET; THENCE N.00°46'30"E., 458.26 FEET; THENCE S.88°52'59"E., 126.54 FEET TO SAID WEST RIGHT-OF-WAY LINE; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE,

N.32°30'30"W., 819.57 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF SAID BELLEAIR ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE THE FOLLOWING NINE (9) COURSES: 1) S.89°17'58"E., 467.64 FEET; 2) S.00°19'05"W., 17.00 FEET; 3) S.89°17'58"E., 153.80 FEET; 4) S.89°39'54"E., 78.56 FEET; 5) N.00°20'06"E., 19.46 FEET; 6) S.89°16'36"E., 1179.56 FEET; 7) S.89°16'35"E., 1382.73 FEET; 8) S.49°29'04"E., 31.00 FEET; 9) S.89°09'01"E., 1416.60 FEET TO THE POINT OF BEGINNING.

THE FOLLOWING PARCELS ARE NOT IN THE LESS-OUT:

PARCEL 1) LOTS 37, 38 39, 40 AND THE WEST 1/2 OF LOTS 41 AND 42, BLOCK E, BELMONT FIRST ADDITION, AS RECORDED IN PLAT BOOK 6, PAGE 27, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 2) LOTS 26 AND 25, LESS THE WEST 23.75 FEET, BLOCK 1, MORNINGSIDE HEIGHTS, AS RECORDED IN PLAT BOOK 12, PAGE 92, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 3) THE SOUTH ONE-HALF OF LOTS 22 AND 23, BLOCK B, H.L. BEACH SUBDIVISION, AS RECORDED IN PLAT BOOK 7, PAGE 13, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 4) THE PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 16324, PAGES 34 THROUGH 38, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA TOGETHER WITH A 30' PINELLAS COUNTY DRAINAGE EASEMENT LYING NORTHERLY AND ADJACENT TO SAID PROPERTY DESCRIBED IN OFFICIAL RECORDS BOOK 16324, PAGES 34 THROUGH 38.

PARCEL 5) LOT 1, H. L. KNIGHTS 2ND SUBDIVISION, AS RECORDED IN PLAT BOOK 19, PAGE 24, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 6) LOTS 3 AND 4, H. L. KNIGHTS 2ND SUBDIVISION, AS RECORDED IN PLAT BOOK 19, PAGE 24, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 7) LOTS 7, 8, 9, 10 AND THE SOUTH 1/2 OF LOT 11, H. L. KNIGHTS 2ND SUBDIVISION, AS RECORDED IN PLAT BOOK 19, PAGE 24, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 8) LOTS 23, 24, 25 AND 26, H. L. KNIGHTS 2ND SUBDIVISION, AS RECORDED IN PLAT BOOK 19, PAGE 24, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 9) LOTS 5 AND 6, WILDWOOD SUBDIVISION, AS RECORDED IN PLAT BOOK 14, PAGE 30, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 10) LOTS 29, 30, 31, 32, 33, 34 AND 35, WILDWOOD SUBDIVISION, AS RECORDED IN PLAT BOOK 14, PAGE 30, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 11) LOT 12, BLOCK M, MONTEREY HEIGHTS FIRST ADDITION, AS RECORDED IN PLAT BOOK 33, PAGE 43, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 12) LOTS 10, 11, 12, 23 AND 24, WILDWOOD SUBDIVISION, AS RECORDED IN PLAT BOOK 14, PAGE 30, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 13) LOT 53, WILDWOOD SUBDIVISION, AS RECORDED IN PLAT BOOK 14, PAGE 30, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

PARCEL 14) LOTS 41, 42, 43 AND THE NORTH 75 FEET OF LOTS 44, 45 AND 46, BLOCK B, H.L. BEACH SUBDIVISION, AS RECORDED IN PLAT BOOK 7, PAGE 13, AND RE-RECORDED IN PLAT BOOK 6, PAGE 66, OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

ALL CONTAINING APPROXIMATELY 334. 738 ACRES, MORE OR LESS.

**TOGETHER WITH**

A PARCEL OF LAND BEING A PART OF SECTION 33, TOWNSHIP 29 SOUTH, RANGE 15 EAST, LYING IN PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE NORTH RIGHT-OF-WAY LINE OF 4TH AVENUE NW AND THE EAST RIGHT-OF-WAY LINE OF PINELLAS TRAIL; THENCE ALONG THE EAST LINE OF PINELLAS TRAIL, N.00°51'15"E., 637.51 FEET; THENCE CONTINUE ALONG SAID EAST LINE N.01°32'35"E., 637.07 FEET TO THE INTERSECTION WITH THE SOUTH RIGHT-OF-WAY LINE OF MEHLENBACHER ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE S.89°15'01"E., 1109.50 FEET TO THE INTERSECTION WITH THE WEST LINE OF A 20' ALLEY AS SHOWN ON SECOND ADDITION TO LUCYMAR SUBDIVISION, AS RECORDED IN PLAT BOOK 36, PAGE 10 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA; THENCE ALONG SAID WEST LINE S.01°12'39"W., 605.68 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF 6TH AVENUE NW; THENCE ALONG SAID NORTH RIGHT-OF-WAY LINE, N.89°55'21"W., 63.95 FEET; THENCE LEAVING SAID NORTH RIGHT-OF-WAY LINE, S.01°12'39"W., 392.13 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 5TH AVENUE NW; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, S.89°21'33"E., 64.99 FEET TO A POINT ON SAID WEST LINE OF A 20' ALLEY; THENCE ALONG SAID WEST LINE, S.01°12'29"W., 274.33 FEET TO A POINT ON THE SOUTH RIGHT-OF-WAY LINE OF 4TH AVENUE NW; THENCE ALONG SAID SOUTH RIGHT-OF-WAY LINE, N.89°20'34"W., 1110.31 FEET TO THE POINT OF BEGINNING.

CONTAINING 31.923 ACRES, MORE OR LESS

**TOGETHER WITH**

**Parcels contained within the existing Clearwater-Largo Road Community Redevelopment District area are as follows:**

A PARCEL OF LAND BEING A PART OF SECTIONS 27, 28, 33 AND 34, TOWNSHIP 29 SOUTH, RANGE 15 EAST, LYING IN PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGIN AT THE INTERSECTION OF THE CENTERLINE OF BELLEAIR ROAD AND THE WEST RIGHT-OF-WAY OF SOUTH FORT HARRISON AVENUE; THENCE ALONG SAID WEST RIGHT OF WAY LINE, S.32°30'30"E., 860.17 FEET; THENCE LEAVING SAID WEST RIGHT OF WAY LINE N.88°52'59"W., 126.54 FEET; THENCE S.00°46'30"W., 458.26 FEET; THENCE S.89°04'33"E., 106.08 FEET; THENCE N.80°45'11"E., 187.87 FEET TO SAID WEST RIGHT OF WAY LINE AND A CURVE CONCAVE WESTERLY AND HAVING A RADIUS OF 1096.31 FEET; THENCE ALONG SAID CURVE 169.63 FEET, THROUGH A CENTRAL ANGLE OF 8°51'55" (CHORD BEARING N.04°04'45"W., 169.46 FEET); THENCE CONTINUE ALONG SAID WEST RIGHT OF WAY LINE, S.00°19'56"W., 33.54 FEET; THENCE LEAVING SAID WEST RIGHT OF WAY LINE, N.89°5'59"W., 254.22 FEET; THENCE S.00°26'28"E., 227.60 FEET; THENCE S.89°03'17"E., 150.00 FEET; THENCE N.00°20'06"E., 37.00 FEET; THENCE S.87°59'51"E., 101.04 FEET; THENCE S.89°47'04"E., 51.13 FEET; THENCE S.00°20'05"W., 256.52 FEET; THENCE S.89°39'54"E., 30.00 FEET; THENCE N.00°20'06"E., 31.42 FEET; THENCE S.89°48'54"E., 175.00 FEET; THENCE S.00°20'07"W., 150.00 FEET; THENCE S.89°48'23"E., 375.00 FEET; THENCE S.00°20'06"W., 149.94 FEET; THENCE S.89°48'33"E., 25.00 FEET; THENCE N.00°20'05"E., 149.94 FEET; THENCE S.89°48'23"E., 34.81 FEET TO THE WEST RIGHT-OF-WAY LINE OF THE COASTLINE RAILROAD; THENCE ALONG SAID WEST RIGHT-OF-WAY LINE, S.12°19'28"E., 156.65 FEET; THENCE CONTINUE ALONG SAID WEST RIGHT-OF-WAY LINE, S.12°24'34"E., 4798.20 FEET TO THE NORTH RIGHT OF WAY LINE OF 4TH AVENUE NW; THENCE ALONG SAID NORTH RIGHT OF WAY LINE, N.89°09'39"W., 2168.79 FEET; THENCE LEAVING SAID NORTH RIGHT OF WAY LINE, N.01°12'29"E., 274.33 FEET; THENCE N.89°21'33"W., 64.99 FEET; THENCE N.01°12'39"E., 392.13 FEET; THENCE S.89°55'21"E., 63.95 FEET; THENCE N.01°12'39"E., 605.68 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF MEHLENBACHER ROAD; THENCE ALONG SAID SOUTH RIGHT-OF-WAY, N.89°15'01"W., 1109.50 FEET TO THE EAST LINE OF PINELLAS TRAIL; THENCE ALONG SAID EAST LINE THE FOLLOWING NINE (9) COURSES: 1) N.01°32'35"E., 721.54 FEET; 2) N.02°36'54"E., 270.90 FEET; 3) N.03°53'34"E., 331.31 FEET; 4) N.09°46'36"W., 60.79 FEET; 5) N.01°00'37"E., 114.01 FEET; 6) N.01°14'34"W., 113.84 FEET; 7) N.02°58'00"W., 40.01 FEET; 8) N.04°14'12"W., 114.22 FEET; 9) N.05°01'04"W., 268.51 FEET; THENCE LEAVING SAID EAST LINE, S.89°13'43"E., 38.26 FEET; THENCE N.04°33'29"E., 114.29 FEET; THENCE S.89°07'08"E., 50.00 FEET; THENCE N.04°33'29"E., 268.00 FEET; THENCE N.89°07'08"W., 100.00 FEET; THENCE S.04°33'29"W., 114.00 FEET; THENCE N.89°07'08"W., 33.14 FEET TO SAID EAST LINE; THENCE SAID EAST LINE, N.05°01'04"W., 266.87 FEET; THENCE S.89°07'13"E., 177.61

FEET; THENCE N.04°32'49"E., 92.11 FEET; THENCE N.03°32'59"E., 20.04 FEET; THENCE N.02°53'48"E., 20.02 FEET; THENCE N.01°31'51"E., 1322.53 FEET; THENCE N.01°35'14"E., 39.99 FEET; THENCE N.89°06'28"W., 117.74 FEET; THENCE N.13°09'58"W., 41.54 FEET TO SAID EAST LINE; THENCE ALONG SAID EAST LINE, N.04°55'55"E., 447.81 FEET; THENCE LEAVING SAID EAST LINE, S.89°17'44"E., 31.07 FEET; THENCE N.03°15'57"E., 400.23 FEET; THENCE S.89°15'08"E., 59.92 FEET; THENCE N.01°34'43"E., 495.94 FEET; THENCE S.89°14'51"E., 646.77 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT

A PARCEL OF LAND BEING A PART OF SECTION 28, TOWNSHIP 29 SOUTH, RANGE 15 EAST, LYING IN PINELLAS COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

LOTS 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 32, 33, 34, 35, 36, 37, 60, 61, 62, 63, 64 AND THE 40 FOOT RIGHT-OF-WAY ADJACENT TO THE WEST LINE OF LOT 7 AND THE VACATED 40 FOOT RIGHT-OF-WAY BETWEEN LOTS 12 AND 13 AND THE VACATED 40 FOOT RIGHT-OF-WAY BETWEEN LOTS 18 AND 19 AND THE 40 FOOT RIGHT-OF-WAY BETWEEN LOT 31 AND 32 AND 64 AND 65 KNOWN AS 9TH STREET NW AND THE 40 FOOT RIGHT-OF-WAY BETWEEN LOTS 25 THROUGH 37 AND LOTS 13 THROUGH 24 KNOWN AS BRAGINTON STREET ALL OF MYRTLEDALE AS RECORDED IN PLAT BOOK 12, PAGE 88 OF THE PUBLIC RECORDS OF PINELLAS COUNTY, FLORIDA.

CONTAINING 308.487 ACRES, MORE OR LESS.

*Appendix E*

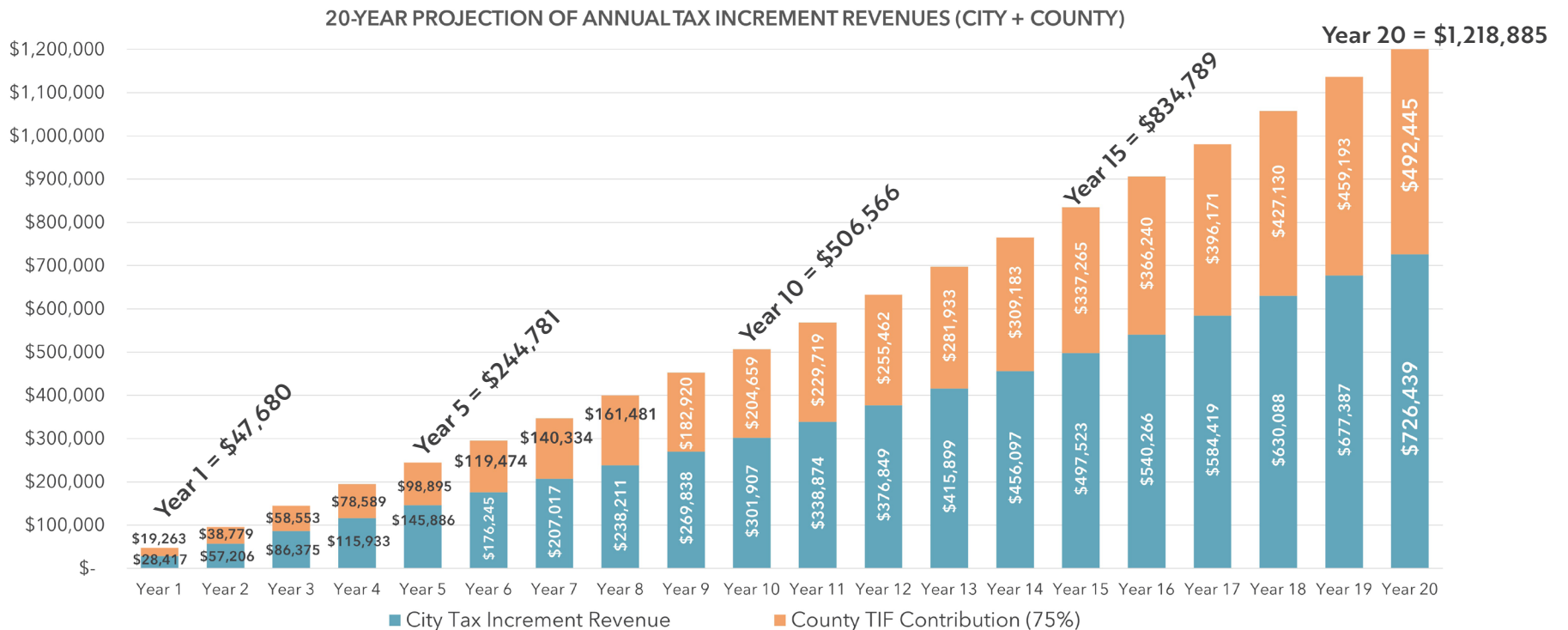
**TAX INCREMENT FINANCE  
(TIF) PROJECTIONS**

# TAX INCREMENT FINANCING (TIF) PROJECTIONS

Future tax increment revenues were estimated based on the taxable value of properties within the CLR-CRD Planning Area (City of Largo parcels only, as included in the Legal Description in Appendix D) in the base year (2024) and assumed average 20% growth rate over the 20-year planning horizon. The figure below shows the annual tax increment revenue projection over the 20-year planning horizon. The projected revenues include both the City's contribution of tax increment revenues at a 95% collection rate and the County's assumed TIF contribution of 75% for a CRD with a community renewal (CR) local designation.

Based on the current City of Largo millage rate of \$5.5200 per \$1,000 in taxable valuation and Pinellas County's millage rate of \$4.7398 per \$1,000 in taxable valuation, the CRD should generate approximately \$47,680 in tax increment revenue in the first year after establishing the Redevelopment Trust Fund, with \$28,400 coming from the City's 95% collection rate and \$19,263 coming from the County's 75% contribution. Annual revenue is modest in the first few years of the redevelopment trust fund, but is expected to increase year-over-year as property values increase as a result of renewed investment and redevelopment within the CRD. The CLR-CRD is expected to generate slightly less than \$50,000 in Year 1, but could exceed \$500,00 in annual revenue by Year 10. By Year 20, annual tax increment revenue could exceed \$1.2 million. Over the 20-year horizon, the CLR-CRD could generate a cumulative total of \$11.5 million in tax increment revenues. Between Year 1 and Year 20, the annual CRD TIF revenue stream is expected to increase by an average of 20% per year, the largest increases are in the initial years with a lower overall revenue base, with the final annual increase equaling 7.25% between years 19 and 20.

## 20-YEAR PROJECTION OF ANNUAL TAX INCREMENT REVENUES (CITY + COUNTY)



# TAX INCREMENT FINANCING (TIF) PROJECTIONS

## Cumulative TIF Projection

Over a 20-year forecast horizon, a TIF district for the Clearwater-Largo Road CRD could generate more than \$11.5 million in revenue to be used to support plans, programs, and initiatives to implement the goals and objectives of this Plan.

CLR-CRD Cumulative Revenue 20-Year Projection

