

RESOLUTION NO. 25-146

RESOLUTION APPROVING AMENDMENTS TO THE WEST BAY DRIVE COMMUNITY REDEVELOPMENT PLAN FOR THE CITY OF LARGO PURSUANT TO THE COMMUNITY REDEVELOPMENT ACT OF 1969, CHAPTER 163, PART III, FLORIDA STATUTES, AS AMENDED; DELEGATING SPECIFIC REDEVELOPMENT POWERS TO THE CITY OF LARGO; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Commission of the City of Largo, Florida, by its Resolution No. 1399 dated November 6, 1990, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida, declared an area of the City described in said Resolution to be a slum or blighted area (the "Redevelopment Area"); and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 91-83 dated March 19, 1991, delegated to the City Commission of the City of Largo, Florida, the power and authority to conduct redevelopment activities as defined in Chapter 163, Part III, Florida Statutes (the "Act"); and

WHEREAS, the City Commission of the City of Largo, Florida, by its Resolution No. 1639 dated July 15, 1997, declared itself to be a community redevelopment agency to undertake and carry out community redevelopment and related activities in the Redevelopment Area; and

WHEREAS, by Ordinance No. 97-26 dated September 16, 1997, the City Commission of the City of Largo, Florida, approved a redevelopment plan (the West Bay Drive Community Redevelopment Plan), a copy of which plan has been submitted to the Clerk of this Board and made part of the Public Records of Pinellas County, Florida; and

WHEREAS, the West Bay Drive Community Redevelopment Plan was approved by the Board of County Commissioners of Pinellas County, Florida, pursuant to Resolution No. 97-315, adopted on November 4, 1997; and

WHEREAS, the City Commission of the City of Largo, Florida, on August 15, 2000 enacted Ordinance No. 2000-99 creating a redevelopment trust fund, pursuant to the Act, a copy of which has been submitted to the Clerk of this Board and made part of the Public Records of Pinellas County, Florida; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, on September 12, 2000, enacted Ordinance 00-70 approving the creation of a redevelopment trust fund by the City of Largo, Florida and providing for the appropriation of tax increment revenues of the County to said redevelopment trust fund; and

WHEREAS, the City Commission of the City of Largo, Florida, by its Resolution No. 1778 dated May 21, 2002, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida, declared an area east of the Redevelopment Area of the City described in said Resolution, to be a slum or blighted area; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 02-289 dated October 29, 2002, delegated to the City Commission of the City of Largo, Florida, the power and authority to conduct certain redevelopment activities as defined in the Act in the eastward expansion area outlined in City Resolution No. 1778; and

WHEREAS, the City Commission of the City of Largo, Florida, conducted a public hearing on July 21, 2009 regarding proposed amendments to the West Bay Drive Community Redevelopment Plan, and transmitted the proposed amended Redevelopment Plan to the Board of County Commissioners for a Community Redevelopment Act review and to the Florida Department of Community Affairs for an amendment review to the Largo Comprehensive Plan; and

WHEREAS, after the receipt of review comments from the Florida Department of Community Affairs regarding the amendment to the Largo Comprehensive Plan, the City Commission of the City of Largo, Florida adopted Ordinance 2009-31, a copy of which has been submitted to the Clerk of this Board and made a part of the Public Records of Pinellas County, Florida;

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 10-3 dated January 5, 2010 approved amendments that include the establishment of character districts and the provision of transportation capital improvements to update the West Bay Drive Community Redevelopment District Plan;

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Ordinance 10-8, dated February 6, 2010 amended Ordinance 00-07 that created the trust fund for the West Bay Drive Community Redevelopment District to include a 15-year review of tax increment expenditures; and

WHEREAS, the City Commission of the City of Largo, Florida has proposed a minor amendment to the West Bay Drive Community Redevelopment Plan by creating a new section in Part V: Funding Sources, by establishing incentives for development of jobs within the West Bay Drive Community Redevelopment District; and

WHEREAS, the City Commission of the City of Largo, Florida has approved at first reading Ordinance No. 2014-15 adopting said minor amendments; and

WHEREAS, a letter dated October 18, 2013, from the Largo City Manager requests the Board of County Commissioners of Pinellas County, Florida to consider the proposed amendment to the West Bay Drive Community Redevelopment Plan; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 13-194 dated November 19, 2013, approved amendments to add section H. Incentives for Development & Jobs to Part V: Funding Sources, Section 5.1 Methods of Financing of the West Bay Drive Community Redevelopment Plan for the City of Largo, Florida; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 20-70 dated July 21, 2020, approved the 15-year review of the West Bay Drive Community Redevelopment Plan pursuant to Pinellas County Code section 38-73 related to the City of Largo Community Redevelopment Area; requiring amendments for the inclusion into the West Bay Drive Redevelopment Plan; and

WHEREAS, the City Commission of the City of Largo, Florida, by Resolution No. 2287 dated December 15, 2020, approved amending the West Bay Drive Community Redevelopment District Plan, as set forth in Exhibit A and Exhibit B. Exhibits A and B are hereby approved as 'Appendix H' and 'Appendix I', respectively to the West Bay Drive Community Redevelopment Plan; and

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Ordinance No. 21-01 dated January 12, 2021, approved amending the Pinellas County Code section 38-73 adding a provision that ensures that the County's Annual contribution to the West Bay Drive Community Redevelopment Area Trust Fund does not exceed that of the City of Largo in any given year; and

WHEREAS, the City Commission of the City of Largo, Florida approved by Ordinance No. 2025-22 dated July 1, 2025 amending the West bay Drive Community District Plan, by amending Part II: The Plan, to consolidate redundant standards within character districts into a district design vision section, by amending Part II: the Plan, to establish Redevelopment Toolkit tables for each character districts including updating density/intensity ranges, and by amending Part IV: Capital Improvements, with additional project details.

NOW, THEREFORE, IN REGULAR SESSION DULY ASSEMBLED ON THIS **16th DAY OF DECEMEBER, 2025**, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PINELLAS COUNTY, FLORIDA:

- I. That the amendments to Part II: The Plan and Part IV: Capital Improvements to the West Bay Drive Community Redevelopment Plan for the City of Largo, are hereby approved. The amendments are incorporated into the West Bay Drive Community Redevelopment Plan, as depicted in Exhibit A, attached.
- II. Except for the amendment approved by this Resolution, all other delegations of authority or approvals set forth in prior resolutions or

ordinances of the Board of County Commissioners related to the West Bay Drive Community Redevelopment Plan for the City of Largo, Florida shall remain as set forth therein.

III. In the event that further action is required of the City Commission to effectuate this approval, and after the City Commission of the City of Largo, Florida, takes final action on this amendment to the West Bay Drive Community Redevelopment, to effectuate County approval, a copy of the instrument of action shall be submitted to the Clerk of the Pinellas County Board of County Commissioners and made a part of the Public Records of Pinellas County, Florida.

IV. This Resolution shall become effective immediately upon its adoption.

Commissioner Latvala offered the foregoing Resolution and moved its adoption, which was seconded by Commissioner Flowers and upon roll call the vote was:

AYES: Scott, Eggers, Flowers, Latvala, Nowicki, Peters, and Scherer.

NAYES: None.

ABSENT: None.

NOT VOTING: None.

EXHIBIT A

APPROVED AS TO FORM
By: Jason C. Ester
Office of the County Attorney

West Bay Drive Community Redevelopment District Plan 2009



Experience Downtown: *Past, Present, Future*



City of Largo
Community Development Department
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Approved by the City of
Largo City Commission
April 20, 2010

ACKNOWLEDGMENTS

West Bay Drive Community Redevelopment District Plan

West Bay Drive Corridor Community Redevelopment Agency (CRA)

Patricia Gerard, Mayor

Gigi Arntzen, Vice Mayor

Mary Gray Black, Commissioner

Woody Brown, Commissioner

Harriet K. Crozier, Commissioner

Robert Murray, Commissioner

Curtis Holmes, Commissioner

Rodney Woods, Former Commissioner

Advisory Boards

Community Development Advisory Board

Planning Board

City Administration

Norton Craig, City Manager

Henry P. Schubert, Assistant City Manager

Michael Staffopoulos P.E., Assistant City Manager

City of Largo Community Development Department

Carol Stricklin AICP, Director

Robert Klute AICP, Assistant Director

Teresa Brydon, Economic Development Manager

Amanda Montgomery, CRD Program Planner

Amy Wagner, Administrative Assistant

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

Publication Date: April 20, 2010

Adopted by Ordinance No. 2009-31

Effective April 20, 2010



CITY of LARGO

WWW.LARGO.COM

Community Development Department
Carol Stricklin, AICP, Director

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

April 6, 2010

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

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

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

Cardno TBE, Clearwater Corporate Office;

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

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

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

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

ORDINANCE NO. 2009-31

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

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

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

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

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

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

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

Section 1. That the City Commission hereby finds that:

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

(b) The Local Planning Agency of the City has reviewed the community redevelopment plan amendment in accordance with Florida Statutes Chapter 163, Part 111, the "Community Redevelopment Act of 1969" (hereinafter referred to as the "Act"); and

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

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

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

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

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

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

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

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

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

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

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

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

APPROVED ON FIRST READING July 21, 2009

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

ATTEST:



Mayor



City Clerk

FLORIDA REVIEWED AND APPROVED:



City Attorney

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EXECUTIVE SUMMARY

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

This document is divided into six sections:

Section I: District Profile

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

Section II: The Plan

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

Section III: Transportation

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

Section IV: Capital Improvements

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

Section V: Funding Sources

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

Section VI: Consistency with Other Plans

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

Major goals of the WBD-CRD Plan include: the creation of a walkable downtown with mixed-use development; neighborhood preservation and revitalization; and the creation of a livable downtown where families of different incomes can live, work, shop and play.

PURPOSE AND PROVISIONS

A. Purpose

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

B. Authority

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

C. Duration of the WBD-CRD Plan

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

D. Applicability

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

E. Plan Enforcement

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

F. Amendments to the Plan

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

G. Community Redevelopment Agency

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

PART I: DISTRICT PROFILE

1.1 City History

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

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

Table 1-1: Demographic Summary

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

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

1.2 West Bay Drive Community Redevelopment District

A. Location and Boundaries

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

B. West Bay Drive History

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

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

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

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

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

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

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

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

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

B1. Legislative Changes

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

B2. Market Opportunities

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

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

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

The study made several recommendations to achieve redevelopment goals including:

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

C. Existing Land Use

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

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

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

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

D. Strong Growth Potential

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

E. Balanced Economy

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

F. Variety of Attainable Homes

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

G. Historic Neighborhoods

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

H. Great Schools

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

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

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

I. Places to Play

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

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

J. Public Commitment

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

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

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

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

1.5 Community Outreach

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

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

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

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

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

Table 1-3: 2009 Community Values

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

SOURCE: City of Largo Community Planning Department, 2007

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

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

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

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

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

Community Goal

The goal of the WBD-CRD Plan is to provide a flexible framework for the redevelopment of the district into a livable community that supports balanced development in a healthy, welcoming environment where families can live, work, shop and play.

The three main objectives are:

Objective 1.1 Viable and Vibrant Downtown

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

Objective 1.2 Sustainable Downtown

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

Objective 1.3 Energetic Downtown

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

1.6 Goals of 2009 Plan

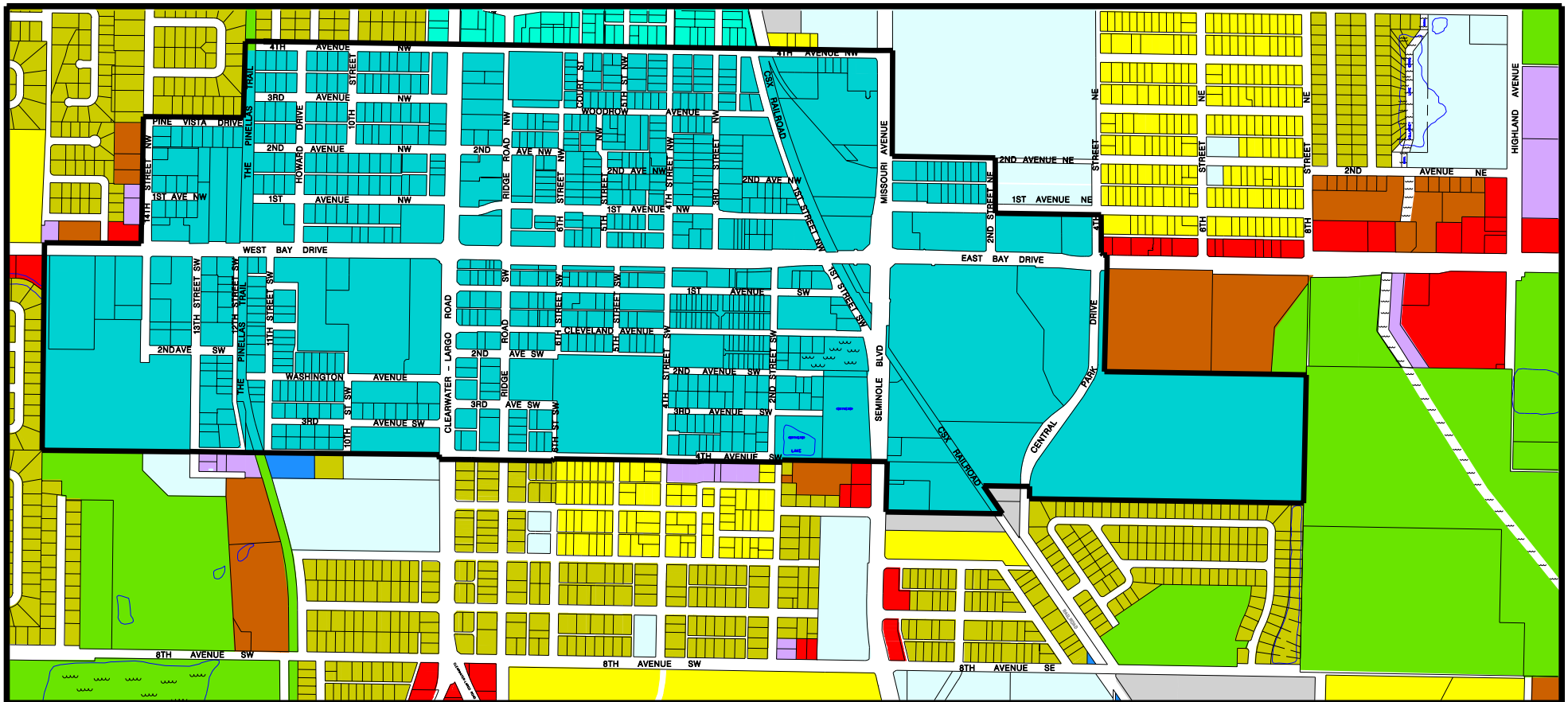
This plan hopes to create a strategy that will allow existing businesses, residents and institutions to prosper within the district, while encouraging a resurgence of investment in the WBD-CRD.

The overall goals of the Plan are as follows:

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

Plan and Implementation Program.

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



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

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

West Bay Drive
Community Redevelopment
District Boundary

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

DATE: June, 2009

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



Scale: 1" = 1000'

PART II: THE PLAN

2.1 Introduction

The community planning process concluded that the WBD-CRD's suburban scale development characteristics need to change through redevelopment actions to achieve the Community Goal of a vibrant downtown. In order to define the characteristics of the proposed land use (character districts), the City's consultant analyzed the physical characteristics of the West Bay Drive corridor. Functionally, the West Bay Drive corridor can be defined as having five main functional areas or nodes, described below. Each area is defined around the intersection of a north-south street and West Bay Drive by a one-eighth (1/8)-mile radius, which is about as wide as a person can comfortably walk (see Map 2.1 Urban Design Nodes).

- **Medical District** – The Largo Medical Center and the surrounding medical office buildings are important to the City's economy, provide community identity, and are assets that need protection. Florida's health and wellness business sector continues to grow and most facilities face space constraints. These facilities will be permitted to expand and replace remnant industrial and commercial uses where possible. The City will seek redevelopment opportunities that support the character of this area. The area's location, both north and south of West Bay Drive adjacent to the Pinellas Trail, provides a unique opportunity. The Plan will promote this area as a health and wellness--related character district. The segment of West Bay Drive from Belleair Causeway Bridge in Belleair Bluffs to Clearwater-Largo Road is programmed for improvement to connect the Pinellas Trail and Largo's Medical Arts District to the beach communities to the west as part of the West Bay Drive Corridor Improvements Plan (2020). Proposed corridor enhancements, including are focused on safety for all roadway users, bicycle/pedestrian mobility, connectivity, and placemaking. Recommended improvements include landscaping, gateway signage, and pedestrian mobility/safety treatments, such as midblock crossings and wider sidewalks, will be considered. The project is currently in the design phase (February 2025) and is expected to enter the construction phase towards the end of FY 2025 (see West Bay Drive Improvements project webpage for more information).
- **Intersection of West Bay Drive and Clearwater-Largo Road** – The southwest quadrant of this intersection is currently developed with large scale commercial uses including the Publix Shopping Center and Wachovia Bank West Bay Center high-rise building. The three remaining quadrants are underutilized. This is an appropriate location for higher intensity development that may include parcel consolidation. Clearwater-Largo Road north of the intersection has previously been improved to include mid-block pedestrian crossings, increased right-of-way landscaping and public parking lots. The segment south of the intersection, from West Bay Drive to 8th Avenue SW, is proposed to be similarly treated to increase safety and access for all roadway users traveling along this portion of Clearwater-Largo Road (see Clearwater-Largo Road Improvements Study [2025] project webpage for more information).
- **West Bay Drive (Downtown)** – The north and south sides of the West Bay Drive corridor centered on the 4th Street intersection contains Largo's traditional town center. Previous enhancements to the corridor's landscape and City-facilitated redevelopment projects, such as the Horizon West Bay project, add to its importance. The City seeks to encourage mixed-use Redevelopment proposals will increase the scale of buildings to multiple stories to increase the amount of mixed-use development. These new buildings will have with active first floor uses with and residential and or commercial/office uses above to achieve the vision

of a walkable, vibrant Downtown core. On-site parking will be relegated to the side or rear of the properties away from the corridor. Additional building and site design standards are proposed to strengthen the corridor's pedestrian orientation and encourage the highest and best use of previously underutilized spaces.

- **West Bay Drive/CSX Railroad** – The parcels surrounding the CSX railroad line have several qualities that make them attractive for redevelopment, including larger parcel sizes and prominent locations. ~~The Tampa Bay Area Regional Transit Authority (TBARTA) is evaluating the rail corridor itself for future light rail transit opportunities that will connect St. Petersburg to Clearwater.~~ Forward Pinellas categorizes the CSX railroad as a Supporting Future Transit Corridor on the Countywide Plan Land Use Strategy Map, which makes parcels adjacent to the rail corridor eligible for the Multimodal Corridor (MMC) – Supporting Corridor designation on the Countywide Plan Map. Forward Pinellas identifies future transit corridors and multimodal corridors on the Countywide Plan Land Use Strategy Map to direct employment and residential growth towards areas where the most significant transit investments are planned. The future transit corridor designations serve as locational criteria for the Activity Center and Multimodal Corridor (MMC) categories on the Countywide Plan Map—which allow the highest densities and intensities due to their proximity to existing and future multimodal transportation options. Given that the entirety of the WBD-CRD is categorized as a Major Activity Center and the CSX railroad is identified as a Future Transit Corridor, this is an appropriate location for the City to permit higher intensity development, parcel consolidation, and the vacation of local streets/alleys.
- **East Bay Drive/Central Park** – The City's main cultural facilities and recreational open space are located in the southeast quadrant of the intersection of East Bay Drive and Seminole Boulevard. These amenities serve as attractions that are destinations for residents and visitors alike. The City will continue to seek the redevelopment of adjacent properties for mixed-uses that support the events and use of the area. Also, the role of this area as the eastern anchor and gateway to the WBD-CRD will be supported through uniform landscaping, gateway signage, and pedestrian crossing enhancements.

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

The planning process identified that more residential density is needed in proximity to the nonresidential uses along the corridor to accommodate future population and increase retail support and activity along West Bay Drive. The City's current land use and development standards need to be adjusted to permit higher intensity development at appropriate locations, to provide for additional residential options, to improve pedestrian mobility throughout the WBD-CRD, and to preserve and protect existing residential neighborhoods. The WBD-CRD is designated as a major activity center on Forward Pinellas's Countywide Plan Land Use Strategy Map. This category allows a maximum density of 150 dwelling units per acre (du/a) and maximum floor area ratio (FAR) of 5.0. Residential densities, non-residential and mixed-use intensities, height, and land uses of varying types are permitted within each character district, as described in the City of Largo Comprehensive Development Code (CDC). Together, the character districts recognize existing,

stable land uses and identify locations where higher intensity and mixed-use development are encouraged. In general, the land use vision for the WBD-CRD is to allow up to the maximum density and intensity (FAR) permitted by the Countywide Rules in appropriate locations, such as along major corridors and in proximity to public transportation options, with step downs in density, intensity, and building height to transition between higher-intensity development and established, lower-density neighborhoods.

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

- **Mixed-Use Corridor (MUC)** – The MUC Character District is intended to include the highest density and intensity development within the WBD--CRD.
- **Medical Arts (MA)** – The MA Character District allows office and commercial development surrounding the medical center, as well as short term stay residential units supporting the medical function.
- **City Home (CH)** – The CH Character District is intended for multifamily residential uses with ~~limited~~ potential for live-work ~~office~~ uses.
- **Neighborhood Residential (NR)** – The NR Character District is intended for lower-density single-family residential use and supports the preservation of existing neighborhoods.

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

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

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

Table 2-4: WBD-CRD Development Standards

| Character District | Density | | Intensity | | Height | | | ISR | Lot Size |
|--------------------------|---------------|----------------|--------------|---------------|------------|-----------------|------------------|---------|------------------|
| | Max base du/A | Max bonus du/A | Max base FAR | Max bonus FAR | Min Height | Max base height | Max bonus height | Max ISR | Min Lot Size |
| Mixed-Use Corridor (MUC) | 30 | 50* | 1.00 | 3.0* | 2-stories | 6-stories | 8-stories* | 0.90 | 15,000 sq. ft.** |

| | | | | | | | | |
|-------------------------------------|----------|------|------|-----------|-----------|------------|------|---------------------|
| Medical Arts (MA) | 15 — 30* | 1.00 | 2.0* | 2 stories | 6 stories | 8 stories* | 0.90 | 15,000 sq. ft.** |
| City Home (CH) | 15 — 30* | 0.00 | NA | 2 stories | 3 stories | 5 stories* | 0.90 | 15,000 sq. ft.** |
| Neighborhood Residential (NR) | 7.5 — NA | 0.00 | NA | NA | 35 feet | NA | 0.70 | NA |

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

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

The following table (Table 2-4) summarizes the recommended development standards for the WBD-CRD's character districts (see each character district sub-section for more detail).

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

Table 2-4: WBD-Recommended Development Standards is provided for conceptual purposes only and is not regulatory in nature. Density, intensity, height, impervious surface ratios (ISR), minimum lot size, and other building and site design regulations are governed by the City of Largo Comprehensive Development Code (CDC).

Table 2-4: WBD-CRD Recommended Development Standards

| Character Districts | Density (dwelling units per acre, du/a) | | Intensity (floor area ratio, FAR) | | Building Height | |
|--------------------------------------|---|-----------------------------|-----------------------------------|----------------------------|-----------------------------|-----------------------------|
| | Max Base du/a | Max Bonus du/a ¹ | Max Base FAR | Max Bonus FAR ¹ | Minimum Height ² | Maximum Height ³ |
| Mixed-Used Corridor (MUC) | 60 – 90 | 90 – 150 | 2.0 – 3.0 | 3.0 – 5.0 | 2 stories | 6 – 8 stories |
| Medical Arts (MA) | 45 – 60 | 60 – 150 | 1.5 – 2.0 | 2.0 – 5.0 | 2 stories | 6 – 8 stories |
| City Home (CH) | 20 – 30 | 30 – 60 | 0.50 – 0.75 | 1.0 | 2 stories | 4 – 6 stories |
| Neighborhood Residential (NR) | 7.5 – 10 | 10 – 20 | N/A | N/A | None | 2 stories |

¹See Section 2.2.H for a list of community benefits, design elements, and site features that are aligned with the WBD-CRD's redevelopment vision and may be used to achieve bonus density/intensity.

²See Section 2.2.B.1 for options for flexibility in minimum building height requirements.

³See Section 2.2.B.2 for maximum height recommendations, including eligibility for height bonuses. See Section 2.2.B.3 for neighborhood transition/compatibility considerations for developments adjacent to a less-intense character district or land use designation, including height limitations, minimum building step-backs, and perimeter buffers.

2.2 Design Elements District Design Vision

Based on the Community Goal and Objectives, several the following redevelopment strategies and design elements are addressed in each character district recommended to achieve the overarching land use vision for the WBD-CRD. These high-level design guidelines provide the framework for amendments to the City's land development regulations for the West Bay Drive CRD in the Comprehensive Development Code (CDC). Note that the strategies and design standards provided below in this section 2.2, as well as within the character districts (sections 2.3 – 2.6), are not regulatory in nature. All development regulations for the WBD-CRD are provided in "Chapter 7 – Special Designations and Overlays" of the *City of Largo CDC*, as amended. Where a conflict exists, the *City of Largo CDC* shall govern.

A. Building Placement, Setbacks, and the Pedestrian Zone

Future buildings will be required to be located adjacent to the public right-of-way line with a minimum setback, as well as a maximum front setback (or minimum "build-to" line) along certain corridors to bring buildings closer to the sidewalk. Buildings fronting on, and close to, the street right-of-way add to the pedestrian experience and reinforce the active public realm. Side and rear building setbacks along non-street frontage property lines are provided in each character district.

A.1. Setbacks for Neighborhood Transitions/Compatibility with Adjacent Uses

To provide a transitional buffer and mitigate impacts on surrounding properties, consider the following requirements for new developments that share a property line with a less dense character district or future land use designation:

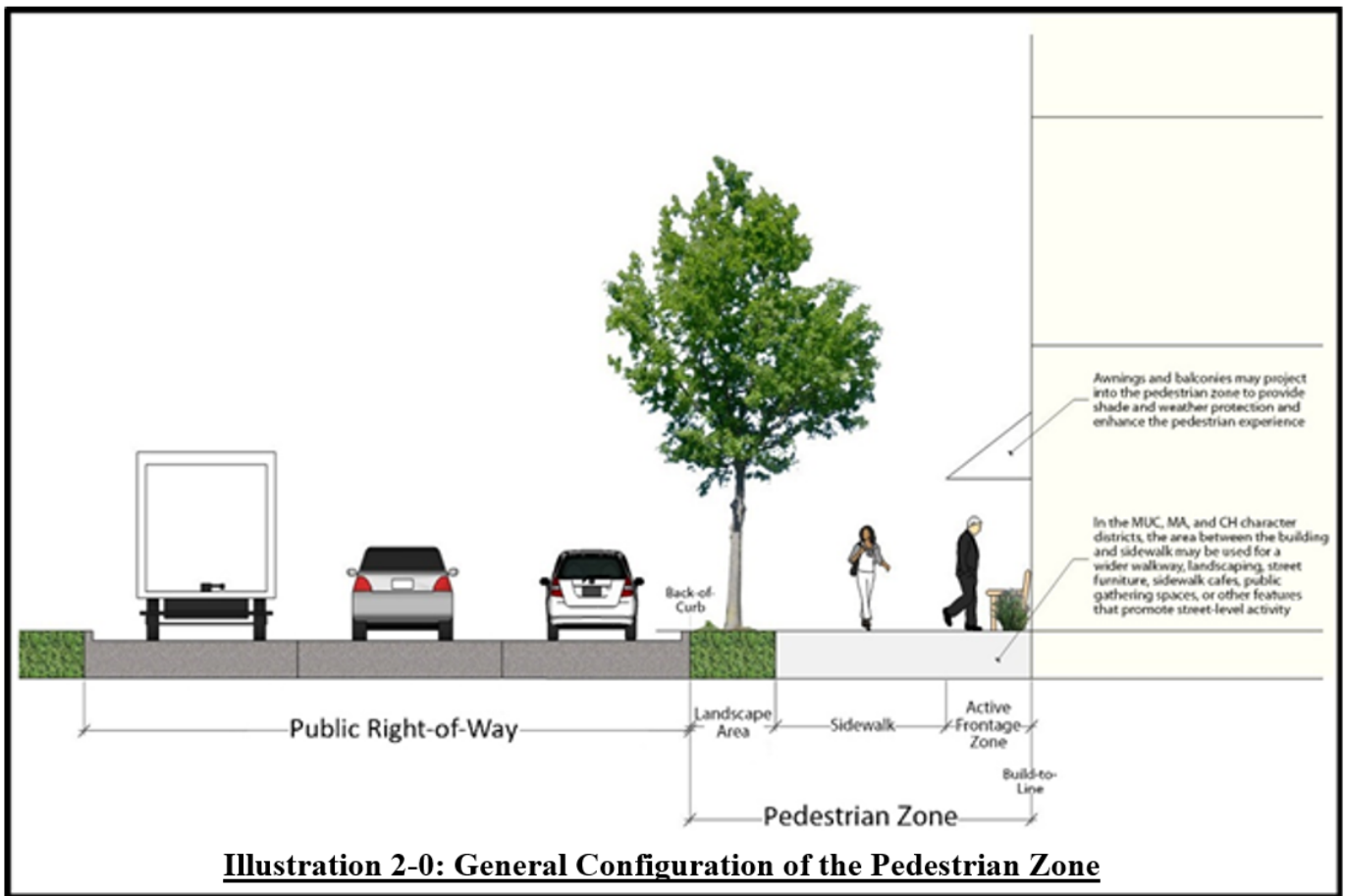
- Require wider setbacks along property lines shared with a less dense/intense district, such as the Neighborhood Residential character district, a Residential Low, or a Residential Urban Future Land Use designation. For example, if the minimum side setback is 10 feet when the property is adjacent to a similar land use district, consider increasing the minimum setback to 20 feet or more when shared with a less intense land use district.
- Consider further increasing the required minimum setback proportionate to building length when building length is greater than 100 feet. For example, the buffer along a shared property line with a less intense land use district will increase by 5 feet for every 50 feet of building length beyond the first 100 feet of building length.
- Require that the buffer be landscaped to create a visual and acoustic screen. Consider requiring a minimum number of plantings alongside height and maintenance requirements to achieve a sufficient degree of screening.
- Consider allowing certain uses, features, or structures to encroach in the transitional buffer (up to a maximum number of feet). For example, consider allowing accessory structures up to a specified height and screened service areas in the buffer, especially on constrained or smaller lots. Also consider allowing stormwater infrastructure and recreational amenities in the buffer, such as play areas, courtyards, pocket parks, or other passive outdoor spaces. For residential buildings, allow patios, plazas, pool decks, and similar site amenities to encroach in side and rear setbacks to a specific number of feet.

A.2. Pedestrian Zone

In order to create a pedestrian-oriented urban environment, new developments will provide a “pedestrian zone” along the street frontages of the site, with the exceptions of alleyways. Generally, buildings should be located as close to the pedestrian zone along primary street frontages as possible to define the street edge and promote a walkable environment, with parking and loading areas placed to the side or rear. The components and general configuration of the pedestrian zone are described below, with each character district sub-section containing more specific guidelines. The pedestrian zone typically includes both a portion of the public right-of-way, as well as private property, and is comprised of 3 elements, as follows:

- **Landscape Area:** A planting strip located at the back-of-curb. A minimum width of 5 to 6 feet for all character districts is recommended. The landscape area should provide shade trees (where possible), understory trees where overhead utility lines prevent the planting of shade trees, groundcover, and other acceptable plantings in accordance with Chapter 10 – Landscape Standards, City of Largo CDC, as amended.
- **Sidewalk:** The sidewalk is located immediately adjacent to the landscape strip. A minimum width varies by character district and lot depth, but in all cases the minimum sidewalk width specifies the area that provides a safe, unobstructed pedestrian path at all times.
- **Area between the sidewalk and building:** In the MUC, MA, and CH character districts, this area is referred to as an “active frontage area.” In the NR character district, this area would be considered the front yard of a home. In the MUC, MA, and CH character districts, the active frontage area provides amenities to promote street-level activity and enhance the pedestrian experience. This area may be used for a wider walkway, benches, bus stops, bike racks, landscaping, planter boxes, public gathering places, outdoor retail displays, sidewalk cafes, etc.

Together, the components of the pedestrian zone determine minimum building setbacks along street frontages. To place emphasis on the pedestrian environment, awnings and balconies may project into the pedestrian zone, subject to a minimum vertical clearance from grade, as required by the City of Largo CDC. In the MUC, MA, and CH character districts, a minimum percentage of building frontage is required to be placed at a “build-to line” at the inside edge of the active frontage area to define the street edge. This build-to line can also be thought of as a maximum building setback. Flexibility to the minimum build-to line, or maximum setback, may be granted to accommodate active frontage elements that require additional space, such as sidewalk cafes and public gathering spaces. Illustration 2-1 provides an example of the general pedestrian zone configuration. See each character district sub-section for more standards and illustrations related to the specific character district.



B. Building Height

In urban environments, building height provides a sense of enclosure for street corridors and defines the edge of the pedestrian environment. Accordingly, the Plan provides for relatively high buildings adjacent to the main street corridors with a taper down in height in order to transition to the smaller scale residential neighborhoods. Minimum and maximum building height and required transitions to lower density districts shall be governed by the City of Largo CDC, but the following building height guidelines are provided in this Plan to articulate the general vision for the WBD-CRD. See each character sub-section for additional standards and an illustrative massing diagram specific to each district.

B.1. Minimum Building Height

In the Mixed Use Corridor (MUC), Medical Arts (MA), and City Home (CH) character districts, building heights are recommended to be a minimum of two (2) stories. Several options for flexibility may be considered to allow one-story buildings under certain conditions. For example, one-story buildings may be allowed along certain corridors and/or with the following design elements:

- Minimum ground-story clearance of 16 to 22 feet
- When architectural elements are incorporated into the building faces to give the appearance of a two-story building
- The building has an outdoor rooftop space/amenity deck with permanent structures providing shade and/or shelter to at least 50% of the rooftop area

B.2. Maximum Building Height

Maximum building heights and potential bonuses to building height vary by character district and are ultimately governed by the *City of Largo CDC*. Generally, a maximum base building height is provided for each district based on the districts' respective land use vision. In districts where taller buildings are allowed, step-backs above the second or third story are recommended for buildings fronting major corridors (such as West Bay Drive and Clearwater Largo Road) to increase light and air movement within the local street network and mitigate the effect of the increased height on people at street level. In instances where a property is adjacent to a less intense character district or future land use designation, building height may be restricted within a specified distance of the less intense district to mitigate impacts on neighboring properties. See section 2.2.B.3 for additional details.

In the MUC, MA, and CH character districts, additional building height may be considered as a bonus redevelopment incentive when certain criteria are met. Bonus building height may be considered for vertically-integrated mixed use developments depending on the size and location of the property, as well as the implementation of design elements to create visually-interesting building facades in these character districts. Recommended criteria for determining eligibility for a height bonus is provided below but note that the regulatory processes and criteria for receiving a height bonus are contained within the *City of Largo CDC*.

- The site meets a minimum acreage requirement set by the City of Largo CDC.
- The site is located in a specific character district or has frontage along a major corridor, such as West Bay Drive, East Bay Drive, Missouri Avenue/Seminole Boulevard, Clearwater-Largo Road, or CSX rail right-of-way.
- Vertically-integrated mixed use development is proposed for the site with active ground floor uses that attract visitors and generate pedestrian activity.
- Structured parking is part of the project design.
- Step-backs in height above the second or third story are incorporated into the building design, as well as additional building envelope at higher levels.
- Architectural elements are incorporated to create visually-interesting building facades.

B.3. Compatibility with Adjacent Uses and Neighborhoods

The following building height limitations are recommended to promote compatibility between existing and new development, minimize impacts on neighboring properties, and create an appropriate transition to adjacent residential neighborhoods. These height limitations are recommended in addition to the setback/transitional buffer recommendations found in section 2.2.A.1 and are recommended when a more intense character district shares a property line or right-of-way line with the Neighborhood Residential character district or a property with a Residential Low (RL) or Residential Urban (RU) future land use designation.

- Consider limiting building height to three stories within a specified distance from the shared property or right-of-way line with a less intense district. For example, buildings within fifty (50) feet of the property or right-of-way line shared with a Neighborhood Residential Character District, or a property with a RL, or RU future land use classification will not exceed a maximum building height of three (3) stories and no height bonuses will be granted within this fifty feet. Beyond the fifty feet, consider allowing buildings to step-up in height.
- Consider requiring another height step-back between fifty and 100 feet of the shared property or right-of-way line with a less intense character/land use district. For example, buildings within one hundred feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height

of six stories and no height bonuses will be granted within this 100 feet.

- To further promote compatibility and create an appropriate transition, consider prohibiting any height bonuses above six stories for buildings within 150 feet of the shared property or right-of-way line with a Neighborhood Residential, Residential Low, or Residential Urban land use designation.

C. Parking Placement and Quantity

Vehicle parking throughout the West Bay Drive CRD is should be accommodated through a combination of on street spaces, limited surface parking lots along secondary streets, and parking structures. This prevents the pedestrian environment from being segmented by surface parking lots. The following recommendations are intended to reduce the amount of underutilized land, minimize the number of vehicular-pedestrian conflict points, and create a more walkable district that supports a variety of transportation options. Minimum parking requirements, along with parking lot design and other relevant standards, are contained within “Chapter 9 – Access Management, Traffic Circulation and Parking Standards” of the City of Largo CDC, as amended.

C.1. Parking Area Placement and Design Recommendations

- Require that parking and loading areas be placed internal to the site or to the side or rear of buildings, where feasible. Where site conditions do not support the placement of parking internal, to the side, or back of a site, require that parking areas be screened with a knee wall or landscaping to achieve similar opacity and limit the amount of space surface parking lots can occupy along a site’s street frontage.
- Incentivize structured parking and encourage the use of architectural panels or green walls on facades that are visible from major streets, such as West Bay Drive and Clearwater-Largo Road.
- Encourage the use of Florida-Friendly™ landscaping and green infrastructure in parking lot design. Support the use of permeable pavers and high-albedo pavement in parking areas to mitigate stormwater runoff and the urban heat island effect.
- Encourage the implementation of Crime Prevention Through Environmental Design (CPTED) principles in parking lot design, such as installing adequate lighting, surveillance cameras, and speed bumps to improve safety.
- Minimize the number and width of driveways, especially along streets with frequent pedestrian and bicycle activity by requiring that vehicular access to a site’s off-street parking area, driveway, or loading area should be from a side street or alley, where feasible. Also encourage cross-access or shared driveway agreements between properties.
- In residential areas where non-vacated alleys exist, require driveways be located adjacent to the alley rather than the street frontage.
- Support redevelopment of large, underutilized parking lots with infill outparcel buildings or public spaces/amenities by providing a variance to minimum parking requirements when a property owner can demonstrate that their site is over-parked.

C.2. Parking Supply and Demand Management Recommendations

- **Shared Parking Agreements:** Shared parking concepts are recommended that recognize that because different uses have parking needs occurring at different times, the total amount of parking can be reduced when the owners of two or more establishments having separate parking standards make collective provision for shared parking facilities and the peak

periods of usage are not concurrent. Where shared parking arrangements occur, a cross access and cross parking agreement must be executed by the owners of the uses/properties and recorded with the City.

- **Parking Reductions:** Explore offering reductions to the required number of parking spaces to reduce barriers to redevelopment. Consider parking reductions for the provision of affordable/mixed-income development, senior or special needs housing, proximity to high-frequency transit routes or the Pinellas Trail, and the use of Low Impact Development (LID) techniques, such as the installation of green infrastructure in parking lot landscape design. Should the City decide to offer parking reductions under these circumstances (or others), the scope of the reduction and specific circumstances in which it applies shall be provided by the *City of Largo CDC*.
- Where on-street parking exists, consider allowing on-street spaces to count towards minimum parking requirements in appropriate areas and under certain circumstances, to be specified by the *City of Largo CDC*.
- Consider district-wide parking solutions as redevelopment and mobility improvements occur. For example, explore the implementation of a variable rate/dynamic pricing system for public parking spaces as demand grows.
- Similarly, explore the creation of a City Parking Trust Fund to allow payment in-lieu-of providing parking spaces onsite. Payment in-lieu-of parking spaces, up to a percentage of total required parking, could be contributed to a parking fund created to provide public parking within the West Bay Drive CRD.

C.3. Bicycle Parking Recommendations

- Require all new multi-family and nonresidential development in the CRD to provide bicycle parking in accordance with the standards contained within the *City of Largo CDC*.
- Incentivize the provision of sheltered bicycle parking and secure bike lockers.
- Seek opportunities to assist existing developments in providing bicycle racks/parking areas if they do not already have them and/or install additional bike parking in the public right-of-way. Look into grant funding available through organizations such as PeopleForBikes or considering offering a micro-grant through the CRA for small businesses to provide ADA-accessible public bike parking onsite.
- Consider increasing minimum bicycle parking requirements for multi-family and nonresidential developments located near the Pinellas Trail.
- A development may provide additional bicycle parking spaces, greater than the number required in the CDC. The additional spaces may be counted toward fulfilling the required automobile parking spaces, as permitted by the *City of Largo CDC*.

D. Mix of Uses

Overall Vision: The WBD-CRD will have a diverse mix of land uses that offer a variety of housing, employment, shopping, and entertainment options to serve the needs of the district's residents, workers, and visitors. A vertical, as well as the horizontal, mixture of land uses is important to the success of the downtown core. Providing non-residential uses such as retail, restaurants, or office personal services uses on the ground floor of buildings assists in generating active streets and can provide smaller, more affordable spaces for local businesses that serve the daily needs of residents and workers. Providing residential and office uses above the ground floor generates users for the local businesses and creates new housing and employment opportunities in and around the downtown core.

D.1. Allowable Uses

Allowable uses in the WBD-CRD are found in "Table 6-2 Allowable Uses Within the Character Districts of the Community Redevelopment Districts" of the *City of Largo Comprehensive Development Code (CDC)*, as amended.

D.2. Prohibited Uses

The following uses are not considered appropriate within the WBD-CRD due to their incompatibility with the goal of creating a more walkable downtown area. The following list of prohibited uses is not regulatory and is provided solely to demonstrate the types of land uses that do not help to achieve the land use vision for the WBD-CRD. A list of specific uses not permitted in the WBD-CRD is found in "Table 6-2 Allowable Uses Within the Character Districts of the Community Redevelopment Districts" of the *City of Largo CDC*, as amended:

- Automotive repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right-of-way. Included are automotive repair garages which have overnight, outdoor storage of vehicles;
- Car and boat sale lots using outdoor displays;
- Car washes;
- Manufacturing and other industrial uses (flexibility for allowing light manufacturing uses which have no exterior impact is provided in the City of Largo CDC with size limitations and other use-specific provisions to mitigate impacts on neighboring properties);
- Ministorage facilities and warehouses;
- Manufactured homes;
- Recreational vehicle parks;
- Pawnshops; and
- Similar uses which do not meet the intent of the City's redevelopment goals for the WBD-CRD as stated in Part I; Community Goal Section of the WBD-CRD Plan.

E. Building and Site Design Features

The following building and site design treatments are recommended throughout the character districts, where appropriate, to encourage redevelopment that complements the WBD-CRD's character, advances the Plan's goals, and enhances the district's walkability and overall livability. Note that these standards are not regulatory and are included to describe the types of design elements that will help to achieve the Plan's goals. All development regulations, including building and site design standards, for the WBD-CRD are provided in "Chapter 7 – Special Designations and Overlays" of the *City of Largo CDC*, as amended. Where a conflict exists, the City of Largo CDC shall govern.

E.1. Active Ground Floors

The first floor of each new building will have a strong pedestrian orientation on street-facing sides, with windows, attractive detailing, decorative design treatments, and weather-protected entrances. The following design standards are also recommended to encourage active street frontages and enhance the pedestrian experience:

- **Building Placement:** In the MUC, MA, and CH character districts, buildings should be located as close to the public sidewalk as possible (i.e., the majority of the primary building façade is constructed at the "build-to line" explained in Section 2.2.A). A reduction in the minimum percentage of building façade constructed at the build-to line may be considered for developments that wish to have a wider pedestrian zone, enhanced landscaping with shade trees, or gathering spaces between the sidewalk and building.
- **First Floor Uses:** Consider requiring that first floors facing major streets, such as West Bay Drive, East Bay Drive, Missouri Avenue, Seminole Boulevard, Clearwater-Largo Road, 4th Street SW and 4th Street NW, as well as the Pinellas Trail, contain active uses that generate pedestrian activity, such as retail, restaurants, entertainment, office, personal service, cultural facility/museum/gallery, and other public oriented uses.
- **Street-Level Activity:** Encourage uses that generate street-level activity such as sidewalk cafes, outdoor retail displays, public plazas, courtyards, pocket parks, public art installations, and pop-up events/markets.
- **Pedestrian Protection:** Awnings and/or recessed entrances for pedestrian weather protection and visual interest are encouraged on all new buildings. Materials should be consistent with the architectural style of the building. A minimum vertical clearance from the sidewalk to the underside of any awning is required, as described in the *City of Largo CDC*. Where appropriate, arcades or projecting balconies may also be provided to meet this requirement. The intent of this standard is to provide shade and weather protection over sidewalks or areas directly adjacent or next to the building where the public will walk.
- **Building Entrances:** The primary public entrance for new buildings should face the highest street classification right-of-way. New multi-family, commercial, and mixed-use developments with frontage along the Pinellas Trail should also orient buildings towards the trail and provide building entrances that are visible and accessible from the trail via a public sidewalk.
- **No Blank Walls:** Minimize blank walls by requiring first-floor facades facing a public street, with the exception of alleys, incorporate windows, doors, architectural features, green walls, or murals every 15 to 30 feet.
- **Fenestration:** Implement minimum fenestration and transparency requirements for first floor facades facing public streets, such as requiring windows or doors comprise no less than 50% of the first floor façade and that each window should be vertically-oriented and larger

in area than the largest window serving floors above.

E.2. Architectural Excellence

All new buildings are encouraged to include the following architectural design treatments that add to the WBD-CRD urban character, advance the Plan's goals, and include appropriate public elements needed for the neighborhood's livability. See the *City of Largo CDC* for required design elements.

- Building Height/Roof Form – Consider requiring all new buildings in the MUC, MA, and CH character districts include architectural design elements including pitched roofs, parapets, or other design treatments at the roof level that are compatible with the architectural style of the building. These elements may be excluded from the maximum building height limits.
- For buildings greater than two stories, require a façade transition line at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
- Discourage the use of neon, primary and black colors, and checks, stripes, and other patterns as the primary façade treatment on all buildings.
- Consider prohibiting flat roofs unless screened with a decorative architectural feature such as a parapet compatible with the architectural style of the building. Allow an exception when a minimum percentage of rooftop area is used as an amenity deck or outdoor seating area covered (at least partially) by permanent structures providing shade and/or weather protection.
- Roofing material for exposed sloped roofs should be consistent and compatible with the architectural style of the building.
- Require that all mechanical equipment be shielded from pedestrian view with materials equal to the height of the equipment and consistent and compatible with the architectural style of the building.
- Require that the architecture of all accessory buildings, whether attached or freestanding, be compatible with the principal structure.
- Require parking structures utilize an architectural style compatible with the architectural style of the principal building. Encourage or require the use of architectural panels or green walls to screen the structure from the street.
- In residential areas, encourage front porches, patios, and balconies along street-facing facades.
- Require that all balconies be habitable; where porches are provided, they shall be functional with a minimum interior depth, as required by the *City of Largo CDC*.

E.3. Site Design

The following site design standards are recommended to achieve a development pattern that reflects this Plan's goals and contributes to the overall livability of the WBD-CRD:

- Screened Service Areas – All service areas, dumpsters and loading facilities, as well as mechanical equipment, should be located at the rear of the buildings and fully screened from view from sidewalks, streets and adjacent residential development through the use of fences or walls constructed of permanent opaque materials such as masonry or painted metal, with metal doors; and buffered by the use of landscaping.
- Require or incentivize the use Crime Prevention Through Environmental Design (CPTED) techniques in site design.
- Require that all surface parking areas be located internal to the site, or to the rear or side of

buildings and screened with landscaping or a knee wall on secondary street frontages.

- Require that all accessory structures, including garages, be located at or behind the front façade line of the principal structure.
- Discourage the use of chain-link fences.
- Outdoor accessory light fixtures which complement the design of the building or streetlights mounted on poles will be provided, where needed, particularly as recommended by the CPTED review, above. Outdoor light fixtures must light all areas adjacent to the building that are used by the public and shall be oriented away from adjacent residential areas.
- Require a minimum amount of open space for each new development.
- Encourage commercial infill development in underutilized surface parking lots that defines the street edge. Encourage small-scale pedestrian amenities between outparcel buildings, such as outdoor seating areas or green spaces.

F. Network of Interconnected Streets and Block Size Mobility and Connectivity

Connectivity and access to safe and convenient multimodal transportation options is vital to creating a vibrant Downtown district. The following recommendations apply throughout the character districts and reinforce the goals of this Plan, as well as those of the Downtown Multimodal Activity Center.

- **Streetscape:** A functional and attractive pedestrian environment, consisting of landscaping and sidewalk, should be provided along all street rights-of-way, with the exception of alleys. Where sufficient right-of-way width does not exist to support these improvements, the developer may be required to construct them within an easement approved by and dedicated to the City of Largo, as required by the *City of Largo CDC*.
- **Pedestrian Circulation:** Well-defined, safe pedestrian access should be provided between building entrances and public sidewalks, transit stops, and parking facilities. Multiple buildings within the same development should be connected by an internal sidewalk system that is clearly delineated from vehicular travel ways through changes in pavement materials, color, pattern, or height and that connected to the public sidewalk. All pedestrian improvements should be ADA accessible and provided alongside adequate lighting.
- **Network of Interconnected Streets and Block Size:** Maintaining an adequate street grid with short, walkable blocks is necessary to move people and vehicles efficiently throughout the District. Interconnected streets coupled with small blocks provide alternative routes and diffuse vehicle trips throughout the larger network of routes. Require half- to whole-block redevelopment provides new vehicular connections that connect into the established street grid. Where large lots and blocks cannot be feasibly divided into smaller units through new street connections, non-vehicular pathways and pedestrian passageways between buildings and public spaces are encouraged.
- **Signage:** Wayfinding signage should be installed throughout the CRD to direct people to major destinations—such as the Downtown Core, Largo High School, Largo Hospital, and Largo Central Park—as well as transit facilities, other parks, the Pinellas Trail, and community services. Gateway signage should also be installed and major intersections on the edges of the CRD to define the district, as well as at neighborhood entrances.

G. Affordable Housing

The structure of the character districts within the WBD-CRD Plan reflects the City's commitment to

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the creation and maintenance of affordable housing and workforce housing, as well as diverse housing types to meet a spectrum of life stages and household needs. The Mixed Use Corridor character district encourages higher density housing in proximity to employment and entertainment uses and multimodal transportation options, such as public transit. The Medical Arts character district provides the opportunity for housing that is convenient and accessible for health care workers and employees at Largo Hospital. The City Home character district is intended to serve as a transition between higher density/intensity multifamily housing in the MUC district and established single-family neighborhoods by permitting densities that support the development of small- and medium-type housing, such as townhomes and multiplexes. Additionally, the intent of the Neighborhood Residential (NR) Character District is to preserve existing single family housing stock within the context of the neighborhoods adjacent to the historic downtown. The standards for this district are designed to encourage infill homes that are in keeping with the scale of the homes that make up the existing neighborhoods (respectful infill). The NR District also provides for accessory dwelling units are permitted in the WBD-CRD, which allow for additional housing opportunities for individuals and families.

The City has improved existing housing and created new affordable housing within the WBD-CRD neighborhoods using the range of housing programs available to local governments in Florida. Map 2.3 Housing Program Locator Map locates the units improved, assisted or constructed in the WBD-CRD by type of housing program. These funding sources also provide downpayment assistance for residents to purchase a home. This program is available citywide, including for purchasing in the WBD-CRD. In addition, the higher density mixed-use character districts (MUC, MA, CH) provide City of Largo CDC provides for bonus density/intensity in return for the provision of affordable housing. Bonus density is available in two increments: the dedication of a minimum of ten percent (10%) of the total housing units in a project as affordable units results in a bonus of five (5) dwelling units per acre; the dedication of a minimum of twenty percent (20%) of the total housing units in a project as affordable units results in a bonus of ten (10) dwelling units per acre. The redevelopment of eligible mobile home parks participating in the Mobile Home Park Relocation Assistance Program results in an intensity bonus of 0.5 FAR (see Map 2.4 Eligible Mobile Home Parks). Bonus height is available in the CH District by the inclusion of either an affordable housing component or a live/work component. The affordable housing bonus provisions within the WBD-CRD Plan provide for levels of density/intensity not found elsewhere in the City and recognize the urban character of Largo's historic downtown.

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

In addition, the City has demonstrated its commitment to affordable housing through recent planning efforts. In 2023, the City initiated the Housing for All project to explore opportunities to encourage and realize a wide variety of housing types throughout the City. A key outcome of this initiative were recommendations to support the production of diverse housing typologies and promote attainable housing options. In December 2024, the City of Largo CDC was amended to implement some of these recommendations. Notably, a bonus structure to incentivize mixed-income housing was codified—providing developments with a density bonus when at least 10% of total dwelling units are set-aside as affordable for households at or below 80% Area Median Income (AMI). New development and redevelopment in the WBD-CRD is encouraged to take advantage of these bonuses to ensure attainable housing opportunities are available throughout the district.

H. Community Benefits and Development Bonuses

To encourage redevelopment that aligns with the goals, objectives, and land use vision of this Plan, new development/redevelopment projects may be eligible to achieve higher density and intensity when certain community benefits are provided. The following list provides a framework for a bonus structure that would afford new development and redevelopment projects in the West Bay Drive CRD with the opportunity to achieve a higher development potential than what is permitted by-right in return for providing benefits that help to achieve community goals and/or incorporating design elements that promote walkability and encourage innovative, architecturally distinctive projects.

This list was generated based on feedback from the community, the CRD's goals and objectives, recommendations made in tangential planning efforts, and the "Optional Design Standards" that were developed as part of the 2009 *West Bay Drive Community Redevelopment District Plan*. Note that this list is not exhaustive, nor regulatory; it is included here to solely to provide examples of the types of public benefits and design elements that the City may consider incorporating into a bonus structure in the *City of Largo CDC*, in conjunction with *Appendix B of the Plan*.

- Reserve a minimum percentage of total units for affordable/workforce housing or contribute to the City's Housing Trust Fund
- Vertically-integrated mixed use development with structured parking and provision of pedestrian-oriented/active uses at the sidewalk level, or adjacent to the Pinellas Trail (where applicable), in excess of the minimum requirement provided by the *City of Largo CDC*
- Incorporate façade elements that provide shade and weather protection along a building's street frontage in excess of the minimum requirements provided by the *City of Largo CDC*
- Provision of a wider pedestrian zone to incorporate wider sidewalks and uses that generate street-level activity, such as sidewalk cafes, in excess of the minimum requirements provided by the *City of Largo CDC*
- A minimum percentage of total floor area reserved for affordable commercial spaces, micro-retail spaces, and/or co-working spaces
- Incorporate a live/work component into a minimum percentage of a project's total floor area
- Provision of a landscaped buffer and/or setback to an adjacent lower density residential neighborhood that exceeds the standards in the *City of Largo CDC*
- A prominently located public gathering area such as outdoor seating area, courtyard, or plaza, accessible and visible from the public right of way and open to the public
- Dedication to the City of property for recreation and parks facilities
- Provision of ground-level open space above the minimum requirement with consideration for an additional bonus when the open space is improved with recreational facilities or pedestrian amenities
- Provision of public art equal to at least 1% of the construction cost of the project or financial contribution to the City's Public Art Program
- Provision of placemaking elements into site design that are visible from the public right-of-way, such as gateway or wayfinding signage, sidewalk emblems, streetlight banners, or other such element as reflected in the City's *Downtown Activation Plan*
- Preservation of existing mature trees on a redevelopment site
- Landscape plantings in excess of the minimum requirements provided in the *City of Largo*

CDC, including the planting of shade trees adjacent to pedestrian and bicycle paths

- Fulfilling planting requirements with drought-resistant, Florida-friendly native species above the minimum percentage required by the *City of Largo CDC*
- Contribution to the City's Tree Fund
- Construction of stormwater detention facilities which meet the stormwater detention requirements for one or more sites in addition to the subject site
- Construction of recreational amenities alongside stormwater detention facilities, such as walking paths and sheltered picnic areas
- Use of Low Impact Development (LID) techniques, such as alternative surfaces (such as e.g., vegetated roofs, pervious pavement or grid pavers), to reduce impervious area and promote stormwater infiltration
- Incorporate green infrastructure into streetscape, site, and/or parking lot design
- Use of high-albedo pavement in site design to reduce the urban heat island effect
- Overall reduction in impervious surface area when a site redevelops
- Provision of electric vehicle charging stations, or similar, in parking areas
- Installation of graywater systems in proposed residential projects
- Certification through the LEED (Leadership in Energy and Environmental Design) program at least at the silver level
- Installation of on site renewable energy systems (such as solar photovoltaic technology) to off-set building energy costs
- Creation of a public waiting area with pedestrian protection and appropriate street furniture at transit stops, and/or dedication of right-of-way for the construction of transit facilities
- Construction and dedication of a mid-block pedestrian walkway, or contribution to the construction of such facility
- Construction or contribution to the construction of new street connections or multimodal facilities
- Contribution to the construction of a public transit transfer station
- Contribution to the construction of an off-site public parking garage
- Dedication of a minimum percentage of public parking spaces in an otherwise private structured parking garage
- Line the ground floor of a structured parking garage with pedestrian-oriented uses along street frontages and screen the above stories of the parking structure with architectural panels, screen, or green walls compatible with the architectural design of the building(s) in which it serves

I. Exemptions from FAR Limitations

As an alternative, or in addition to, the opportunity for a density/intensity bonus with the provision of community benefits or design elements, as listed in Section H above, the City of Largo will consider exempting certain uses from FAR calculations to encourage developers to incorporate them into new development/redevelopment projects. Additional study is needed to determine whether a FAR exemption or development bonus is the most impactful incentive. The following list

is not comprehensive nor regulatory, *City of Largo CDC* shall govern any such bonuses or exemptions.

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

2.3 Mixed-Use Corridor Character District (MUC)

A. MUC District Intent and Description

The MUC Character District (see Map 2.2 Character Districts) includes the highest density (residential) and intensity (commercial) development within the WBD-CRD. The character district is centered on the major transportation corridors within the District, including West Bay/East Bay Drive, Clearwater-Largo Road, Missouri Avenue/Seminole Boulevard (also known as Alternate US 19, or Alt 19) and the CSX Railroad right-of-way. It includes areas with high community visibility and where the potential for increased transit orientation may exist in the future. The character district requires multi-story buildings, design vision encourages vertically-integrated mixed-use development, and with active first floor uses facing primary transportation corridors to create a compact, walkable urban environment.

B. MUC Allowable Uses

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

C. MUC Prohibited Uses

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

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

D. MUC Development Standards

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

Table 2-5: MUC Development Standards

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

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

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

D1. MUC Density and Intensity

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

D2. MUC Exemptions from FAR Limitations

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

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

D3. MUC Height

The following building height minimums and maximums are required:

- Buildings within the MUC Character District will be a minimum of two stories in height, and a maximum of six stories in height (see Illustration 21: MUC Massing Diagram).
- Buildings within the MUC Character District which front on one or more of the following: West Bay Drive, East Bay Drive, Clearwater Largo Road, Missouri Avenue, Seminole Boulevard, and CSX Railroad right-of-way will have a minimum building setback measuring a minimum of ten feet wide along each of these street frontages commencing above the third story. This is in order to increase light and air movement within the local street network and mitigate the effect of the increased height on people at street level. Additional building envelope setbacks at higher levels are also encouraged for the same reasons and to create more interesting building facades.
- Buildings within fifty feet of the property or right-of-way line shared with a Neighborhood Residential Character District will not exceed a maximum building height of three stories. No height bonuses shall be granted for three story buildings within this fifty feet. This also applies to buildings where the property or right-of-way line is the boundary of the District and is shared with the property or right-of-way line of one of the following low

density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU).

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

D4. MUC Setbacks/Pedestrian Zone

In order to create a pedestrian-oriented urban environment, buildings will be placed at a build to line at the inside of the area containing sidewalks, landscaping and related amenities (the "pedestrian zone"). The pedestrian zone is located around the perimeter of the site. The zone width is measured from the back edge of street curb and typically includes both a portion of the public right-of-way as well as private property. Buildings will be located at the build to line along a property's primary street frontage, with parking to the side and/or rear. To place emphasis on the pedestrian environment, awnings and balconies may project a maximum of five feet into the pedestrian zone, subject to a minimum clearance of eight feet being maintained from the finished grade. Where amenities that promote pedestrian use such as sidewalks, benches, bus stops, bike racks, landscaping, public gathering places and outdoor restaurants are provided, building facades may be setback an additional ten (10) feet into the site from the build to line (see Table 2-6: MUC Pedestrian Zone and Illustration 2-2: MUC Pedestrian Zone).

Table 2-6: MUC Pedestrian Zone

| Pedestrian Zone | Landscape Area (Between street and sidewalk) | Sidewalk |
|-----------------|---|----------|
| 20'* | 5' | 10' |

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

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

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

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

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

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

E. MUC Design Standards

E1. MUC Active Ground Floor

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

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

E2. MUC Architectural Excellence

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

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

the building.

- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- All balconies will be habitable; where porches are provided, they shall be functional with a minimum interior depth of four feet.

E3. MUC Site Design

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

E4. MUC Mobility Requirements

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

F. MUC Parking

F1. MUC Surface Parking Buffer

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

F2. MUC Parking Accommodation

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

combination of the following methods:

- **Surface or structured parking spaces:** Surface or structured parking may be provided on or off-site from the parcel it serves. Parking lots and garages will be located no closer to the front property line than the facade of the building they serve. Side and rear yard areas may be used for parking. All surface parking lots fronting a street right-of-way must not exceed thirty percent (30%) of the block length, and must be completely screened from view by a wall, fence, landscaping, or combination thereof. For residential-only property abutting an alley, vehicular access to parking will be provided from the alley rather than a frontage line.
- **Payment in lieu of parking spaces:** After adoption of the WBD CRD Plan, the City of Largo will explore the creation of a City Parking Trust Fund. Payment in lieu of parking spaces, up to a percentage of total required parking, could be contributed to a parking fund created to provide public parking within the Community Redevelopment District.
- **Shared parking:** The required number of parking spaces for two or more independent uses may be reduced by up to twenty five percent (25%) of the combined total required spaces under the following conditions:
 - The owners of two or more establishments having separate parking standards make collective provision for shared parking facilities and the peak periods of usage are not concurrent;
 - A cross access and cross parking agreement must be executed by the owners of the uses involved and recorded with the City.
- **On-street parking:** If a City Parking Trust Fund is created, on-street parking along street frontages may be counted toward fulfilling the parking standards for a private parcel of land that is less than 15,000 square feet in area. A payment to the City's Parking Trust Fund for each parking space so allocated would be required. Individual public on-street parking spaces will not be dedicated specifically to any parcel.
- **Alternatives to automobile parking:** The City may consider additional alternative parking measures from those previously listed.
 - **Bicycle parking:** A development may provide additional bicycle parking spaces, greater than the number required in the CDC. The additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 up to a maximum of ten percent (10%) of the required automobile spaces.
 - **Commuter Choice Program:** A development may provide a comprehensive commuter choice program administered by an Employee Transportation Coordinator in lieu of a maximum of ten percent (10%) of the required automobile spaces. The program will include participation in Pinellas Suncoast Transit Authority (PSTA) Employer's Choice Transit Benefit Program and employer sponsored transit passes. The program may also include flextime, vanpool/carpool subsidies, designated vanpool/carpool parking, and multi-modal promotion programs.

G. MUC Available Bonuses

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

requirements of the *City of Largo Comprehensive Development Code (CDC)*, which demonstrates that:

- The development includes at least two or more of the following uses: residential, retail, general commercial or office. Vertically integrated buildings are encouraged to provide both residential and nonresidential uses in proximity to active streets. Ground floors facing the street must be activated through residential or nonresidential land uses;
- The site area is at least 15,000 square feet in size;
- The development meets one or more of the provisions contained in Table 2-7: MUC Density Bonus, Table 2-8: MUC Intensity Bonus, or G3. MUC Height Bonus.

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

G1. MUC Density Bonuses

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

Table 2-7: MUC Density Bonus

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

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

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

G2. MUC Intensity Bonus

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

Table 2-8: MUC Intensity Bonus

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

G3. MUC Height Bonus

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

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

G4. MUC Transfer of Development Rights

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

G5. MUC Conforming/Nonconforming Structures and Uses

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

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

G6. MUC Modification of Building Height

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

- A finding is made by the Development Controls Officer (DCO) that demonstrates unique

conditions exist on the subject site which do not allow feasible multistory development or redevelopment. This finding shall be based on the submission by the property owner or owner's agent of a development plan meeting the site plan submission requirements of the *Comprehensive Development Code (CDC)*. The DCO's finding shall then be presented to the City of Largo City Commission for final determination.

- The proposed development must meet the standards of Section E. MUC Design Standards and Section F. MUC Parking, with the exception of minimum building height.

B. Vision Statement

The Mixed-Use Corridor (MUC) district will serve as a vibrant and accessible community hub in the heart of Downtown Largo. West Bay Drive will be a bustling and dynamic corridor that seamlessly integrates residential, commercial, employment, and entertainment uses. The MUC district prioritizes connectivity, convenience, and community by offering a diverse array of amenities and opportunities for work, leisure, and social interaction, while also fostering an identifiable sense of place that celebrates Largo's history and character.

C. Redevelopment Toolkit

The following toolkit describes the visionary attributes of the MUC district related to land use mix, density and intensity, building form and placement, and the public realm. The recommended development standards and design considerations presented in the toolkit provide a framework for implementing the district's redevelopment and design vision through potential amendments to Largo's Comprehensive Plan and Comprehensive Development Code (CDC). Note that the standards and imagery contained in this section are provided for conceptual purposes only and are not regulatory in nature. See Illustration 2-1: MUC Massing Diagram and Illustration 2-2: Recommended MUC Pedestrian Zone for additional details.

| MIXED-USE CORRIDOR (MUC) DISTRICT REDEVELOPMENT TOOLKIT | | | |
|--|--|---|--------------------------------------|
| Development Pattern and Mix of Uses | Vertically-integrated, mid-rise buildings with a mix of retail, employment, entertainment, and residential uses in a compact, walkable urban environment. | | |
| Density (dwelling units per acre, du/a) | Maximum Base: 60 – 90 du/a | Max. with bonus¹: 90 – 150 du/a | |
| Intensity (floor area ratio, FAR) | Maximum Base: 2.0 – 3.0 FAR | Max. with bonus¹: 3.0 – 5.0 FAR | |
| Building Height² | Minimum: 2 stories | Maximum Base: 6 stories | Max. with bonus: 8 stories |
| Building Form and Placement | <p>Building and site design standards create a well-defined street edge, encourage street-level activity, maximize usable space, and enhance the pedestrian experience.</p> <ul style="list-style-type: none"> • Setbacks: Zero to minimal front and side setbacks. See Section 2.2.A.1 for details on additional setbacks/transitional buffers when adjacent to a lower density/intensity land use district • Building Placement: Majority of building is placed at build-to line along the primary street frontage • Parking Areas: Located internal to site or to the side or rear of buildings, structured parking is preferred, surface parking is screened from view of public right-of-way • Ground Floors: Minimum height of 16-22 feet with pedestrian-oriented uses occupying a majority of linear building frontage along major corridors, such as West/East Bay Drive, Alt 19, Clearwater Largo Road, 4th Street SW, and 4th Street NW (e.g., small storefronts, food/drink establishments, museums/galleries). | | |

MIXED-USE CORRIDOR (MUC) DISTRICT REDEVELOPMENT TOOLKIT

| | |
|---|---|
| <u>Pedestrian Zone</u> | <p>The pedestrian zone in the MUC district provides the widest sidewalks and most space for active frontage elements compared to the other character districts, while also having building frontages as close to the pedestrian zone as possible to create a well-defined street edge. Recommended dimensions are provided in ranges to provide flexibility. The pedestrian zone should be provided along all street frontages, except for alleys. See Section 2.2.A.2 for an explanation of the general pedestrian zone configuration and Illustration 2-2 for an illustrative example of the MUC district pedestrian zone.</p> <ul style="list-style-type: none"> • <u>Landscape Area:</u> Five (5) to six (6) feet planting strip; street trees that provide shade, bioretention tree boxes, and native Florida species are encouraged where feasible • <u>Sidewalk:</u> Minimum width of unobstructed public sidewalk eight (8) to twelve (12) feet depending on lot depth • <u>Active Frontage Area:</u> The area between the sidewalk and building may be two (2) to 16 feet depending on lot depth and the provision of active frontage elements. Developments that provide public plazas, sidewalk cafes, outdoor seating areas and other uses that promote street-level activity may have a wider active frontage area than those that use the space for an additional pedestrian clear zone, landscaping, planter boxes, bike racks, etc. |
| <u>Public Realm Elements</u> | <p><u>Public realm standards place emphasis on a pedestrian-scale Downtown with attractive and comfortable streetscapes and spaces for community-gathering and social interaction.</u></p> <ul style="list-style-type: none"> • <u>Encourage/require active frontage elements and amenities that are well-integrated with the public realm and promote street-level activity, such as structures that provide shade and weather protection, street furniture, sidewalk cafes, outdoor retail displays, and public seating areas.</u> • <u>Encourage the provision of courtyards, plazas, and other spaces that can be used for pop-up events, outdoor markets, food truck courts, etc.</u> • <u>Encourage the incorporation of placemaking elements and wayfinding signage in site design adjacent to public rights-of-way (or a dedication within the right-of-way) that reflects Downtown branding and emphasizes connections to major destinations, the Pinellas Trail, Largo Central Park, Largo High School, etc.</u> • <u>Ensure adequate pedestrian-oriented lighting adjacent to sidewalks and on-site pedestrian pathways.</u> |
| <u>Additional Considerations</u> | <ul style="list-style-type: none"> • <u>Support lot consolidation to promote larger-scale, half- to full-block redevelopment projects.</u> • <u>Where feasible, encourage/require new street connections to maintain the street grid. Where new vehicular connections are not possible, require large-scale redevelopment sites be broken up by pedestrian passageways between buildings that connect to the public sidewalk</u> |

MIXED-USE CORRIDOR (MUC) DISTRICT REDEVELOPMENT TOOLKIT

- Consider limiting the width of storefronts at the pedestrian-level along West Bay Drive and Clearwater-Largo Road to accommodate smaller, more affordable spaces for small businesses, micro-retailers, and start-ups.
- Encourage/require all parking structures to have liner buildings with active ground floor uses along street frontages.

¹See Section 2.2.H for a list of community benefits, design elements, and site features that are aligned with the WBD-CRD's redevelopment vision and may be used to achieve bonus density/intensity.

²See Section 2.2.B for additional building height provisions, such as flexibility to the minimum building height, height bonuses, and neighborhood transition/compatibility considerations for developments adjacent to a less-intense character district or land use designation.

MUC Character District Redevelopment Toolkit: District Vision Elements



Commercial redevelopment may include restaurants, cafes, and retail on the ground floor and professional offices, studios, and personal services on the second-story.



Vertically-integrated mixed use development should be designed to promote active ground floors and walkability. Developments should provide pedestrian-oriented uses at the sidewalk level and offices, temporary lodging units, and/or residential units in the above stories.

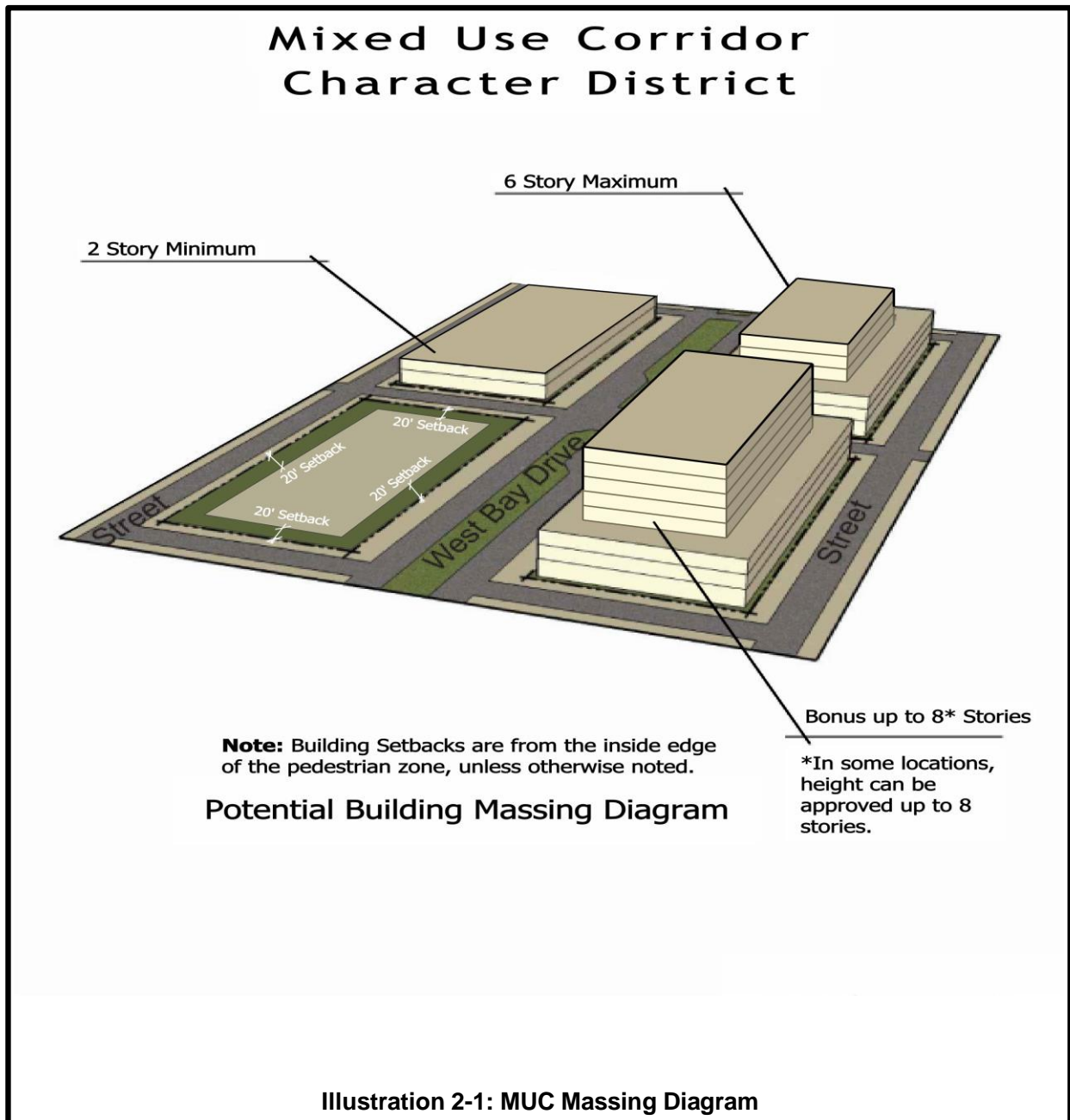


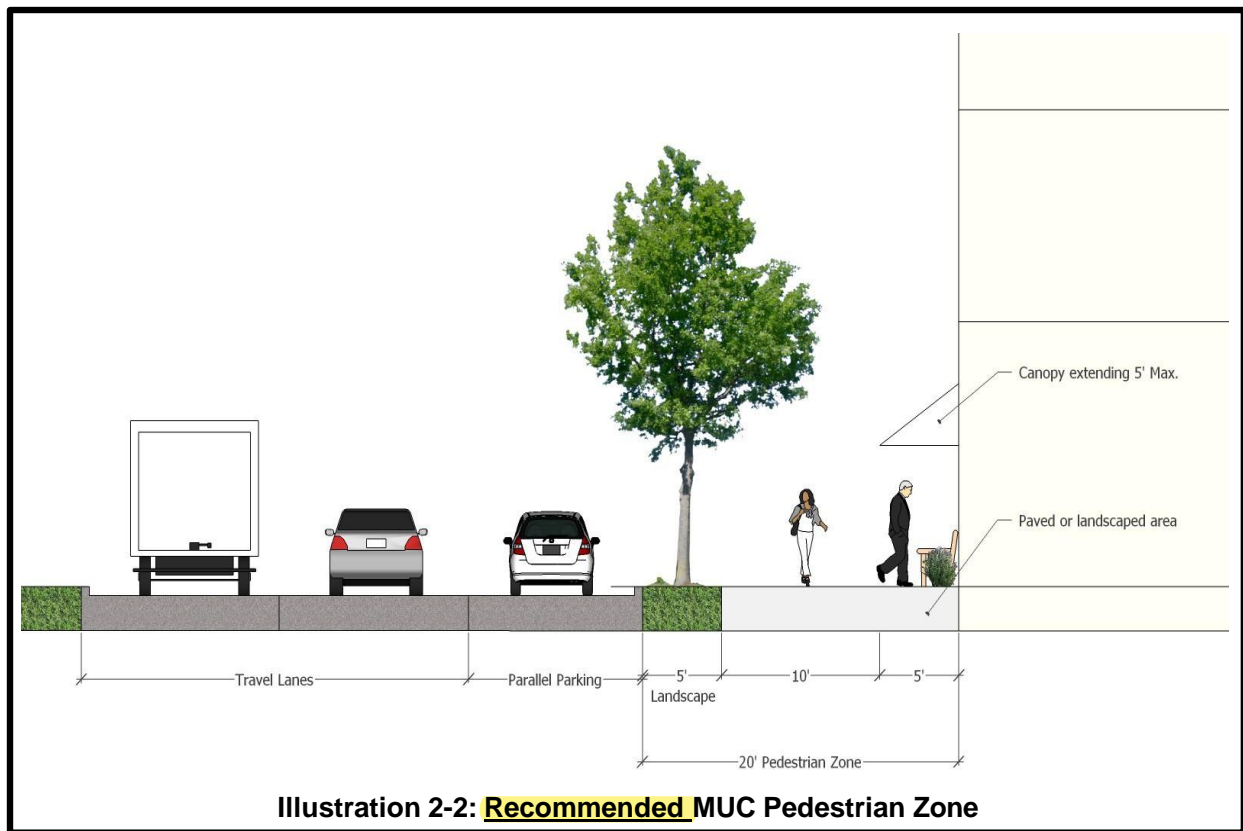
Active frontages and sidewalks promote activity on the street, creating a vibrant, welcoming streetscape. Active frontages encourage Crime Prevention through Environmental Design (CPTED) principles, such as "eyes on the street," and encourage pedestrian activity and social interaction by enhancing the public realm.



Structured parking is preferred and is encouraged to reserve a portion of spaces for public use in exchange for a development bonus. Parking structures should include liner buildings or active ground floor uses along primary street frontages and be screened with architectural panels or green walls on secondary frontages/above the ground floor.

The following illustrations are provided for demonstrative purposes only and are not to be interpreted as regulatory in nature.





2.4 Medical Arts Character District (MA)

A. MA District Intent and Description

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

B. MA Allowable Uses

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

C. MA Prohibited Uses

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

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

D. MA Development Standards

Density, intensity, height, Floor Area Ratio (FAR), and impervious surface ratios (ISR) for the MA Character District are listed in Table 2-9: MA Development Standards. Height maximums

are given by the number of stories for the MA District, rather than in feet, to give developers greater flexibility, and to encourage greater floor to ceiling heights. Structured parking is excluded from FAR calculations to promote its use within the WBD-CRD.

Table 2-9: MA Development Standards

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

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

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

D1. MA Density and Intensity

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

D2. MA Exemptions from FAR limitations

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

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

D3. MA Height

The following building height minimums and maximums are required:

- Buildings within the MA Character District will be a minimum of two (2) stories in height, and a maximum of six (6) stories in height (see Illustration 2-3: MA Massing Diagram).
- Buildings within the MA Character District which front on West Bay Drive or Clearwater Largo Road will have a minimum building setback measuring a minimum of ten (10) feet wide along each of these street frontages commencing above the third story. This is provided in order to increase light and air movement within the local street network and mitigate the effect of the increased height on people at street level. Additional building envelope setbacks at higher levels are also encouraged for the same reasons and to create more interesting building facades.
- Buildings within fifty (50) feet of the property or right of way line shared with a Neighborhood Residential Character District will not exceed a maximum building height

of three (3) stories. No height bonuses shall be granted for three story buildings within this fifty feet. This also applies to buildings where the property or right of way line is the boundary of the District and is shared with the property or right of way line of one of the following low density Future Land Use Map (FLUM) designations: Residential Low (RL) or Residential Urban (RU). See D4. MA Setbacks/Pedestrian Zone below for setbacks from the western District boundary.

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

D4. MA Setbacks/Pedestrian Zone

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

Table 2-10: MA Pedestrian Zone

| Pedestrian Zone | Landscape Area (Between street and sidewalk) | Sidewalk |
|-----------------|---|----------|
| 20'* | 5' | 10' |
| | | |

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

**Front/Side/Rear
Setback:**

Build to a line at the inside edge of the pedestrian zone as contained in Table 2-10: MA Pedestrian Zone to a maximum set-back from the edge of the pedestrian zone of twenty (20) feet.

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

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

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

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

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

E. MA Design Standards

E1. MA Active Ground Floor

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

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

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

E2. MA Architectural Excellence

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

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

E3. MA Site Design

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

E4. MA Mobility Requirements

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

F. MA Parking

F1. MA Surface Parking Buffer

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

F2. MA Parking Accommodation

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

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

that is less than 15,000 square feet in area. A payment to the City's Parking Trust Fund for each parking space so allocated would be required. Individual public on-street parking spaces will not be dedicated specifically to any parcel.

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

G. MA Available Bonuses

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

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

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

G1. MA Density Bonus

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

Table 2-11: MA Density Bonus

| Density Bonus Criteria | Amount of Bonus |
|--|---|
| Mixed-use development with a minimum of ten percent (10%) gross project floor area dedicated for office, retail sales, or service uses at the sidewalk level | Ten (10) dwelling units per acre (du/A) |

~~Incorporation of at least two (2) Optional Design Standards (see APPENDIX B: OPTIONAL DESIGN STANDARDS)~~

~~Five (5) dwelling units per acre (du/A)~~

~~The dedication of a minimum of ten percent (10%) of the total units in the project as affordable housing*~~

~~Five (5) dwelling units per acre (du/A)~~

~~The dedication of a minimum of twenty percent (20%) of the total units in the project as affordable housing*~~

~~Ten (10) dwelling units per acre (du/A)~~

~~The dedication of a minimum of ten percent (10%) of the total units in the project as work force housing**~~

~~Five (5) dwelling units per acre (du/A)~~



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

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

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

G2. MA Intensity Bonus

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

Table 2-12: MA Intensity Bonus

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

G3. MA Height Bonus

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

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

G4. MA Transfer of Development Rights

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

G5. MA Conforming/Nonconforming Structures and Uses

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

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

G6. MA Modification of Building Height

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

- A finding is made by the Development Controls Officer (DCO) that demonstrates unique conditions exist on the subject site which do not allow feasible multi story development or redevelopment. This finding shall be based on the submission by the property owner or owner's agent of a development plan meeting the site plan submission requirements of the

~~Comprehensive Development Code (CDC). The DCO's finding shall then be presented to the City of Largo City Commission for consideration and approval as part of a Development Agreement.~~

- ~~The proposed development must meet the standards of Section E. MA Design Standards and Section F. MA Parking, with the exception of minimum building height.~~

B. Vision Statement

The Medical Arts (MA) character district will be an innovative health and wellness campus that serves as an economic catalyst for the WBD CRD by attracting high-quality jobs to the district, promoting sustainable building and development practices, and strategically connecting to the Downtown Core through programming and multimodal transportation routes. The MA Character District will feature medical facilities, research centers, and education institutions, as well as short-term stay and workforce residential units, creating a supportive environment for healthcare professionals, patients, and families.

C. Redevelopment Toolkit

The following toolkit describes the visionary attributes of the MA district related to land use mix, density and intensity, building form and placement, and the public realm. The recommended development standards and design considerations presented in the toolkit provide a framework for implementing the district's redevelopment and design vision through potential amendments to Largo's Comprehensive Plan and Comprehensive Development Code (CDC). Note that the standards and imagery contained in this section are provided for conceptual purposes only and are not regulatory in nature. See Illustration 2-3: MA Massing Diagram and Illustration 2-4: Recommended MA Pedestrian Zone for additional details.

| MEDICAL ARTS (MA) DISTRICT REDEVELOPMENT TOOLKIT | | | |
|---|---|--|---|
| <u>Development Pattern and Mix of Uses</u> | <u>Predominantly low to mid-rise buildings and vertically- or horizontally integrated mixed use developments with medical, employment, and educational facilities and complementary uses such as multifamily workforce housing, lodging, retail, cafes, and supportive personal service uses such as day cares, dry cleaning, small grocers, etc.</u> | | |
| <u>Density</u> (dwelling units per acre, du/a) | <u>Maximum Base:</u> 45 – 60 du/a | <u>Max. with bonus¹:</u> 60 – 150 du/a | |
| <u>Intensity</u> (floor area ratio, FAR) | <u>Maximum Base:</u> 1.5 – 2.0 FAR | <u>Max. with bonus¹:</u> 2.5 – 5.0 FAR | |
| <u>Building Height²</u> | <u>Minimum:</u> 2 stories | <u>Maximum Base:</u> 6 stories | <u>Max. with Bonus:</u> 8 stories |
| <u>Building Form and Placement</u> | <u>Building and site design standards emphasize health through environmental design by encouraging a vibrant mix of uses and the provision of public green spaces/outdoor gathering areas to promote community interaction.</u> <ul style="list-style-type: none"> • <u>Setbacks:</u> Minimal front setbacks; moderate side and rear setbacks to accommodate parking areas and medical facility needs | | |

MEDICAL ARTS (MA) DISTRICT REDEVELOPMENT TOOLKIT

| | |
|-------------------------------------|--|
| | <ul style="list-style-type: none"> • Building Placement: Majority of building is placed at build-to line along the primary street frontage; buildings adjacent to the Pinellas Trail should be oriented towards the Trail • Parking Areas: Located internal to site or to the side or rear of buildings; a mix of structured and surface parking with perimeter landscaping to screen parking areas from view of public right-of-way • Ground Floors: Minimum height of 16-22 feet with pedestrian-oriented uses occupying a majority of linear building frontage along West Bay Drive, the Pinellas Trail and other major corridors (exceptions may be made for medical facilities) |
| <u>Pedestrian Zone</u> | <p>The pedestrian zone in the MA district provides the wide sidewalks and ample space for active frontage elements, while also having building frontages as close to the pedestrian zone as possible when they contain pedestrian-oriented uses at the sidewalk-level. Recommended dimensions are provided in ranges to provide flexibility. The pedestrian zone should be provided along all street frontages, except for alleys. See Section 2.2.A.2 for an explanation of the general pedestrian zone configuration and Illustration 2-4 for an illustrative example of the MA district pedestrian zone.</p> <ul style="list-style-type: none"> • Landscape Area: Five (5) to six (6) feet planting strip; street trees that provide shade, bioretention tree boxes, and native Florida species are encouraged where feasible • Sidewalk: Minimum width of unobstructed public sidewalk eight (8) to twelve (12) feet depending on lot depth • Active Frontage Area: The area between the sidewalk and building may be two (2) to 16 feet depending on lot depth and the provision of active frontage elements. Developments that provide public plazas, sidewalk cafes, outdoor seating areas, employee break areas, and other uses that promote street-level activity may have a wider active frontage area than those that use the space for an additional pedestrian clear zone, landscaping, planter boxes, bike racks, etc. |
| <u>Public Realm Elements</u> | <p>Public realm standards place emphasis on the provision of public green spaces and integrated stormwater-recreation facilities to enhance resiliency and promote community interaction.</p> <ul style="list-style-type: none"> • Encourage the provision of courtyards, plazas, and other spaces that can be used as rest/break areas for employees and visitors with ample seating, shade/weather protection, and a focal point such as public art, a fountain, or other architecturally distinct hardscape elements. • Encourage the incorporation of placemaking elements such as gateway signage and wayfinding signage in site design adjacent to public rights-of-way (or a dedication within the right-of-way) that reflects vision elements for a Health and Wellness Campus and emphasizes connections to major destinations, such as the Downtown Core, Pinellas Trail, Largo Central Park, Largo High School, etc. • Encourage the use of native Florida, drought-tolerant landscaping |

MEDICAL ARTS (MA) DISTRICT REDEVELOPMENT TOOLKIT

| | |
|--|---|
| | <ul style="list-style-type: none"> • <u>Incorporate open space, environmental, and wellness uses such as public parks, water features, recreational fields, dog parks, fitness facilities, multi-use trails</u> • <u>Encourage trail-oriented development for properties adjacent or across the street from Pinellas Trail right-of-way and require that they provide ample bicycle parking and well-defined pedestrian/bicycle connections from the site to the Trail</u> • <u>Explore opportunities for innovative stormwater management that combines stormwater detention facilities with public green space/recreational amenities</u> |
| <u>Additional Considerations</u> | <ul style="list-style-type: none"> • <u>Improve access management along West Bay Drive to enhance turn radii and safe access to medical facilities</u> • <u>Alleviate congestion by expanding direct access points to the hospital (see page 29 of the <i>Largo Health and Wellness Campus Strategic Plan</i>)</u> • <u>Where feasible, encourage/require new street connections to segment the campus into identifiable components and enhance connectivity to existing roadways and the Pinellas Trail</u> • <u>Enhance access to the Pinellas Trail by extending local streets to connect existing infrastructure; add/enhance crossings</u> • <u>Seek opportunities to program the space adjacent to the Pinellas Trail with recurring event(s) to generate economic activity and interest in the district</u> |
| <p>¹See Section 2.2.H for a list of community benefits, design elements, and site features that are aligned with the WBD-CRD's redevelopment vision and may be used to achieve bonus density/intensity.</p> <p>²See Section 2.2.B for neighborhood transition/compatibility considerations for developments adjacent to a less-intense character district or land use designation, including height limitations, minimum building step-backs, and perimeter buffers.</p> | |

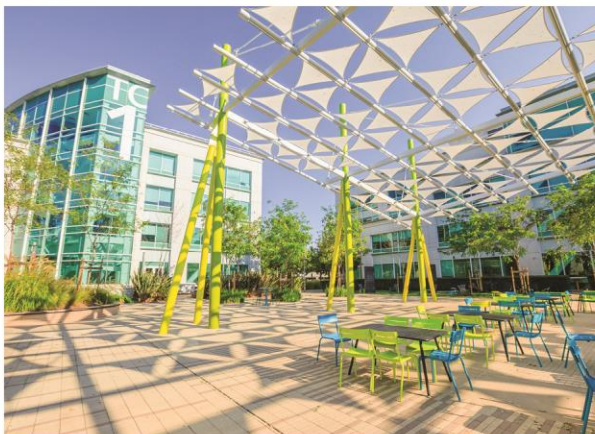
MA Character District Redevelopment Toolkit: District Vision Elements



The City's third-largest employer, HCA Florida Largo Hospital anchors the district. New development/redevelopment may include additional medical facilities and target employment uses, as well as complementary uses that serve the needs of those working, receiving care, studying, and living in/near the district.



Workforce housing near employment and transportation centers provides enhanced access to resources. Various transportation options such as shared-use paths, trail connections, public transportation, and micro-mobility options should be considered to enhance mobility and connectivity to key areas throughout the City

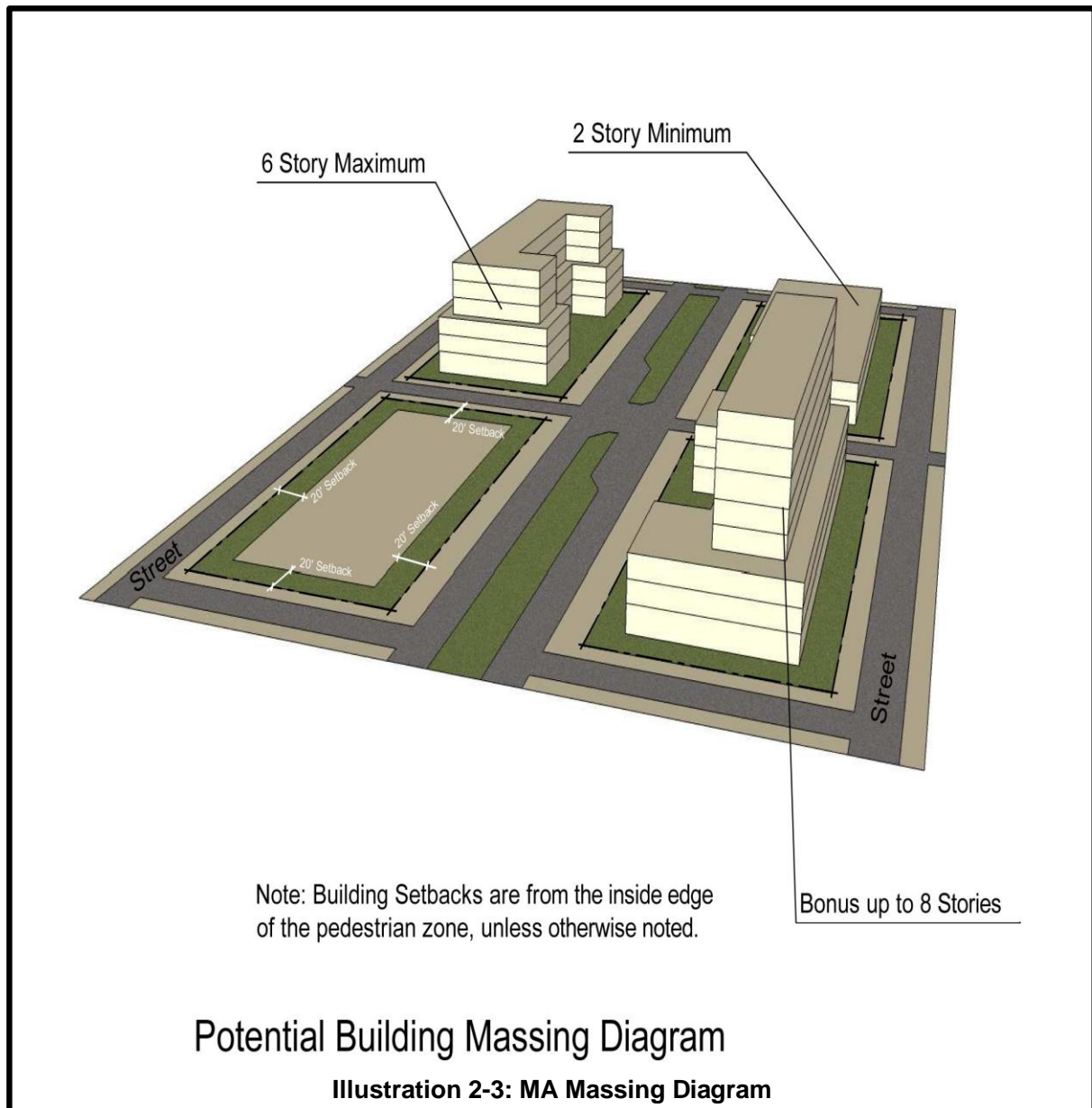


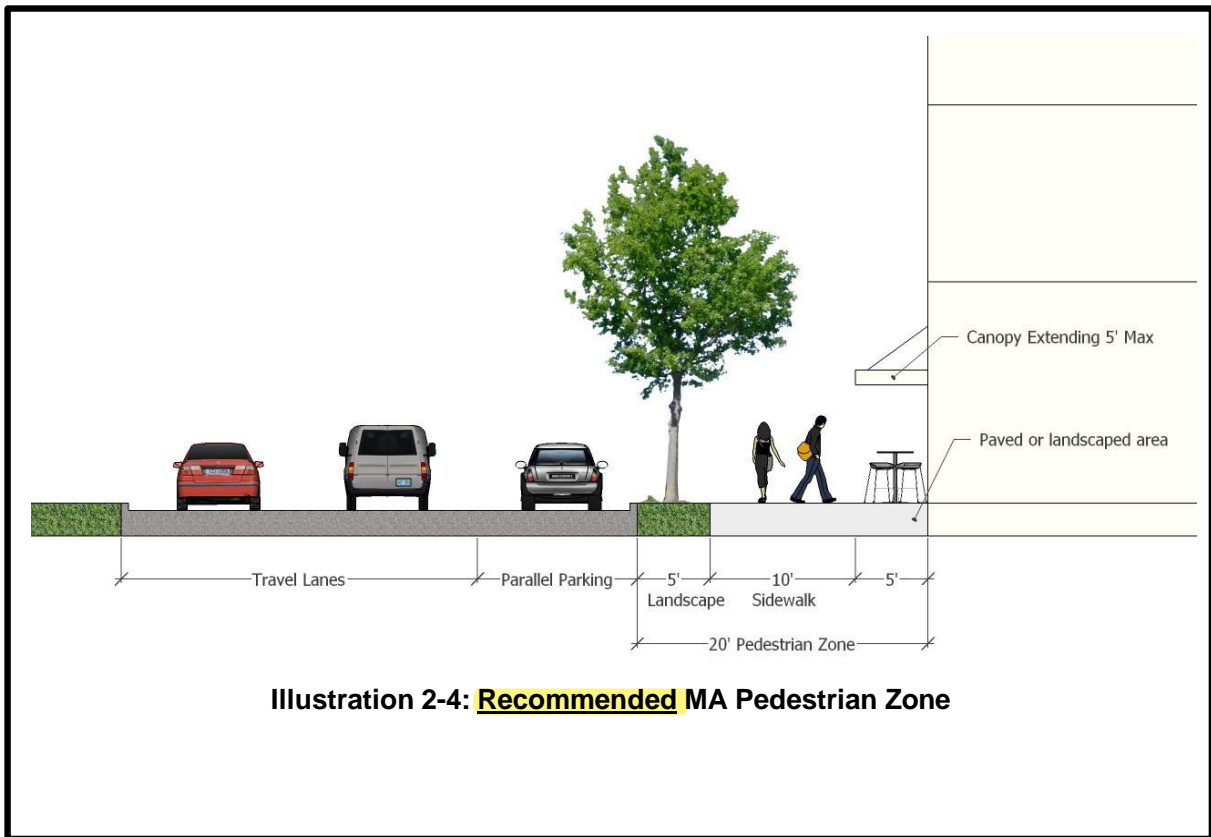
Employment uses are encouraged to provide outdoor seating areas, plazas, and courtyards to create spaces where employees and visitors can take breaks. These spaces can also be used to break up large development sites and should be located adjacent to green spaces and/or stormwater detention facilities where possible to increase access to nature in the MA district.



Integrative green infrastructure and bicycle/pedestrian networks provide safe and convenient connections throughout the character district and to surrounding destinations while simultaneously beautifying and enhancing resiliency in the area.

The following illustrations are provided for demonstrative purposes only and are not to be interpreted as regulatory in nature.





2.5 City Home Character District (CH)

A. CH District Intent and Description

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

B. CH Allowable Uses

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

C. CH Prohibited Uses

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

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

D. CH Development Standards

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

Table 2-13: CH Development Standards

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

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

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

D1. CH Density

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

D2. CH Height

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

D3. CH Setbacks/Pedestrian Zone

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

Table 2-14: CH Pedestrian Zone

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

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

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

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

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

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

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

E. CH Design Standards

E1. CH Active Ground Floor

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

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

E2. CH Architectural Excellence

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

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

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

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

E3. CH Site Design

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

E4. CH Mobility Requirements

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

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

F. CH Parking

F1. CH Surface Parking Buffer

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

F2. CH Parking Accommodation

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

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

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

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

G.CH Available Bonuses

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

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

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

G1. CH Density Bonuses

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

Table 2-15: CH Density Bonus

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

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

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

G2. CH Height Bonus

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

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

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

G3.CH Transfer of Development Rights

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

G4. CH Conforming/Nonconforming Structures and Uses

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

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

G5. CH Modification of Building Height

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

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

B. Vision Statement

The City Home (CH) character district will serve as a transition between the more active, urban mixed-use districts and quiet, single-family neighborhoods. The district will provide an array of housing types attainable to households of various life stages, sizes, and income levels in proximity to employment, transportation, shopping, and recreational opportunities to serve residents' daily needs.

C. Redevelopment Toolkit

The following toolkit describes the visionary attributes of the CH district related to land use mix, density and intensity, building form and placement, and the public realm. The recommended development standards and design considerations presented in the toolkit provide a framework for implementing the district's redevelopment and design vision through potential amendments to Largo's Comprehensive Plan and Comprehensive Development Code (CDC). Note that the standards and imagery contained in this section are provided for conceptual purposes only and are not regulatory in nature. See Illustration 2-5: CH Massing Diagram and Illustration 2-6: Recommended CH Pedestrian Zone for additional details.

| CITY HOME (CH) DISTRICT REDEVELOPMENT TOOLKIT | | | |
|---|--|--|--------------------------------------|
| Development Pattern and Mix of Uses | Predominantly residential developments with a diversity of multi- and single-family housing types, such as small- and medium-type "missing middle" housing (e.g., townhomes, courtyard buildings, and multiplexes). Smaller-scale mixed-use and live/work developments with neighborhood-supportive commercial uses on the ground floor (e.g., cafes, bodegas, dry cleaners, day cares, salons, etc.), may be appropriate at key intersections and adjacent to higher density/intensity districts to facilitate an appropriate transition. | | |
| Density (dwelling units per acre, du/a) | Maximum Base: 20 – 30 du/a | Max. with bonus¹: 30 – 60 du/a | |
| Intensity (floor area ratio, FAR) | Maximum Base: 0.50 – 0.75 FAR | Max. with bonus¹: 1.0 FAR | |
| Building Height² | Minimum: 2 stories | Maximum Base: 4 stories | Max. with Bonus: 6 stories |
| Building Form and Placement | Building and site design standards signify a transition between higher density districts and traditional single-family neighborhoods. <ul style="list-style-type: none">Setbacks: Minimal front setbacks for primary frontages along major streets; moderate setbacks consistent with the established development pattern elsewhereBuilding Placement: Active ground floors and frontage zones are encouraged for mixed-use buildings at key intersections; residential frontage includes stoops and front porches; garages setback behind the primary façade line of the principal structureParking Areas: Driveway access at the rear of the property from an improved alley, where possibleGround Floors: Neighborhood-serving uses at the sidewalk-level may be considered at key intersections and along major corridors to create lively, walkable neighborhoods that serve residents' daily needs | | |

CITY HOME (CH) DISTRICT REDEVELOPMENT TOOLKIT

Pedestrian Zone

The pedestrian zone in the CH district provides moderate sidewalk widths, space for active frontage elements in appropriate locations, and front yards in areas that are predominantly residential. Recommended dimensions are provided in ranges to provide flexibility. The pedestrian zone should be provided along all street frontages, except for alleys. See Section 2.2.A.2 for an explanation of the general pedestrian zone configuration and Illustration 2-6 for an illustrative example of the CH district pedestrian zone.

- **Landscape Area:** Five (5) to six (6) feet planting strip; canopy trees and native Florida species are encouraged where feasible
- **Sidewalk:** Minimum width of unobstructed public sidewalk is six (6) feet
- **Active Frontage Area:** The area between the sidewalk and building may be five (5) to twenty (20) feet depending on location and the existing development pattern on residential streets. Front porches and balconies facing primary streets are strongly encouraged and may occupy the area between the sidewalk and building. Additional landscaping is also encouraged.

Public Realm Elements

Public realm standards place emphasis on creating safe, comfortable, and attractive streetscapes and connecting residential areas to major destinations, including the Downtown Core, schools, parks, trails, and public transportation hubs.

- Adequate pedestrian-oriented lighting along sidewalks/neighborhood streets
- Intermittent crossings with signalization across major streets
- Provide “gateway” signage and wayfinding to define neighborhoods and identify community assets such as access to parks/green spaces, playgrounds, and trails
- Support neighborhood public art initiatives such as painted crosswalks/intersections, and murals to minimize blank walls and elevate community activities/collaboration
- Seek opportunities to create pocket parks and encourage/incentivize larger-scale development projects to provide green spaces such as community gardens, playgrounds, and courtyards
- Encourage/incentivize the planting of canopy trees to beautify neighborhood streets and calm traffic
- Encourage/incentivize the provision of temporary event spaces for festivals, neighborhood block parties, and outdoor markets

Additional Considerations

- Construct on-street bicycle facilities and neighborhood greenways/bicycle boulevards that connect into the broader bike network and Pinellas Trail
- Fill gaps in the sidewalk network and seek opportunities to increase access to recreational amenities and trails
- Continuously seek opportunities to increase the supply of affordable housing options, promote attainable homeownership opportunities, and provide assistance to maintain/improve the existing housing stock
- Continuously involve community members and residents in the planning process and be proactive in sharing information about new development

CITY HOME (CH) DISTRICT REDEVELOPMENT TOOLKIT

proposals and improvement projects so they have the opportunity to have their voice heard in the types of community benefits and improvements they want to see

¹See Section 2.2.H for a list of community benefits, design elements, and site features that are aligned with the WBD-CRD's redevelopment vision and may be used to achieve bonus density/intensity.

²See Section 2.2.B for neighborhood transition/compatibility considerations for developments adjacent to a less-intense character district or land use designation, including height limitations, minimum building step-backs, and perimeter buffers.

CH Character District Redevelopment Toolkit: District Vision Elements



Smaller-scale, mixed-use infill development with neighborhood-serving uses on the ground floor (e.g., cafés, restaurants, or personal services) and residential above can be designed to complement the character of established neighborhoods and enhance the streetscape to create lively, walkable neighborhoods.



Multimodal infrastructure such as bike lanes, crosswalks, and trail connections should be located throughout the character district to enhance safety and connectivity to key destinations. Mid-block crosswalks, adequate pedestrian-oriented lighting, street trees, and on-street parking spaces can be used to slow down traffic and enhance pedestrian safety and comfort.

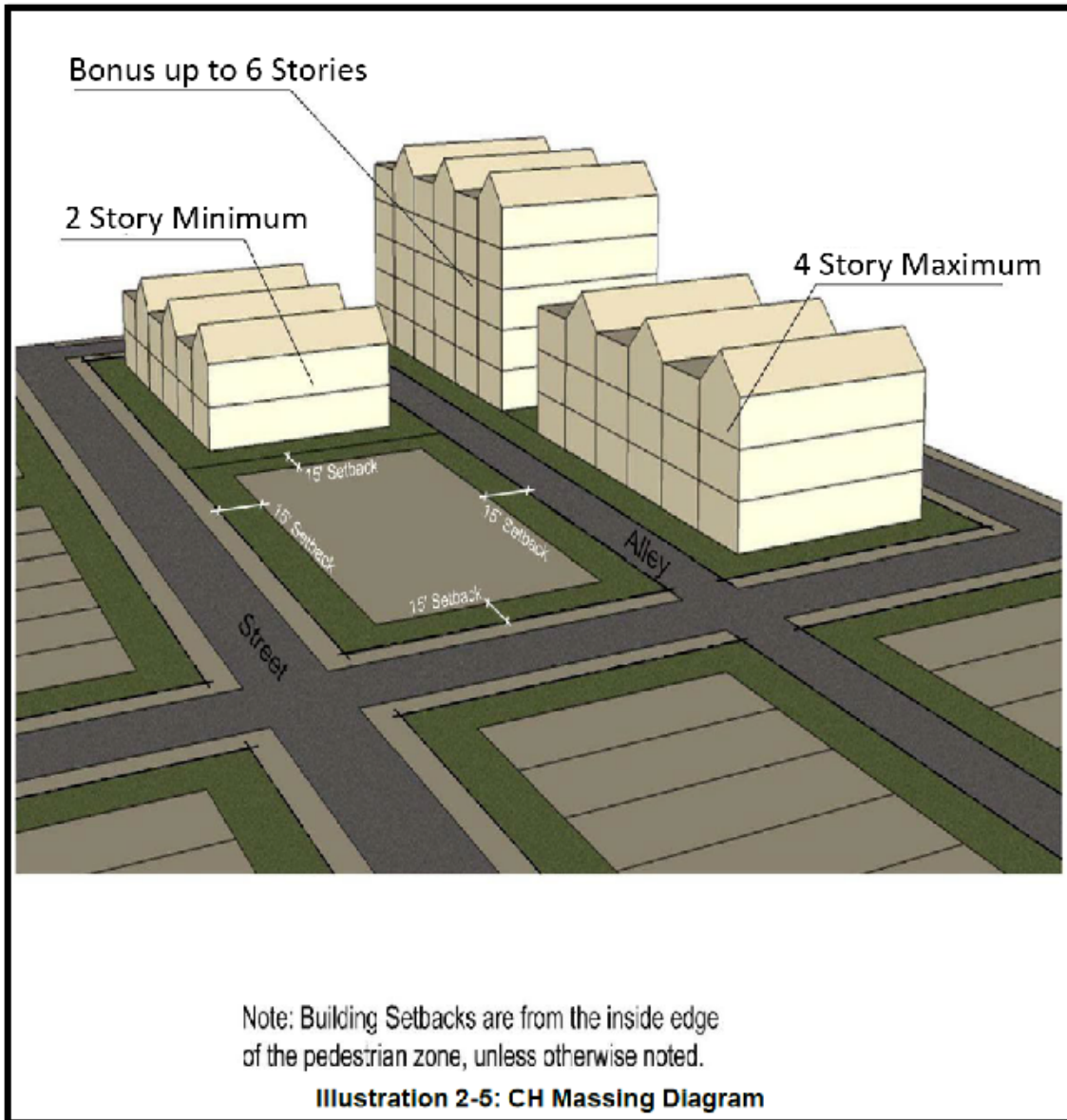


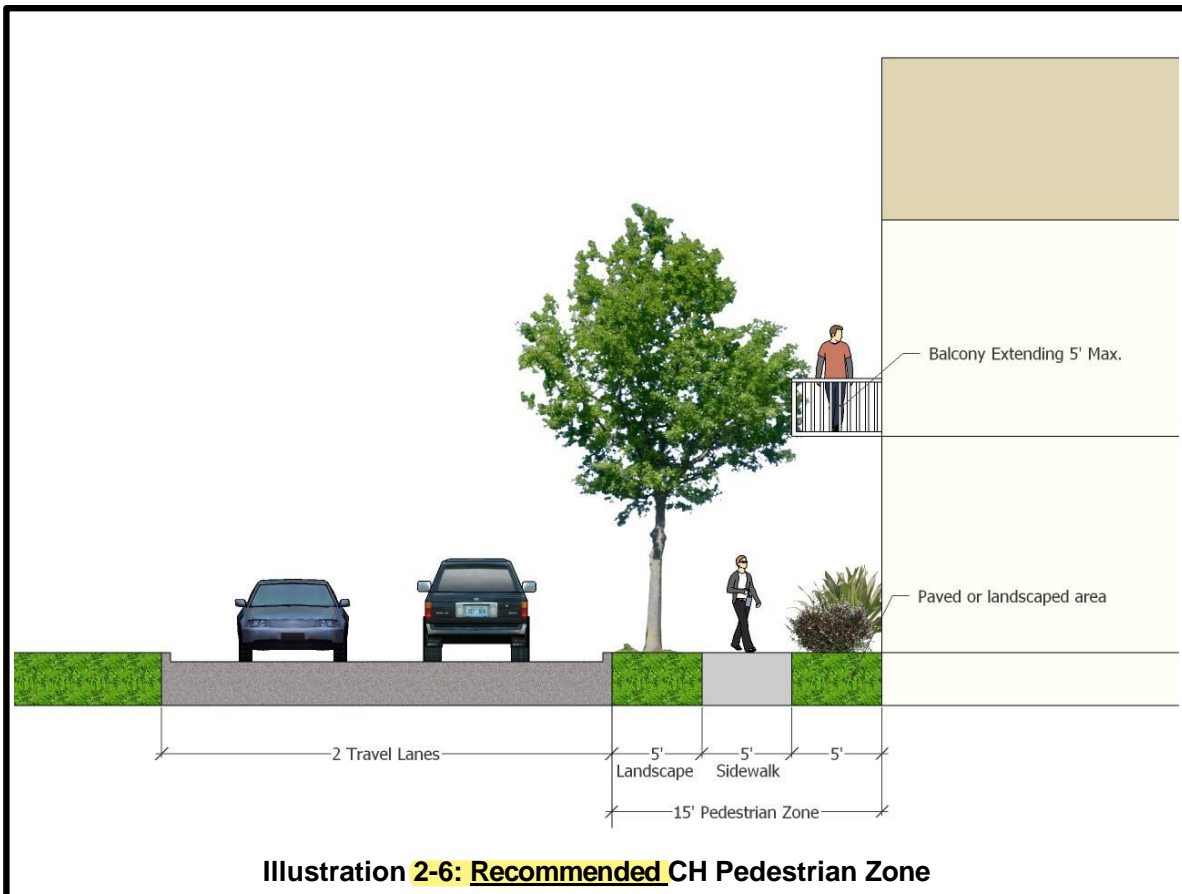
Mid-scale, mixed-use and multifamily developments can provide a transition between higher density activity centers and established neighborhoods along major corridors and at key intersections.



Greenways, multi-use paths, and neighborhood parks can be situated in residential neighborhoods and along urban corridors to provide green space and recreational opportunities, as well as public gathering spaces for events such as neighborhood block parties.

The following illustrations are provided for demonstrative purposes only and are not to be interpreted as regulatory in nature.





2.6 Neighborhood Residential Character District (NR)

A. NR District Intent and Description

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

B. NR Allowable Uses

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

C. NR Prohibited Uses

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

D. NR Development Standards

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

Table 2-16: NR Development Standards

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

* As measured from the finished floor elevation.

D1. Density

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

D2. Accessory dwelling units

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

D3. Height

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

D4. Setbacks/Pedestrian Zone

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

Table 2-17: NR Pedestrian Zone

| Pedestrian Zone | Landscape Area (Between street and sidewalk) | Sidewalk |
|-----------------|--|----------|
| 10' | 5' | 5' |

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

Front Setback: Twenty (20) foot minimum setback from the inside edge of the pedestrian zone as contained in Table 2-17: NR Pedestrian Zone.

Side Setback: Five (5) foot minimum setback from the inside edge of the pedestrian zone as contained in Table 2-17: NR Pedestrian Zone (where adjacent to the public right of way) or five-foot (5') minimum setback from all side property lines.

Rear Setback: Twenty (20) foot minimum setback from all rear property lines (five (5) foot minimum setback from alley property line where garage with alley access is provided).

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

E. NR Design Standards

E1. NR Architectural Excellence

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

- Building Height/Roof Form – All new dwellings will include architectural design elements including pitched roofs, parapets, or other design treatments at the roof level.
- Neon, primary and black colors, and checks, stripes, and other patterns are prohibited as the primary façade treatment on all buildings.
- Roofing material for exposed sloped roofs will be consistent and compatible with the architectural style of the building.
- All mechanical equipment (either ground mounted or rooftop) will be shielded from pedestrian view with materials equal to the height of the equipment which are consistent and compatible with the architectural style of the building.
- The architecture of all accessory buildings, whether attached or freestanding, will be compatible with the principal structure.
- Where porches are provided, they shall be functional, with a minimum interior depth of four feet.

E2. NR Site Design

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

E3. NR Mobility Requirements

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

F. NR Parking

F1. NR Surface Parking Buffer

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

F2. NR Parking Accommodation

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

B. Vision Statement

The Neighborhood Residential (NR) character district will promote safe and inclusive neighborhoods that are well-connected to nearby employment, shopping, recreational, and transportation opportunities. This district encourages a diverse mix of housing types that complement the existing neighborhood character and prioritizes improvements to neighborhood infrastructure that promote a sense of community, safety, and well-being.

C. Redevelopment Toolkit

The following toolkit describes the visionary attributes of the NR district related to land use mix, density and intensity, building form and placement, and the public realm. The recommended development standards and design considerations presented in the toolkit provide a framework for implementing the district's redevelopment and design vision through potential amendments to Largo's Comprehensive Plan and Comprehensive Development Code (CDC). Note that the standards and imagery contained in this section are provided for conceptual purposes only and are not regulatory in nature. See Illustration 2-7: NR Massing Diagram and Illustration 2-8: Recommended NR Pedestrian Zone for additional details.

| NEIGHBORHOOD RESIDENTIAL (NR) DISTRICT REDEVELOPMENT TOOLKIT | |
|--|--|
| <u>Development Pattern and Mix of Uses</u> | Largely maintains existing neighborhood development pattern with one to two-story small- and medium-type housing units (e.g. townhomes, duplexes, triplexes, fourplexes, accessory dwelling units (ADUs)) that are well-connected to community facilities such as parks, playgrounds, schools, places of worship, libraries, etc. |
| <u>Density</u> (dwelling units per acre, du/a) | <u>Maximum Base:</u> 7.5 – 10 du/a <u>Max. with bonus¹:</u> 10 – 20 du/a |
| <u>Intensity</u> (floor area ratio, FAR) | N/A |
| <u>Building Height</u> | <u>Minimum:</u> None <u>Maximum:</u> 2 stories |
| <u>Building Form and Placement</u> | <p><u>Building and site design standards prioritize preserving the established neighborhood character/development pattern while providing some flexibility to accommodate diverse housing types that may be more attainable to households of varying sizes, life stages, income levels.</u></p> <ul style="list-style-type: none">• <u>Setbacks:</u> Front setbacks are consistent with the predominant pattern established on the block; side and rear setbacks may be reduced to allow for the development of an accessory dwelling unit (ADU)• <u>Building Placement:</u> The principal residential entrance should face the primary street (except cottage court developments and ADUs); accessory structures, including garages and ADUs are setback behind the primary façade line of the principal structure• <u>Parking Areas:</u> Driveway access at the rear of the property from an improved alley, where possible• <u>Ground Floors:</u> Principal entries are strongly encouraged to include a usable porch with a walkway leading to the public sidewalk |
| <u>Pedestrian Zone</u> | <u>The pedestrian zone in the NR district provides moderate sidewalk widths, space for active frontage elements in appropriate locations, and</u> |

NEIGHBORHOOD RESIDENTIAL (NR) DISTRICT REDEVELOPMENT TOOLKIT

| | |
|----------------------------------|---|
| | <p><u>front yards in areas that are predominantly residential. Recommended dimensions are provided in ranges to provide flexibility. The pedestrian zone should be provided along all street frontages, except for alleys. See Section 2.2.A.2 for an explanation of the general pedestrian zone configuration and Illustration 2-6 for an illustrative example of the CH district pedestrian zone.</u></p> <ul style="list-style-type: none"> • <u>Landscape Area: Five (5) foot planting strip; canopy trees and native Florida species are encouraged where feasible</u> • <u>Sidewalk: Minimum width of unobstructed public sidewalk is five (5) feet</u> • <u>Area between the sidewalk and building: The area between the sidewalk and building is comprised of a front yard or common courtyard serving residential unit(s). Minimum width is recommended to be five (5) to ten (10) feet depending on housing type and existing development pattern on residential streets. Front porches and balconies facing primary streets are strongly encouraged and may occupy the area between the sidewalk and building. Additional landscaping is encouraged and short, picket fences may be allowed in front yards.</u> |
| Public Realm Elements | <p><u>Public realm standards place emphasis on creating safe, attractive, and comfortable neighborhood streetscapes that are well-connected to major destinations, including the Downtown Core, schools, parks, trails, and public transportation hubs, through a network of multimodal facilities.</u></p> <ul style="list-style-type: none"> • <u>Adequate pedestrian-oriented lighting along sidewalks/neighborhood streets; encourage residents to install outdoor light fixtures on accessory structures facing public alleys</u> • <u>Intermittent crossings with signalization across major streets</u> • <u>Provide “gateway” signage and wayfinding to define neighborhoods and identify community assets such as access to parks/green spaces, playgrounds, and trails</u> • <u>Create new trail connections at the end of neighborhood blocks adjacent to the Pinellas Trail</u> • <u>Support the planting of edible gardens in front yards</u> • <u>Support/incentivize the installation of Little Free Libraries and Little Free Pantries in neighborhoods</u> • <u>Support neighborhood public art initiatives such as painted crosswalks/intersections, and murals to minimize blank walls and elevate community activities/collaboration</u> • <u>Seek opportunities to create pocket parks on underutilized neighborhood street corners</u> • <u>Encourage/incentivize the planting of canopy trees to beautify neighborhood streets and calm traffic</u> • <u>Support temporary neighborhood street closures for community festivals and celebrations</u> |
| Additional Considerations | <ul style="list-style-type: none"> • <u>Construct on-street bicycle facilities and neighborhood greenways/bicycle boulevards that connect into the broader bike network and Pinellas Trail</u> |

NEIGHBORHOOD RESIDENTIAL (NR) DISTRICT REDEVELOPMENT TOOLKIT

- Fill gaps in the sidewalk network and seek opportunities to increase access to recreational amenities and trails
- Continuously seek opportunities to increase the supply of affordable housing options, promote attainable homeownership opportunities, and provide assistance to maintain/improve the existing housing stock
- Continuously involve community members and residents in the planning process and be proactive in sharing information about new development proposals and improvement projects so they have the opportunity to have their voice heard in the types of community benefits and improvements they want to see

¹See Section 2.2.H for a list of community benefits, design elements, and site features that are aligned with the WBD-CRD's redevelopment vision and may be used to achieve bonus density/intensity.

NR Character District Redevelopment Toolkit: District Vision Elements



Infill residential development in established neighborhoods should complement the existing architectural design to preserve neighborhood character while also adding diversity to the housing supply to accommodate households of various sizes, life stages, and income levels.



Accessory dwelling units (ADUs), also known as granny flats or mother-in-law suites, can bring additional housing options to existing neighborhoods, promoting “aging-in-place” strategies and presenting the primary homeowner with an income-earning opportunity.

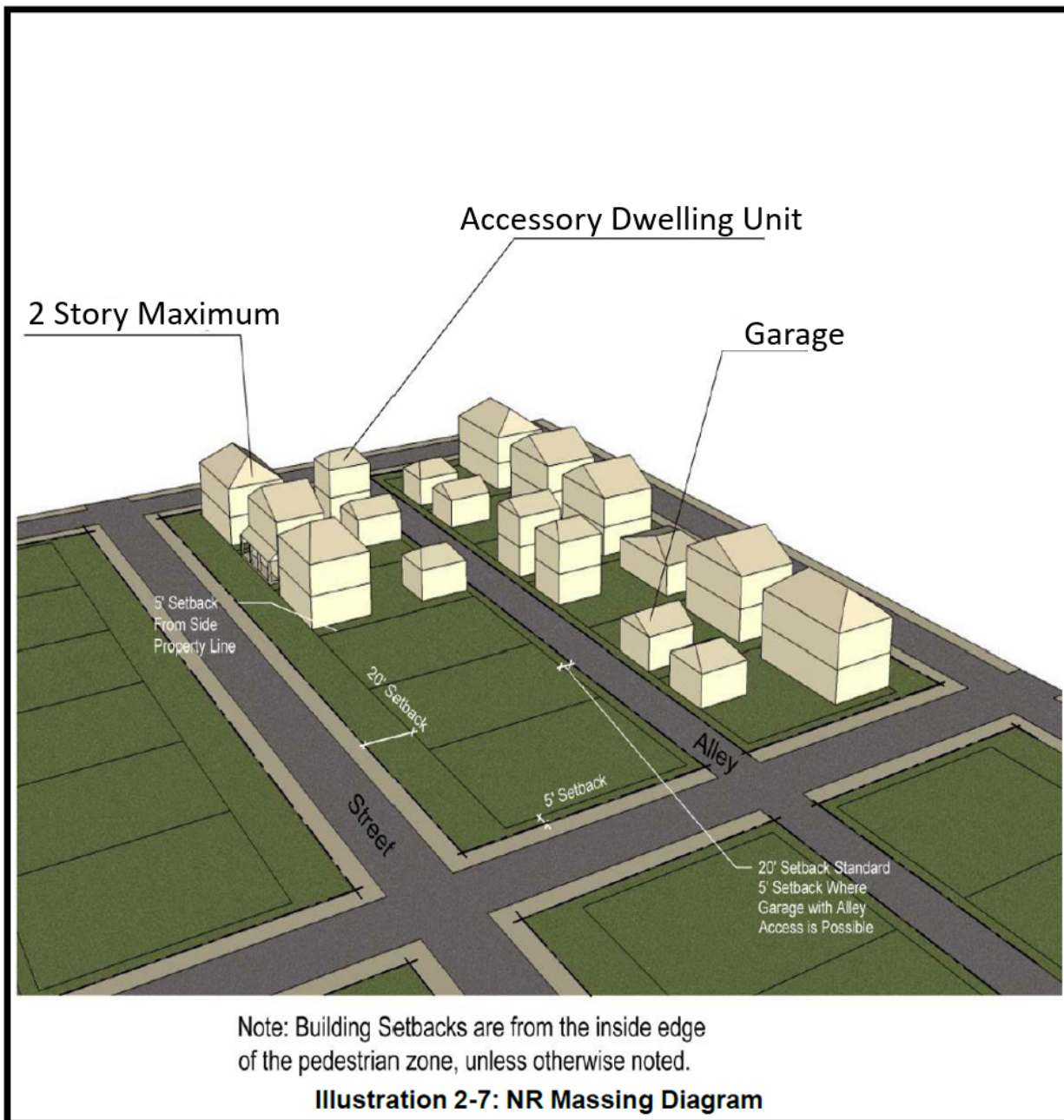


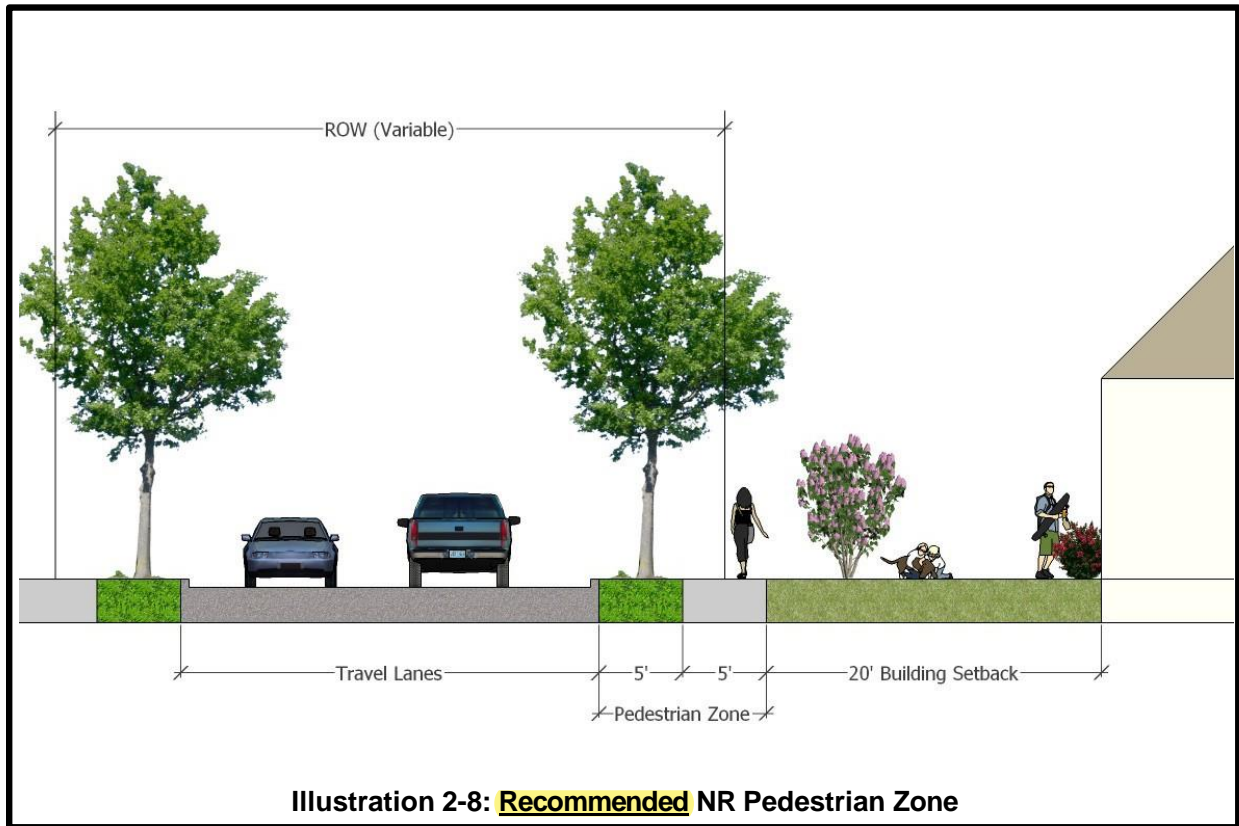
Neighborhoods should be well-connected to public spaces/community facilities such as community gardens, playgrounds, and rec centers to provide equitable access to recreational spaces and strengthen the community fabric through opportunities for social interaction.



Neighborhood greenways/bicycle boulevards coupled with crosswalks, canopy trees, and medians can serve as both a safe and comfortable route to nearby destinations and a traffic calming technique within neighborhoods. When used in combination, these elements can reduce speeding in areas with a higher prevalence of children and/or elderly residents.

The following illustrations are provided for demonstrative purposes only and are not to be interpreted as regulatory in nature.





2.7 Build-Out Scenarios

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

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

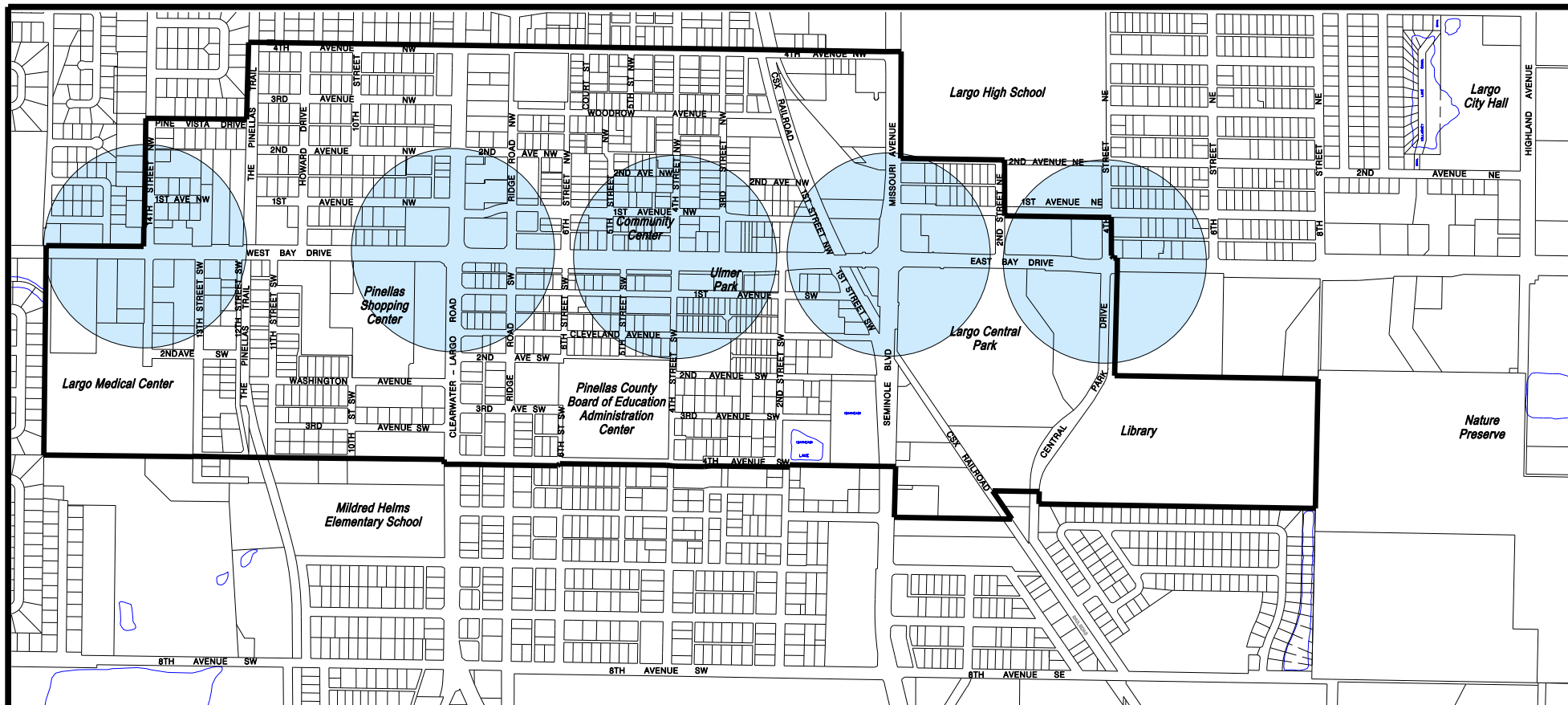
Table 2-18: WBD--CRD Build--Out Scenario, 2009

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

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

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

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



1/8 Mile Walking Radius



West Bay Drive
Community Redevelopment
District Boundary

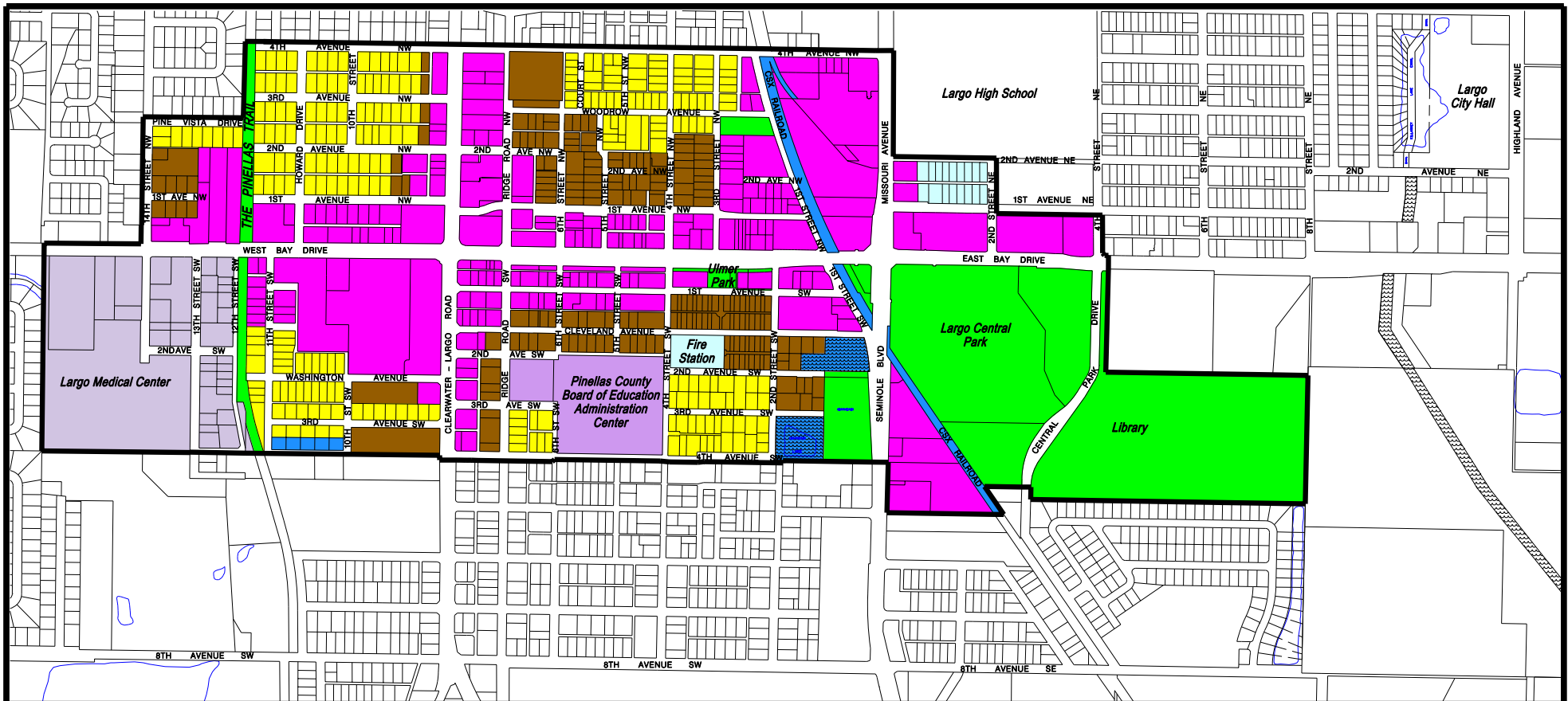
MAP 2.1
WEST BAY DRIVE
COMMUNITY REDEVELOPMENT DISTRICT PLAN
URBAN DESIGN NODES

DATE: June, 2009

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



Scale: 1" = 1000'



CHARACTER DISTRICTS

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

OTHER LAND USE DESIGNATIONS

NOT RELATED TO DISTRICTS

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



West Bay Drive
Community Redevelopment
District Boundary

MAP 2.2

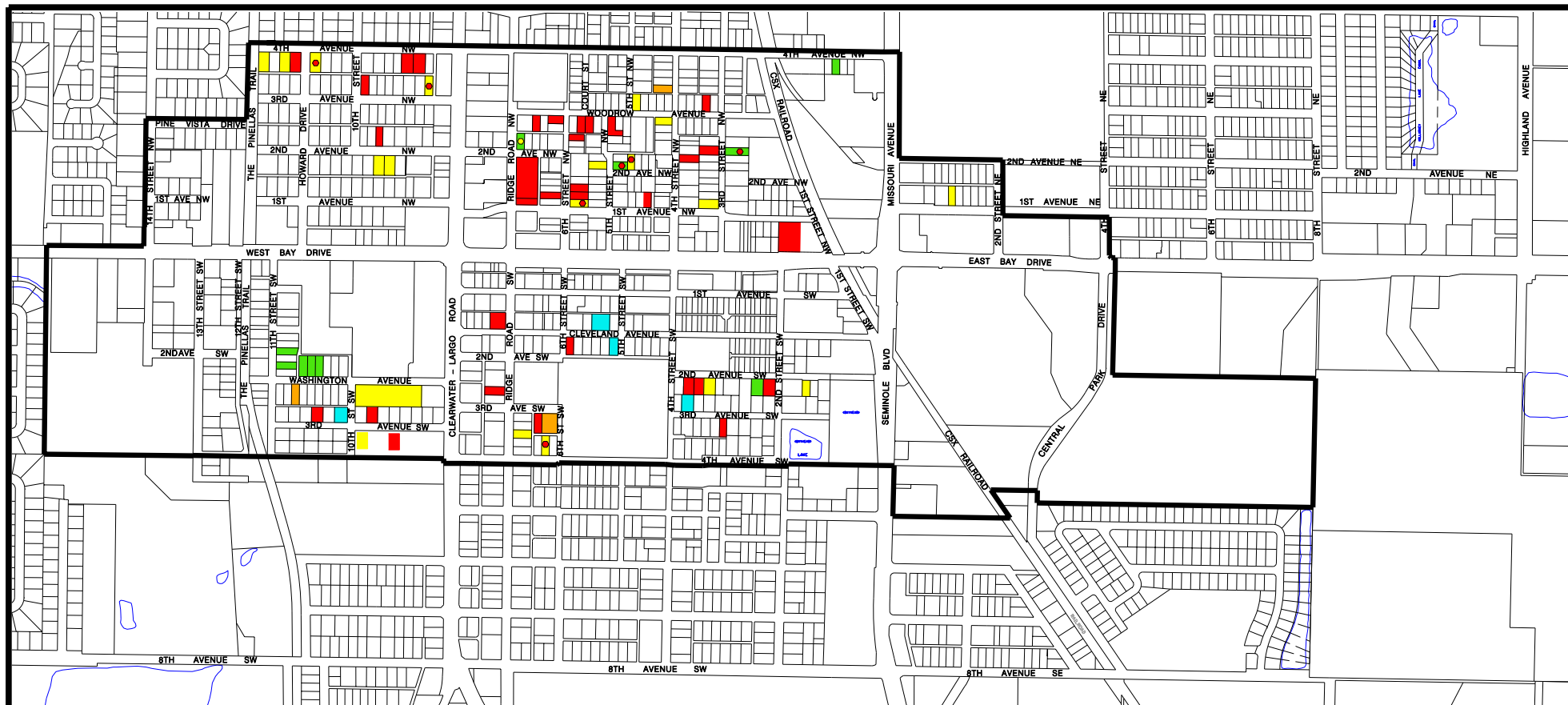
WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN CHARACTER DISTRICTS AND OTHER LAND USES

DATE: July, 2009

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



Scale: 1" = 1000'



Down Payment Assistance (20)



Homestead (10)



Owner/Occupied Rehabs (39)



Rental Rehabs (4)



Replacements (3)



West Bay Drive
Community Redevelopment
District Boundary

MAP 2.3

WEST BAY DRIVE

COMMUNITY REDEVELOPMENT DISTRICT PLAN HOUSING PROGRAM LOCATOR MAP

DATE: June, 2009

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



Scale: 1" = 1000'

PART III: TRANSPORTATION

3.1 Existing Characteristics

A. Transportation Concurrency Exception Area

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

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

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

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

B. Existing Conditions

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

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

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

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

C. Trip Generation

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

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

D. Trip Distribution and Assignment

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

E. Roadway Improvements

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

F. Future Traffic Conditions

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

G. Intersection Analysis

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

3.2 Multimodal Transportation District (MMTD)

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

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

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

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

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

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

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

A. West Bay Drive's Multimodal Viability

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

A1. Complementary mix of land uses

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

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

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

A2. Appropriate density and intensity of land uses

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

A3. Network Connectivity

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

a. Proper pattern of roadways

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

b. Pedestrian Connectivity

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

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

c. Bicycle Connectivity

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

d. Transit Connectivity

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

e. Convenient connections between modes

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

f. Connections to regional intermodal facilities

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

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

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

A4. Transit and pedestrian friendly design

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

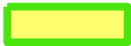
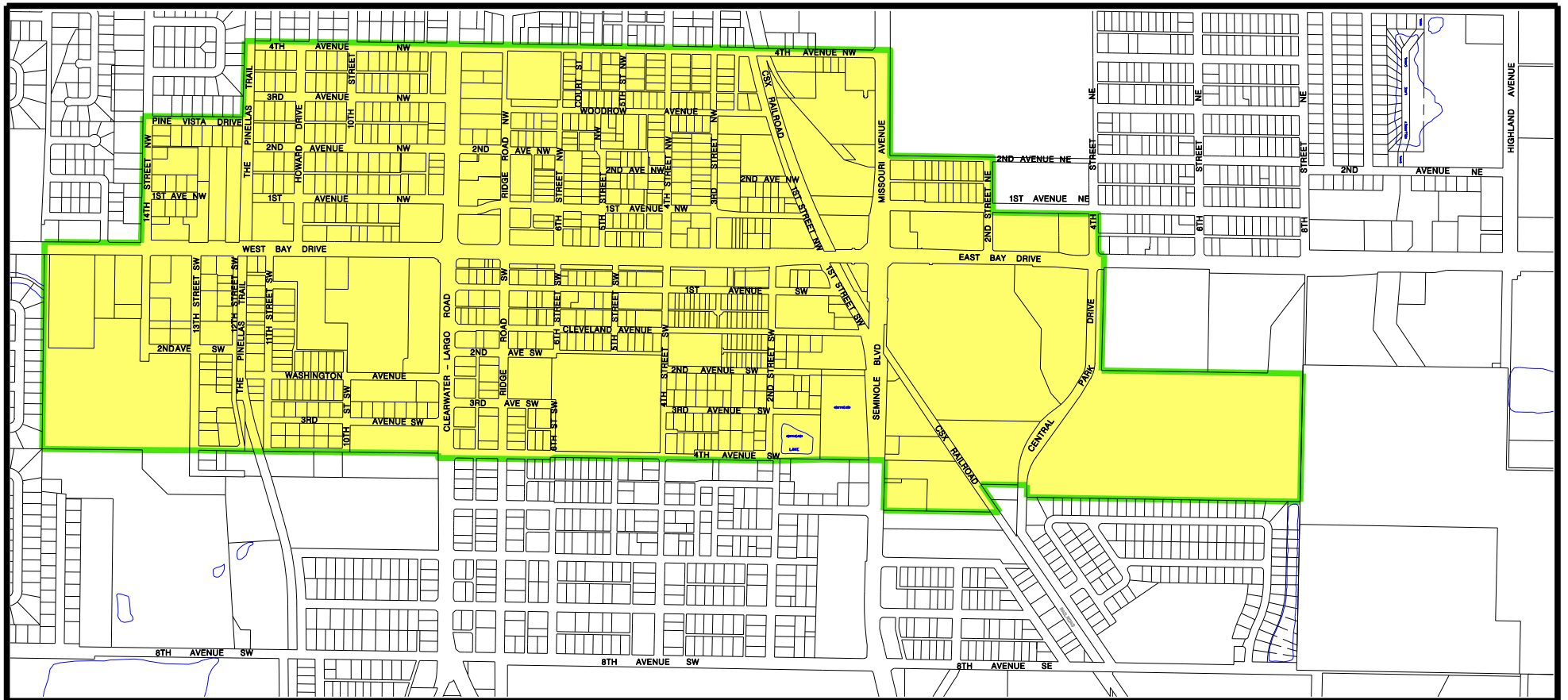
District, contribute to a transit- and pedestrian-friendly design. The District is bisected by two major north-south roadways, Clearwater-Largo Road and Seminole Boulevard--Missouri Avenue, and one major west-east road, West Bay-East Bay Drive on which regular transit service is provided. Transit stops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

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

B. Summary

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

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



West Bay Drive
Community Redevelopment
District Boundary & Transportation
Concurrency Area

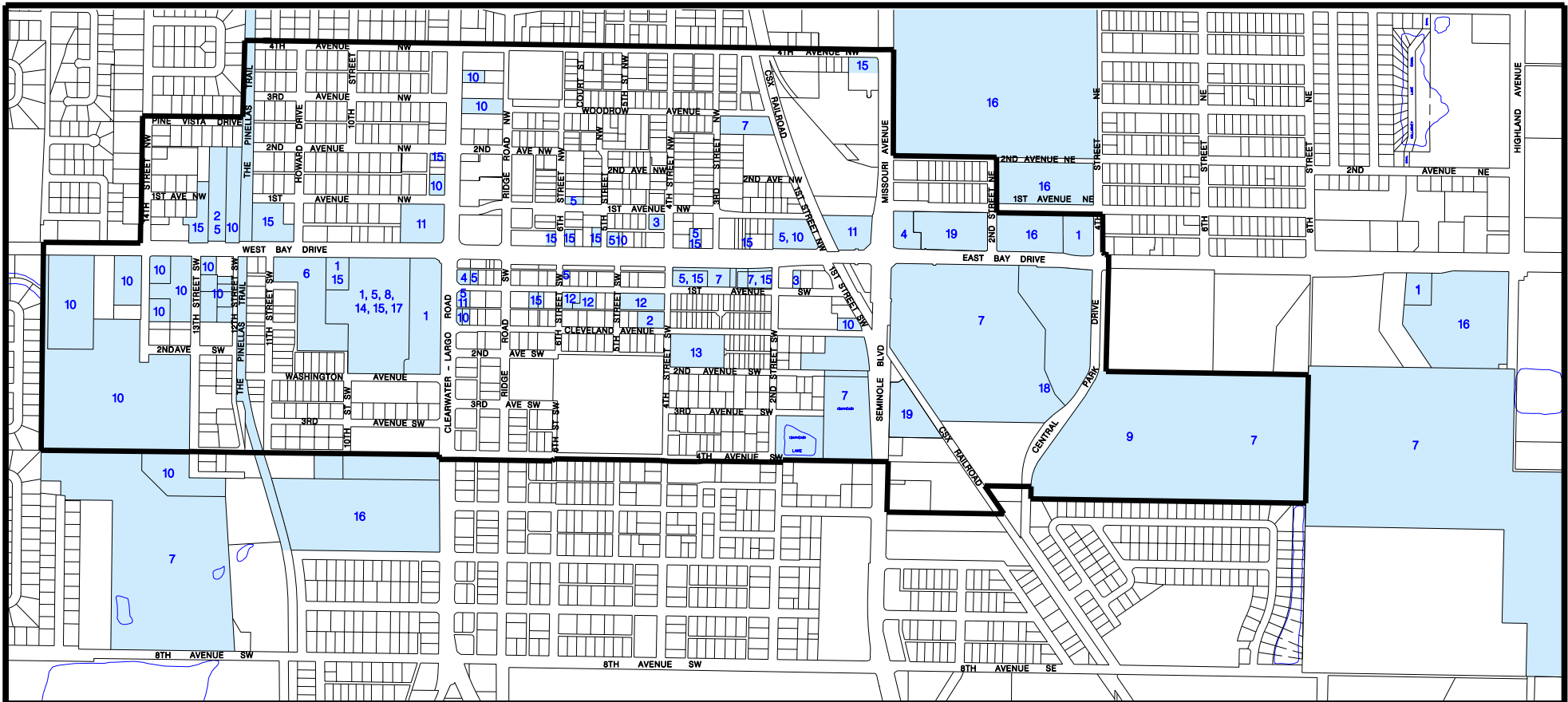
MAP 3.1
WEST BAY DRIVE
COMMUNITY REDEVELOPMENT DISTRICT PLAN
TRANSPORTATION CONCURRENCY
EXCEPTION AREAS

DATE: June, 2009



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



Scale: 1" = 1000'



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

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

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

DATE: June, 2009

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



Scale: 1" = 1000'

PART IV: CAPITAL IMPROVEMENTS

4.1 Introduction

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

Additional detail is provided on the CIP by category in 4.2 – 4.6 below. In addition, overall improvements are summarized and listed below to support the 2025 update to the West Bay Drive CRD Plan. These projects align with the Goals and Objectives of 2009 Plan, as well as the City of Largo's tangential planning initiatives, Comprehensive Plan, and Strategic Plan updates that have occurred over the past 16 years.

Pedestrian Infrastructure

- Pedestrian lighting
- Pedestrian trail (WBD to 4th Avenue with lighting)
- Pedestrian crossings (e.g., WBD/Alt-19, 4th Ave/4th St/CSX RR)

Utility and Infrastructure Upgrades

- Undergrounding of power lines/utilities
- Planning/Design/Construction of Stormwater infrastructure

Placemaking and Public Space Features

- Public art and decorative elements
- Decorative lighting
- Dog park and interactive play features
- Street furniture and bike racks
- Sound systems

Traffic and Mobility Enhancements

- Traffic calming measures
- Transit and mobility-oriented improvements

Park and Public Space Improvements

- Capital, Infrastructure and Programming improvements to Ulmer Park, including sound systems

4.2 Pedestrian Mobility

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

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

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

Table 4-20: Recommended Pedestrian Mobility Improvements

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

4.3 Connectivity and Transit Related Improvements

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

Table 4-21: Connectivity and Transit Related Improvements

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

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

4.4 Infrastructure Improvements (Stormwater)

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

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

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

Table 4-22: Stormwater Improvements

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

4.5 Neighborhood Preservation and Revitalization Improvements

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

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

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

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

Table 4-23: Neighborhood Preservation and Revitalization Improvements

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

4.6 WBD-CRD Summary of Budget Impacts

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

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

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

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

PART V: FUNDING SOURCES

5.1 Methods of Financing

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

A. Tax Increment Financing

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

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

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

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

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

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

| | | | | | | | | | | | |
|-------|------|-------------|-------------|--------|---------|------------|--------|---------|------------|-----------|------------|
| Yr 22 | 2022 | 212,502,841 | 119,632,041 | 4.8730 | 605,173 | 8,899,280 | 4.2158 | 479,132 | 7,452,773 | 1,084,305 | 16,352,053 |
| Yr 23 | 2023 | 216,752,897 | 123,882,097 | 4.8730 | 626,672 | 9,472,774 | 4.1933 | 493,506 | 7,946,279 | 1,120,178 | 17,419,052 |
| Yr 24 | 2024 | 221,087,955 | 128,217,155 | 4.8730 | 648,601 | 10,066,336 | 4.1731 | 508,311 | 8,454,590 | 1,156,912 | 18,520,925 |
| Yr 25 | 2025 | 225,509,714 | 132,638,914 | 4.8730 | 670,969 | 10,680,368 | 4.1550 | 523,561 | 8,978,150 | 1,194,530 | 19,658,518 |
| Yr 26 | 2026 | 230,019,909 | 137,149,109 | 4.8730 | 693,785 | 11,315,279 | 4.1389 | 539,268 | 9,517,419 | 1,233,053 | 20,832,697 |
| Yr 27 | 2027 | 234,620,307 | 141,749,507 | 4.8730 | 717,056 | 11,971,487 | 4.1247 | 555,446 | 10,072,864 | 1,272,502 | 22,044,351 |
| Yr 28 | 2028 | 239,312,713 | 146,441,913 | 4.8730 | 740,793 | 12,649,418 | 4.1123 | 572,109 | 10,644,973 | 1,312,902 | 23,294,391 |
| Yr 29 | 2029 | 244,098,967 | 151,228,167 | 4.8730 | 765,005 | 13,349,506 | 4.1017 | 589,272 | 11,234,245 | 1,354,277 | 24,583,751 |
| Yr 30 | 2030 | 248,980,947 | 156,110,147 | 4.8730 | 789,701 | 14,072,194 | 4.0926 | 606,950 | 11,841,195 | 1,396,652 | 25,913,390 |

Taxable Value – yrs 14 -30 assume 2% increase

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

Table 5-26: Actual TIF Expenditures FY2002- FY2008

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

B. Federal Funds

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

C. Community Development Block Grant (CDBG) Funds

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

D. Special Assessment Districts

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

E. State Brownfield Designated Area

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

F. Parking Trust Fund

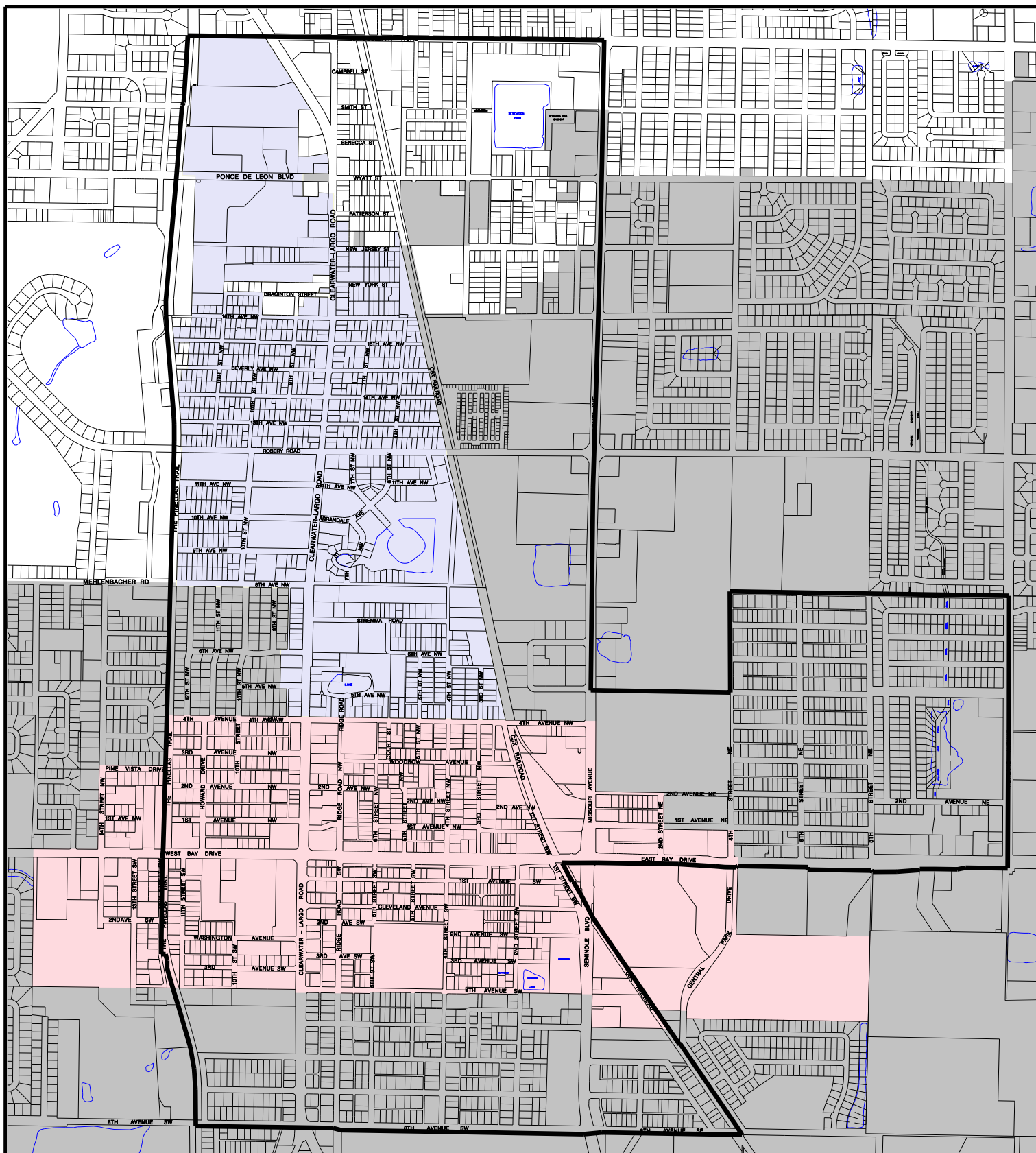
The City will explore the creation of a Parking Trust Fund to provide public parking spaces within the WBD-CRD. The Fund could be capitalized through developer contributions on projects where they cannot meet nonresidential parking requirements.





G. Mobility Fee

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

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

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



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

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

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



Scale: 1"=1300'

PART VI: CONSISTENCY WITH OTHER PLANS

6.1 Special Area Plans

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

4.2.7.5 Special Area Plans

4.2.7.5.1. Special Area Plans Required.

A. Plan Issues and Objectives

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

This information is contained in PART I: DISTRICT PROFILE.

2. Issues to be addressed by the plan;

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

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

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

City of Largo Strategic Plan:

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

City of Largo Comprehensive Plan:

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

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

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

Future Land Use Element

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

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

POLICIES

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

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

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

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

POLICIES

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

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

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

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

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

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

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

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

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

3.2.1. DESCRIPTION AND TYPICAL LAND USES.

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

3.2.2. DESIGN CHARACTERISTICS.

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

Configuration

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

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

Building Placement

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

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

Mix of Uses

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

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

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

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

Encourage a variety of residential uses.

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

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

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

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

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

Buffers/Open Space

Emphasize usable open space in the design.

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

Parking

Reduce surface parking standards for redevelopment and new construction.

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

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

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

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

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

3.2.3. DESIGN GUIDELINES

Density/intensity

Residential density range

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

Nonresidential intensity range

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

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

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

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

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

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

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

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

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

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

Height range

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

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

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

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

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

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

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

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

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

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

Bicycle parking guidelines

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

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

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

approved by and dedicated to the City of Largo.

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

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

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

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

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

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

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

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

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

(4.2.7.5.1 Special Area Plans Required)

B. Plan Composition

1. Permitted uses and any differentiation by location;

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

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

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

2. Density/intensity standards for permitted uses;

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

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

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

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

Affordable housing is strongly encouraged in the WBD-CRD Plan through bonus provisions contained in the MUC, MA and CH Character District (for example, see Section II, The Plan, Mixed-Use Character District (MUC), G. MUC Available Bonuses). Bonus density is available in two increments: the dedication of a minimum of ten percent of the total housing units in a project as affordable units results in a bonus of five dwelling units per acre; the dedication of a minimum of twenty of the total housing units in a project as affordable units results in a bonus of ten dwelling units per acre. The Redevelopment of eligible mobile home parks participating in the Mobile Home Park Relocation Assistance Program results in an intensity bonus of 0.5 FAR (see Map 2.3 Eligible Mobile Home Parks). Bonus height is also available in the CH District by the inclusion of either an affordable housing component or a live/work component.

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

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

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

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

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

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

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

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

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

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

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

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

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

9. The local government plan approval process.

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

County Countywide Plan Rules.

C. Plan Impacts

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

Potable Drinking Water Assessment

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

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

Table 6-27: Potable Water Demand

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

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

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

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

Utility has adequate capacity to meet future growth.

Stormwater Drainage Improvements

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

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

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

Sanitary Sewer Improvements

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

Table 6-28: Current Sanitary Sewer Flow Rates

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

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

Table 6-29: Future Sanitary Sewer Flow Rates *

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

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

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

Table 6-30: Net Sanitary Sewer Impact

| Plan | Flow Rate (mgd) |
|-----------------------------------|-----------------|
| Current | 1.04 |
| Projected | 2.08 |
| Net Impact | 1.04 |
| Treatment Plant Capacity | 18.00 |
| Annual Average Daily Flow | 13.96 |
| Current Available Excess Capacity | 4.04 |

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

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

Table 6-31: Capacity Analysis Flow Projections

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

Solid Waste Assessment

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

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

Table 6-32: Projected Solid Waste Generation

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

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

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

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

Impact on Public Educational Facilities (5.5.3.1.6)

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

Table 6-33: Generation of Additional School Age Children

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

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

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

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

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

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

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

1. Western Boundary of WBD-CRD District

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

2. Northern Boundary of WBD-CRD District

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

3. Eastern Boundary of WBD-CRD District

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

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

4. Southern Boundary of WBD-CRD District

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

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

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

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

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

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

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

APPENDICES

APPENDIX A: PROPERTY DESCRIPTIONS

A. Project:

West Bay Drive Redevelopment District Legal Description

B. Prepared By:

The City of Largo, Community Development Department

C. Date:

June 18, 2009, 9:28 AM

D. Filename:

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

E. Description Type:

Economic Redevelopment District Boundary

F. Description:

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

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

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

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

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

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

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

And being more particularly described as follows:

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

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

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

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

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

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

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

G. Basis of Bearings:

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

H. Redevelopment District Area:

19,153,472.00 square feet

439.7032 acres (includes public right-of-way)

0.6870 square miles

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

28,685.09 linear feet

5.4328 linear miles

J. Parcel Identification Number(s):

Not Listed

APPENDIX B: OPTIONAL DESIGN STANDARDS

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

Objective 1.1 Viable and Vibrant Downtown

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

Objective 1.2 Sustainable Downtown

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

Objective 1.3 Energetic Downtown


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

APPENDIX C: ORDINANCES

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

Table C-36: West Bay Drive Redevelopment Plan Actions

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

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

APPENDIX D: TRANSPORTATION IMPACT ANALYSIS

West Bay Drive Community Redevelopment District

Revisions to the 1997 Redevelopment Plan Transportation Impact Analysis

Prepared for:



City of Largo

Prepared by:



Cardno TBE

380 Park Place Boulevard, Suite 300
Clearwater, FL 33759

July 2009

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

INTRODUCTION

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

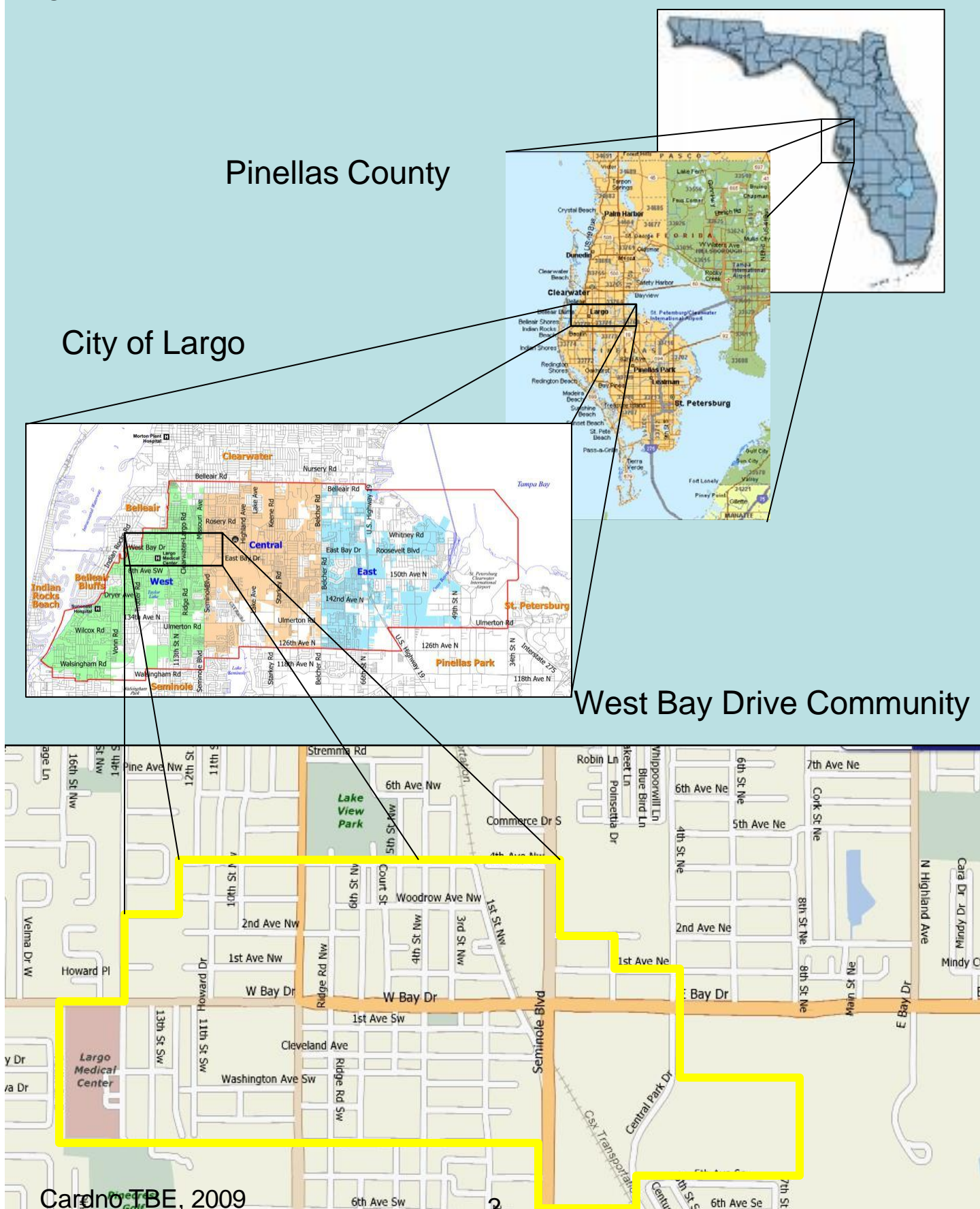
The City of Largo is proposing revisions to the currently adopted plan, (1997) West Bay Drive Community Redevelopment District Plan to include an increase in densities, land use intensities and traffic generation rates and introducing four new character districts. In addition, the district boundaries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

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

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

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

Figure 1: Site Location Map



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

EXISTING CONDITIONS

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

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

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

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

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

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

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

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

Cardno TBE

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

TRIP GENERATION

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

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

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

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

reduction adjustments are shown in Table 1 in Appendix B.

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

TRIP DISTRIBUTION AND ASSIGNMENT

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

ROADWAY IMPROVEMENTS

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

FUTURE TRAFFIC CONDITIONS

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

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

INTERSECTION ANALYSIS

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

MULTIMODAL TRANSPORTATION DISTRICT

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

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

CONCLUSION

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

The 2025 future LOS is anticipated to be as follows:

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

The results are detailed in Table 5 in Appendix E.

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

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

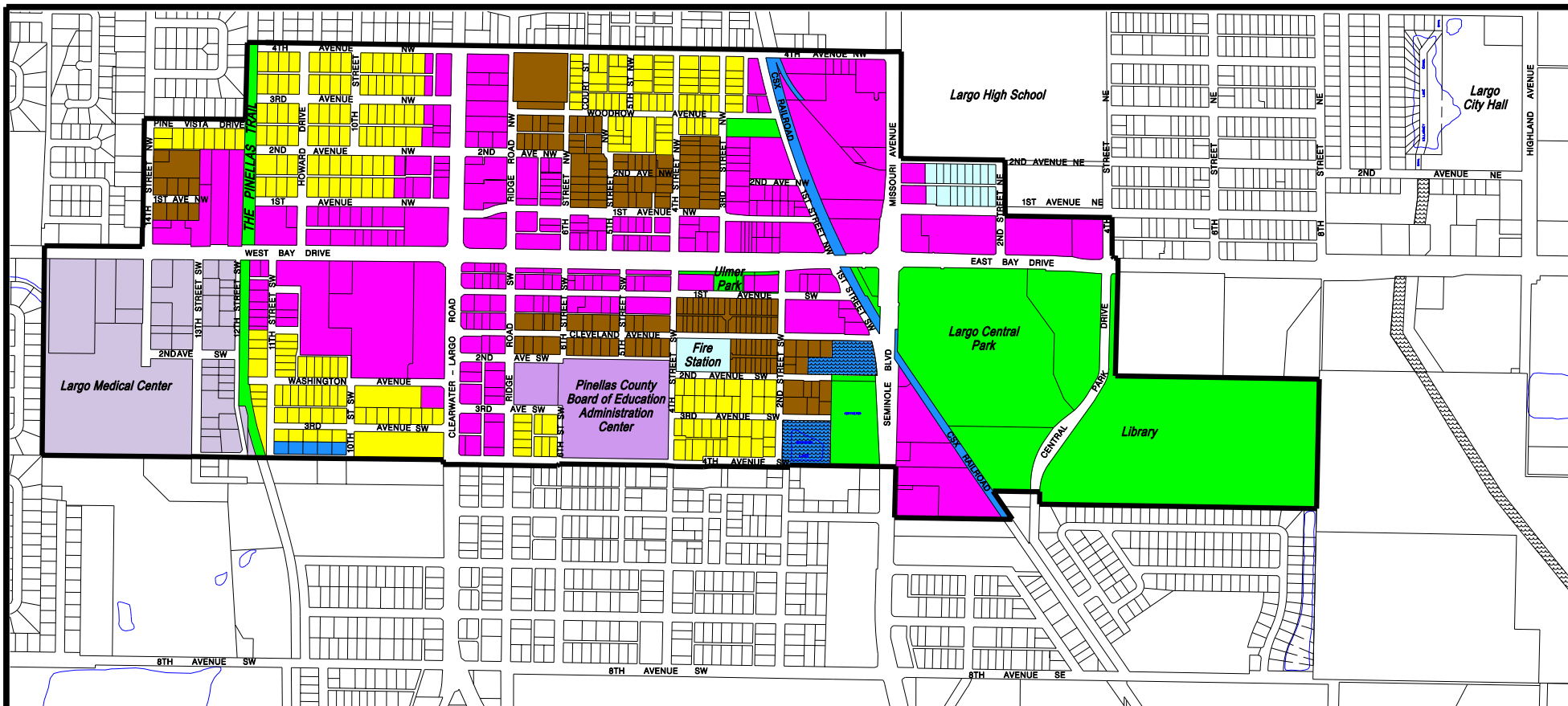
while supporting an integrated multimodal transportation system. Common elements include the pressure of mixed-use activity centers, connectivity of streets and land uses, transit-friendly design features, and accessibility to alternative modes of transportation.

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

Appendix A

West Bay Drive Community Redevelopment Plan

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



CHARACTER DISTRICTS

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

OTHER LAND USE DESIGNATIONS NOT RELATED TO DISTRICTS

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

West Bay Drive
Community Redevelopment
District Boundary

MAP 2.2

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

DATE: June, 2009

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



Scale: 1" = 1000'

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

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

Appendix B
Trip Generation Analysis
- (PPC Methodology)

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

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

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

Table 1 (*)

SUMMARY PLAN CATEGORY MATRIX

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

Not Applicable

See Otherwise Applicable Plan Category

See Otherwise Applicable Plan Category and Multiplier Factor

See Otherwise Applicable Plan Category and Multiplier Factor

Per Approved Plan

Per Approved Plan

*Notes: See Bonus Provision, Section 2.3.3.7.3

Traffic Generation Characteristics are Average Daily Trips Per Acre

Internal Capture

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

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

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

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

B. Greenfield TND

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

C. Pedestrian-Oriented Development

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

Table 5.08-4

POD Trip Reductions
TABLE INSET:

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

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

D. Transit-Oriented Development

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

Table 5.08-5

TOD Trip Reductions
TABLE INSET:

Appendix C
Trip Generation Analysis
(Pinellas County MPO Methodology)

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

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

Notes:

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

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

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

As Amended, July 10, 2007

Sec. 150-39. Fee Required

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

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

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

Sec. 150-40. Computation of amount.

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

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

$$\frac{TOR \times \%NT \times TL \times CST / RF}{CAP \times 2}$$

WHERE:

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

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

- weekday/avg. rate

1

Schedule A. General Fee Schedule

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

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

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

Schedule B. Downtown Redevelopment Fee Schedule

| <i>Land use type</i> | <i>Unit</i> | <i>Trip rate</i> | <i>Avg. trip length</i> | <i>Percent new trips</i> | <i>Fee per unit</i> |
|---------------------------|-------------|----------------------|---------------------------------|----------------------------------|-------------------------|
| <i>Residential:</i> | | | | | |
| Single-family | du | 9.6 | 5.0 | 0.74 | \$1,529 |
| Multi-family | du | 6.6 | 5.0 | 0.74 | \$972 |
| Condominium | du | 8.9 | 5.0 | 0.74 | \$940 |
| Efficiency apt/hotel | room | 5.0 | 3.3 | 0.59 | |
| Mobile home | du | 5.0 | 5.0 | 0.74 | \$796 |
| Licensed ACLF | bed | 2.8 | 2.8 | 0.74 | \$250 |
| <i>General Office:</i> | | | | | |
| 0-49,999 sq. ft. | 1000 sf | 16.3 | 5.1 | 0.74 | \$2,648 |
| 50,000 - 149,999 sq. ft. | 1000 sf | 13.7 | 5.1 | 0.74 | \$2,226 |
| 150,000 -299,999 sq. ft. | 1000 sf | 11.5 | 5.1 | 0.74 | \$1,868 |
| 300,000- 599,999 sq. ft. | 1000 sf | 10.4 | 5.1 | 0.74 | \$1,689 |
| 600,000 - 799,999 sq. ft. | 1000 sf | 8.4 | 5.1 | 0.74 | \$1,365 |
| Over 800,000 sq. ft. | 1000 sf | 8.2 | 5.1 | 0.74 | \$1,332 |
| <i>Research center:</i> | | | | | |
| Research center | 1000 sf | 6.1 | 5.1 | 0.74 | \$991 |
| <i>Industrial:</i> | | | | | |
| General industrial | 1000 sf | 7.0 | 5.1 | 0.74 | \$1,137 |
| Industrial park | 1000 sf | 7.0 | 5.1 | 0.74 | \$1,137 |
| Manufacturing | 1000 sf | 3.8 | 5.1 | 0.74 | \$617 |
| Warehousing | 1000sf | 5.0 | 5.1 | 0.74 | \$812 |
| Mini-warehousing | 1000 sf | 2.5 | 3.1 | 0.74 | \$247 |
| <i>Medical:</i> | | | | | |
| Hospital | bed | 11.8 | 6.4 | 0.62 | \$2,015 |
| Nursing home | bed | 2.4 | 2.8 | 0.60 | \$174 |
| Clinic/Medical office | 1000 sf | 35.2 | 4.9 | 0.70 | \$5,197 |
| Veterinary clinic | 100 sf | 32.8 | 1.9 | 0.70 | \$1,878 |
| <i>Lodging:</i> | | | | | |
| Hotel | room | 9.0 | 6.4 | 0.61 | \$1,512 |
| Motel (budget style) | room | 5.6 | 4.0 | 0.61 | \$588 |
| Resort hotel | room | 18.4 | 5.4 | 0.61 | \$2,609 |

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

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

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

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

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

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

(1) Trip generation studies:

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

(2) Economic documentation studies:

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

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

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

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

Appendix D
FSUTMS plots
FSUTMS model data

Table 3
FSUTMS Model Summary

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

Notes:

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

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

CH (City Home)
Res 560 du multi-family

NR (Neighborhood Residential)
Res 368 du single-family

Rec/OS Open Space/Recreational

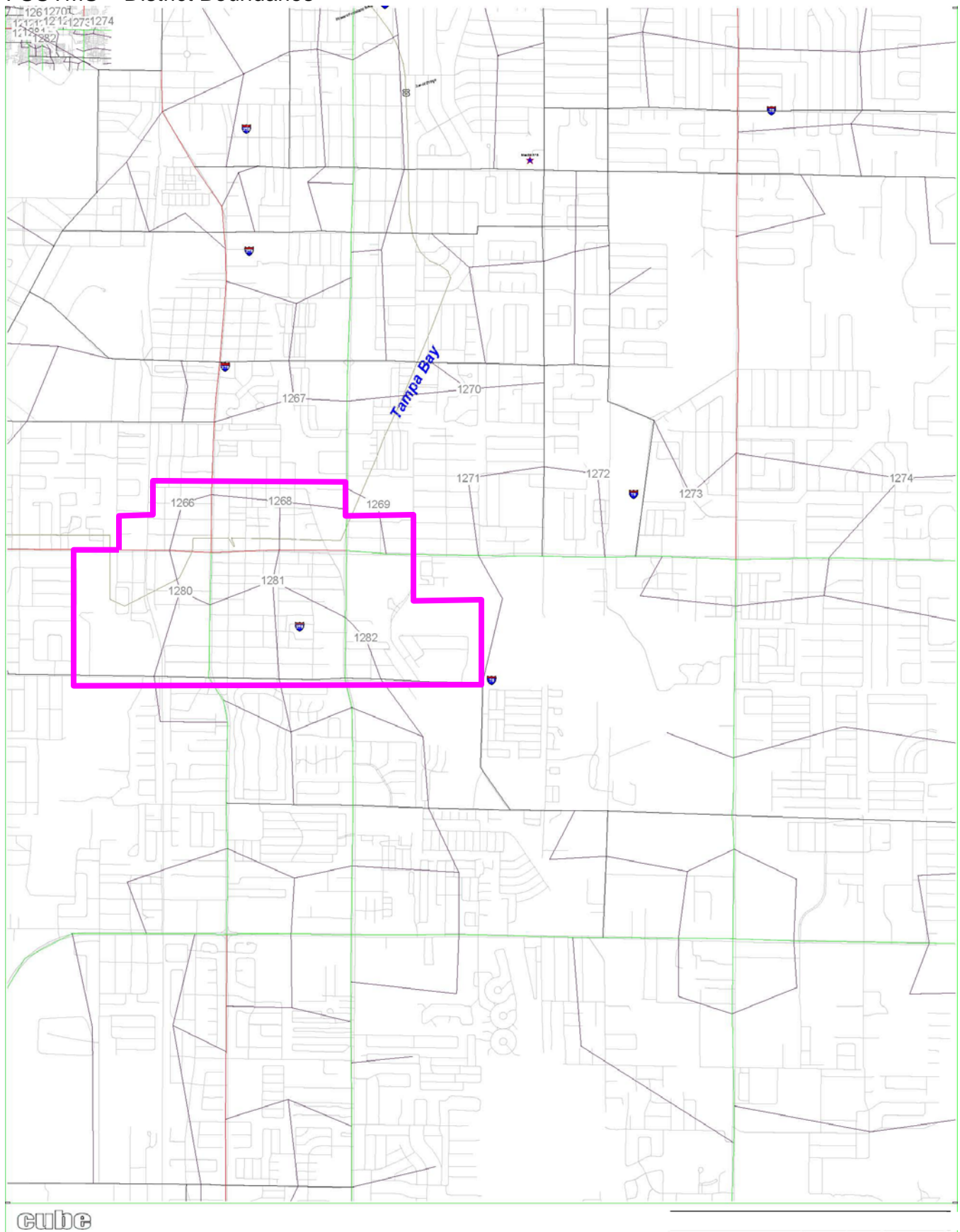
TU Transportation/Utility

I Institutional
130680 sf

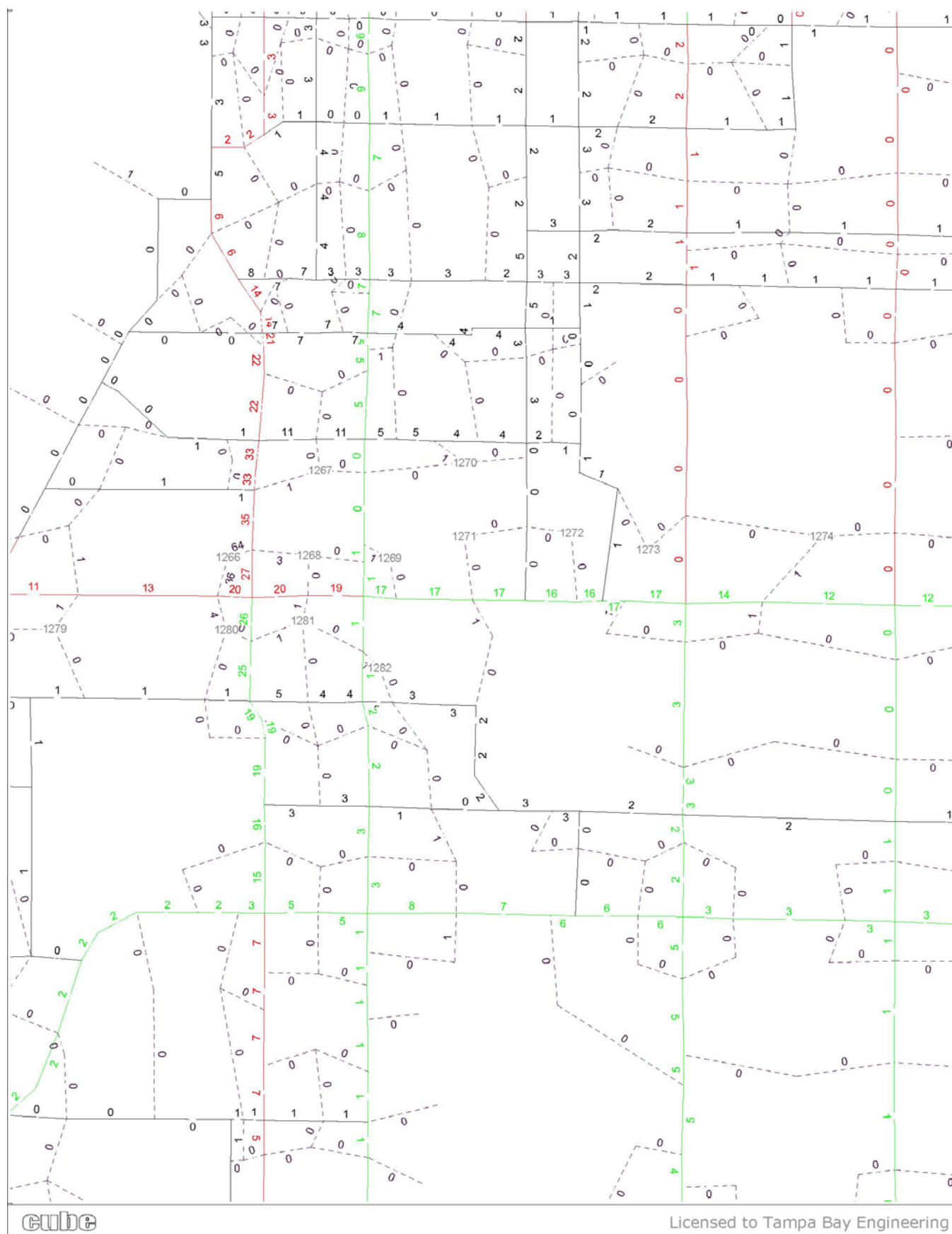
R/OG Residential/Office General
261360 sf

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

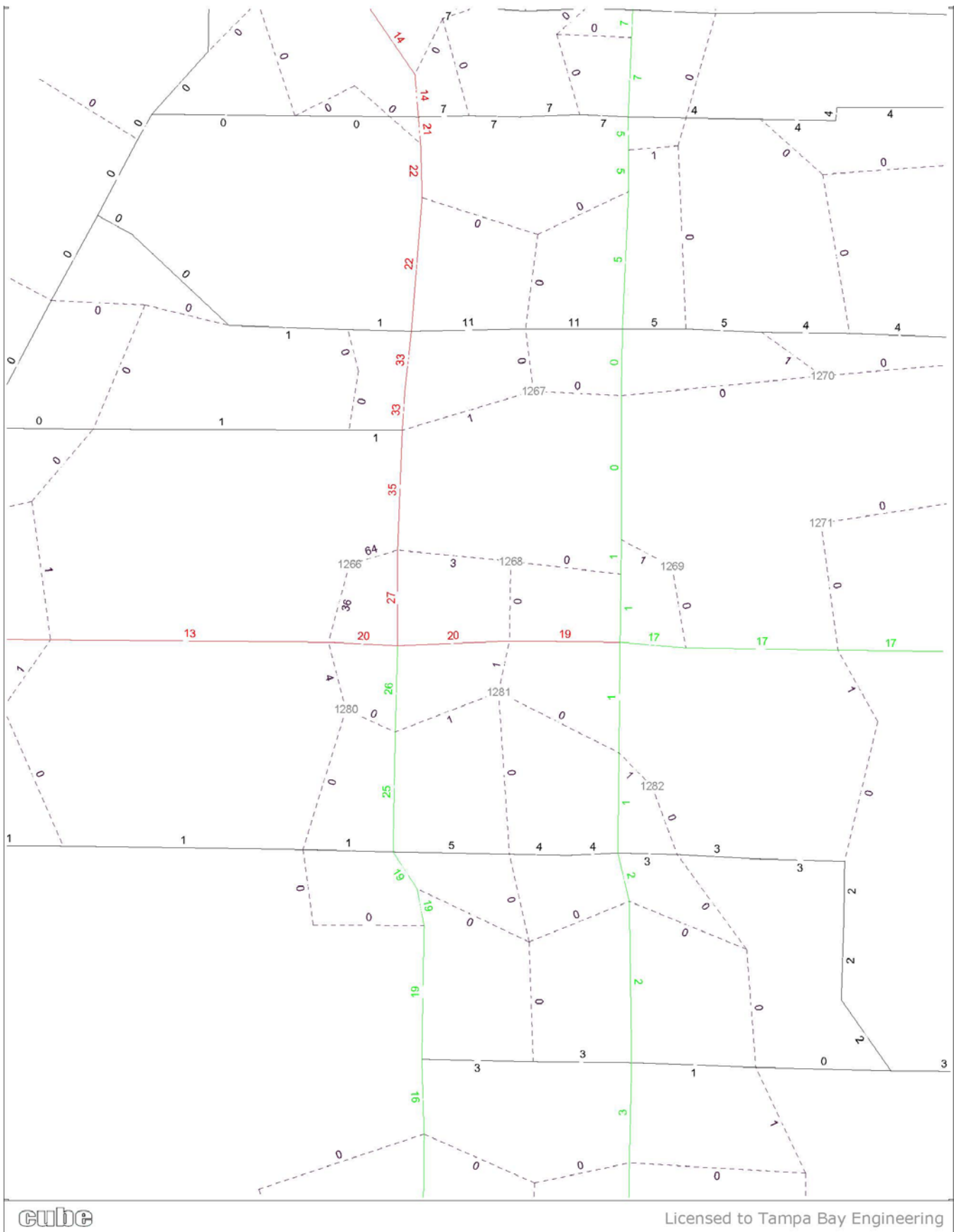
West Bay Drive Community Redevelopment District Plan FSUTMS – District Boundaries



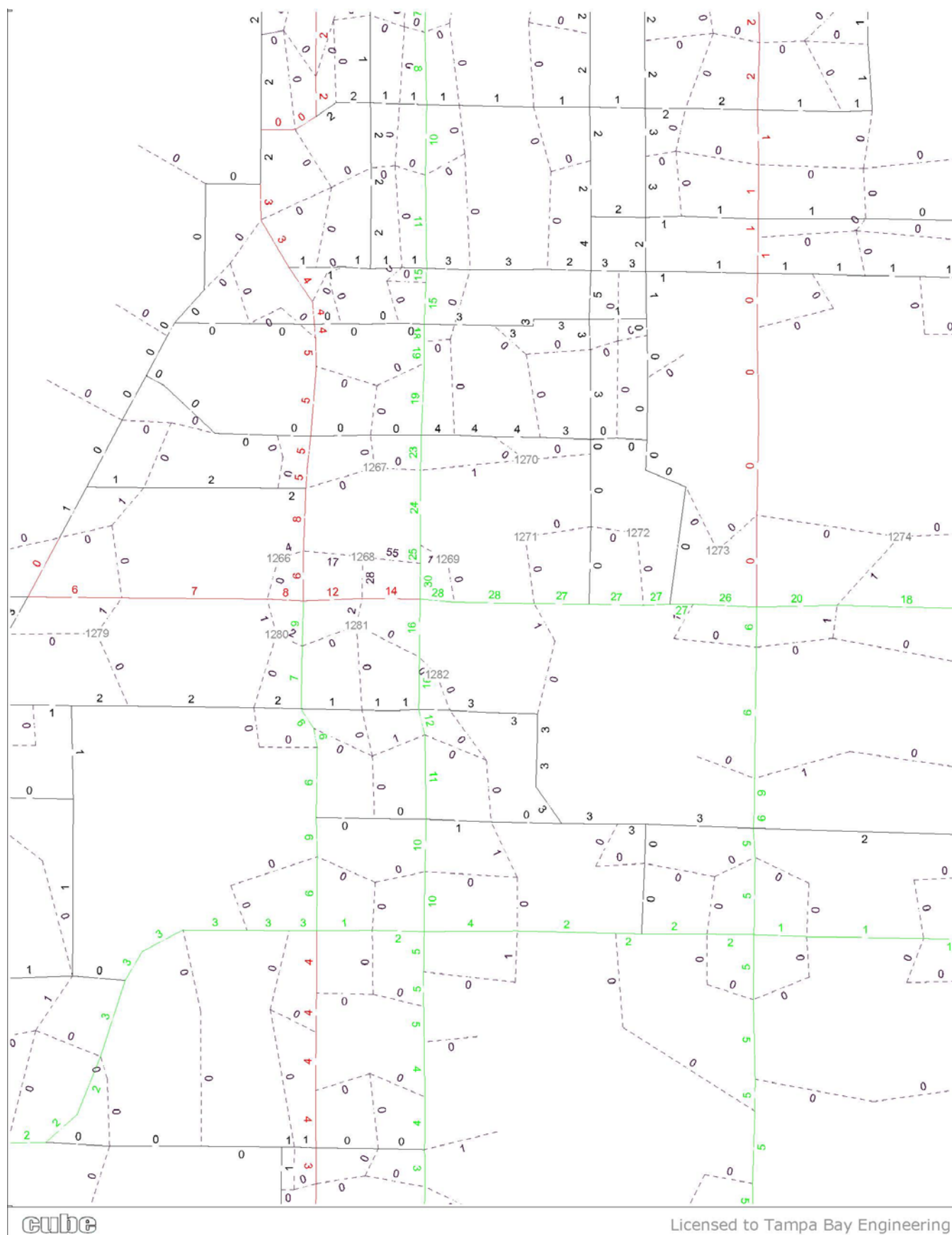
TAZ 1266



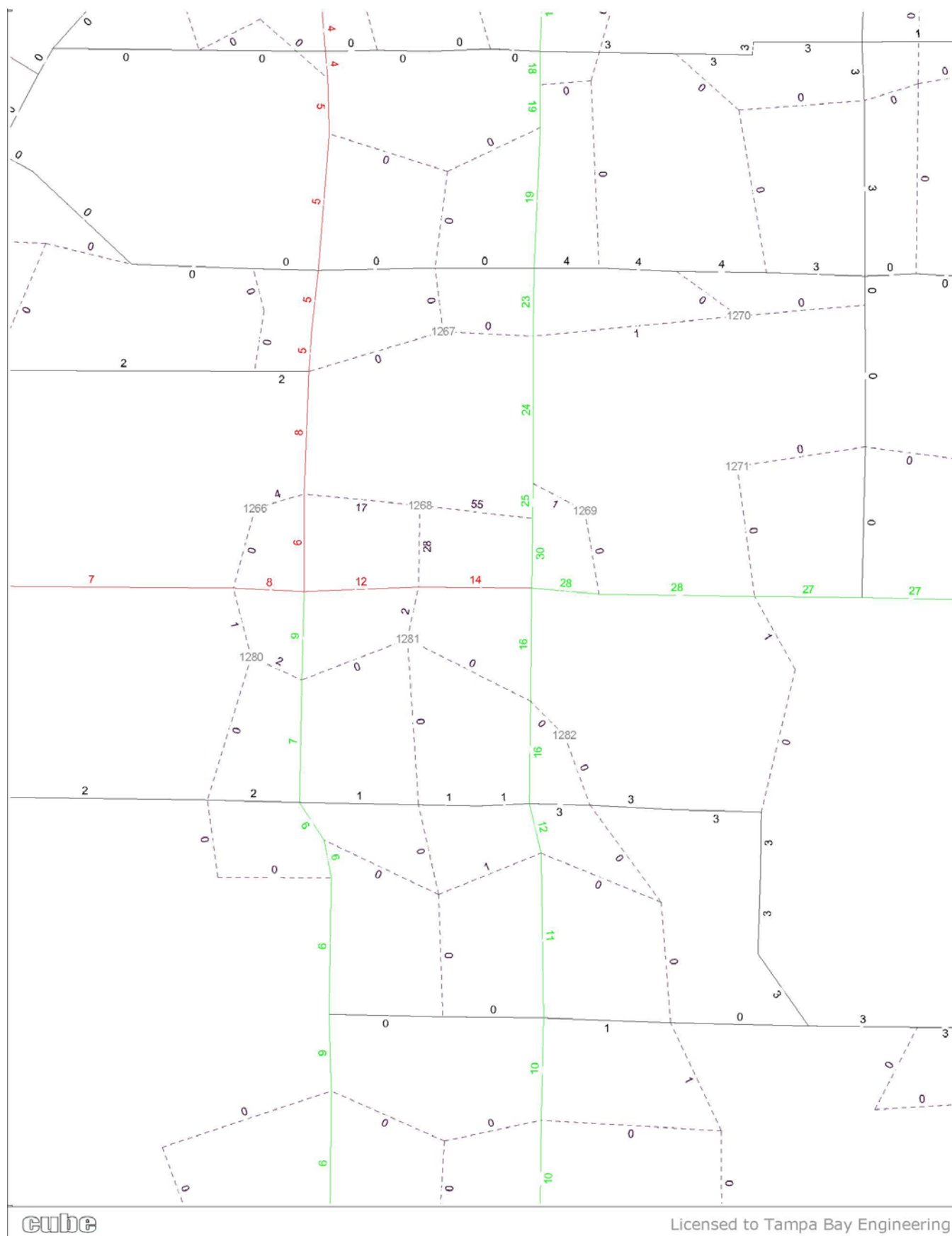
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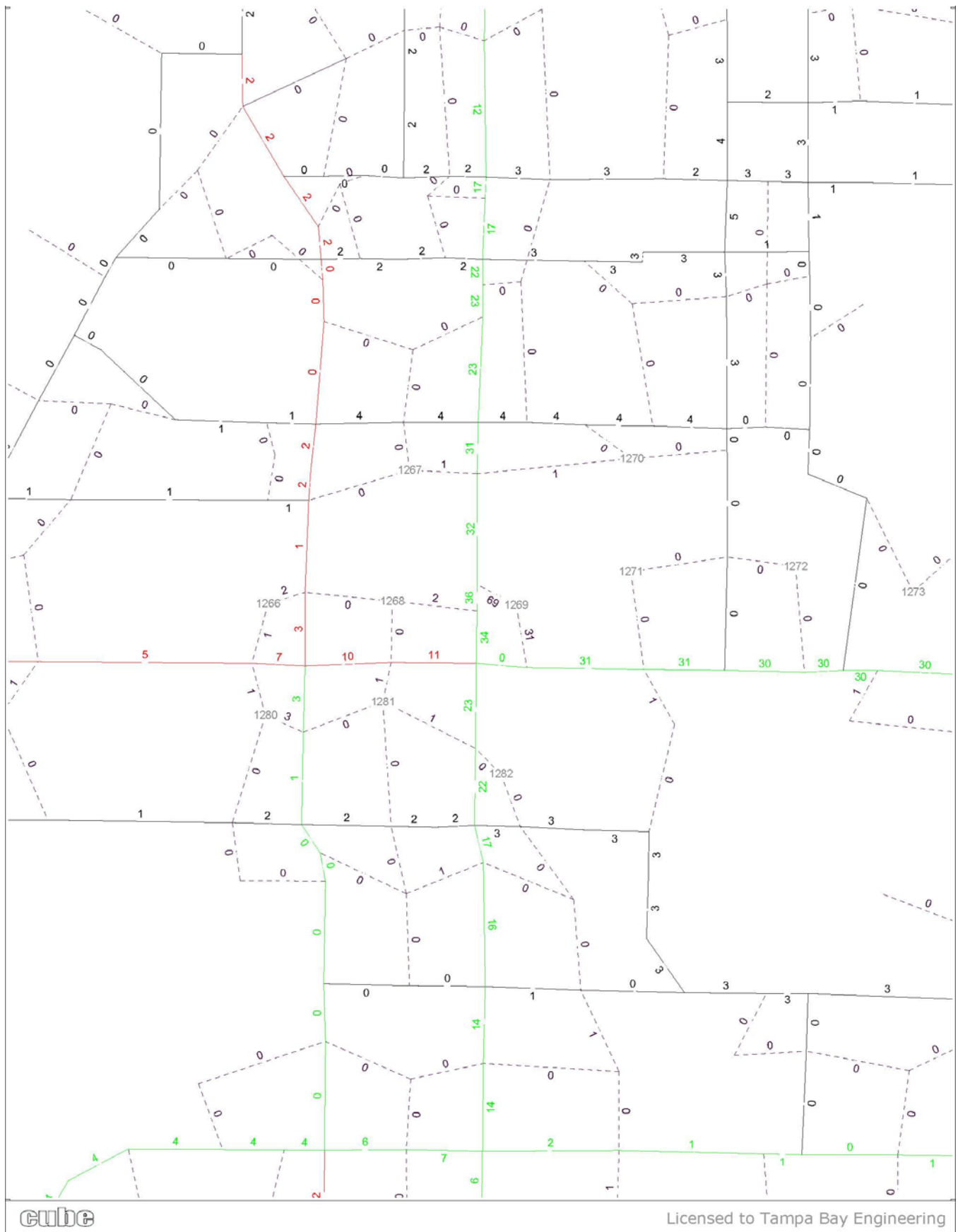
TAZ 1268



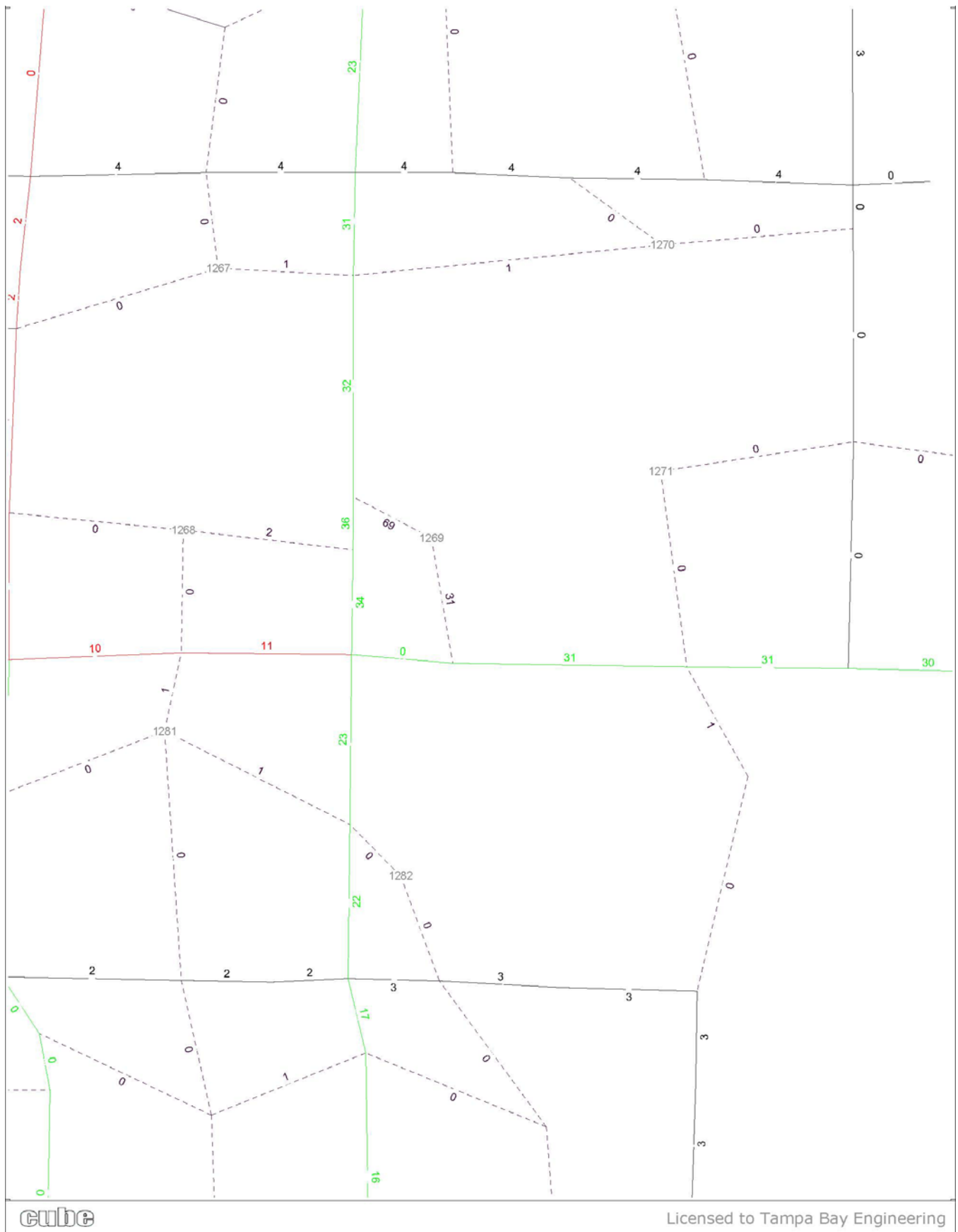
TAZ 1268



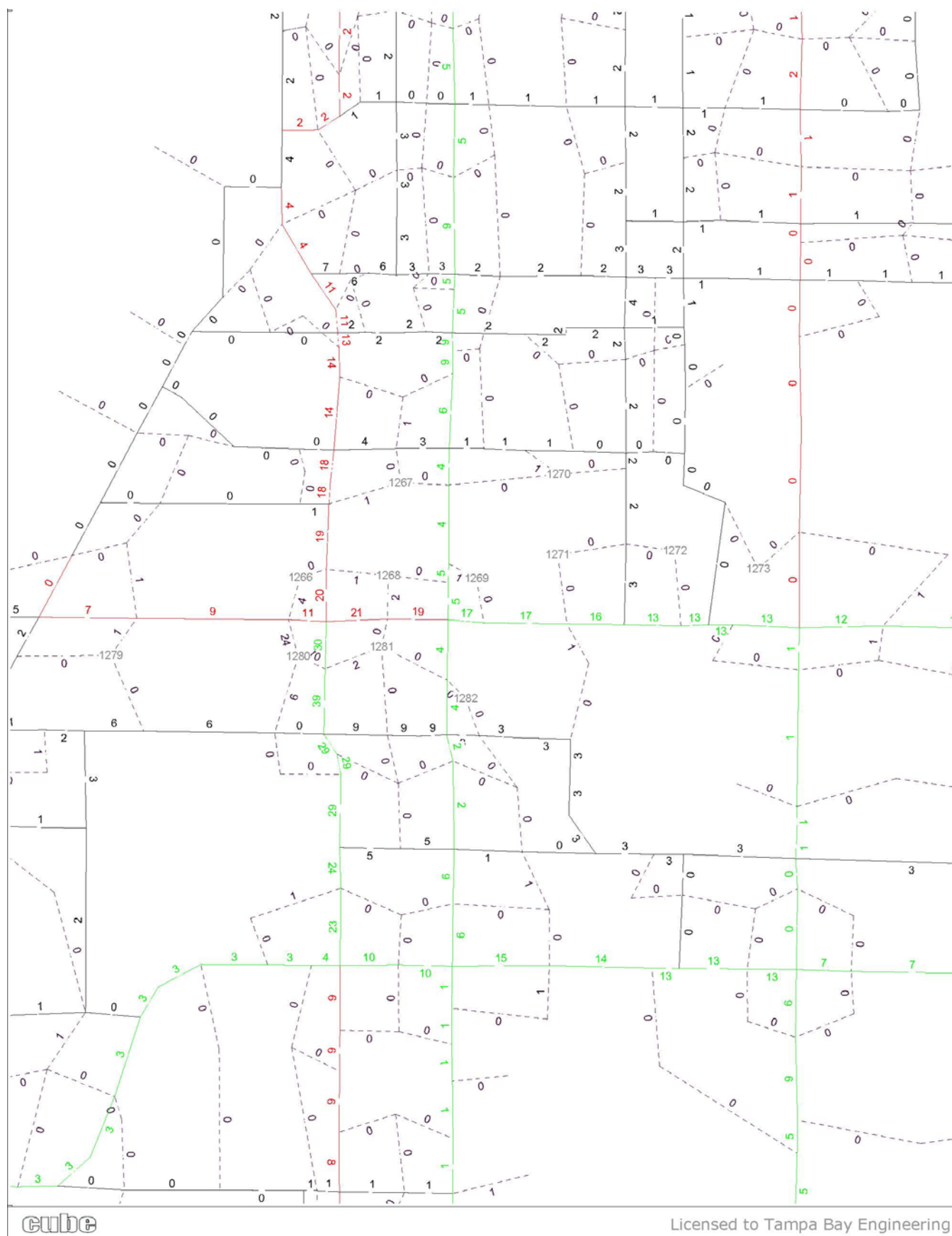
TAZ 1269



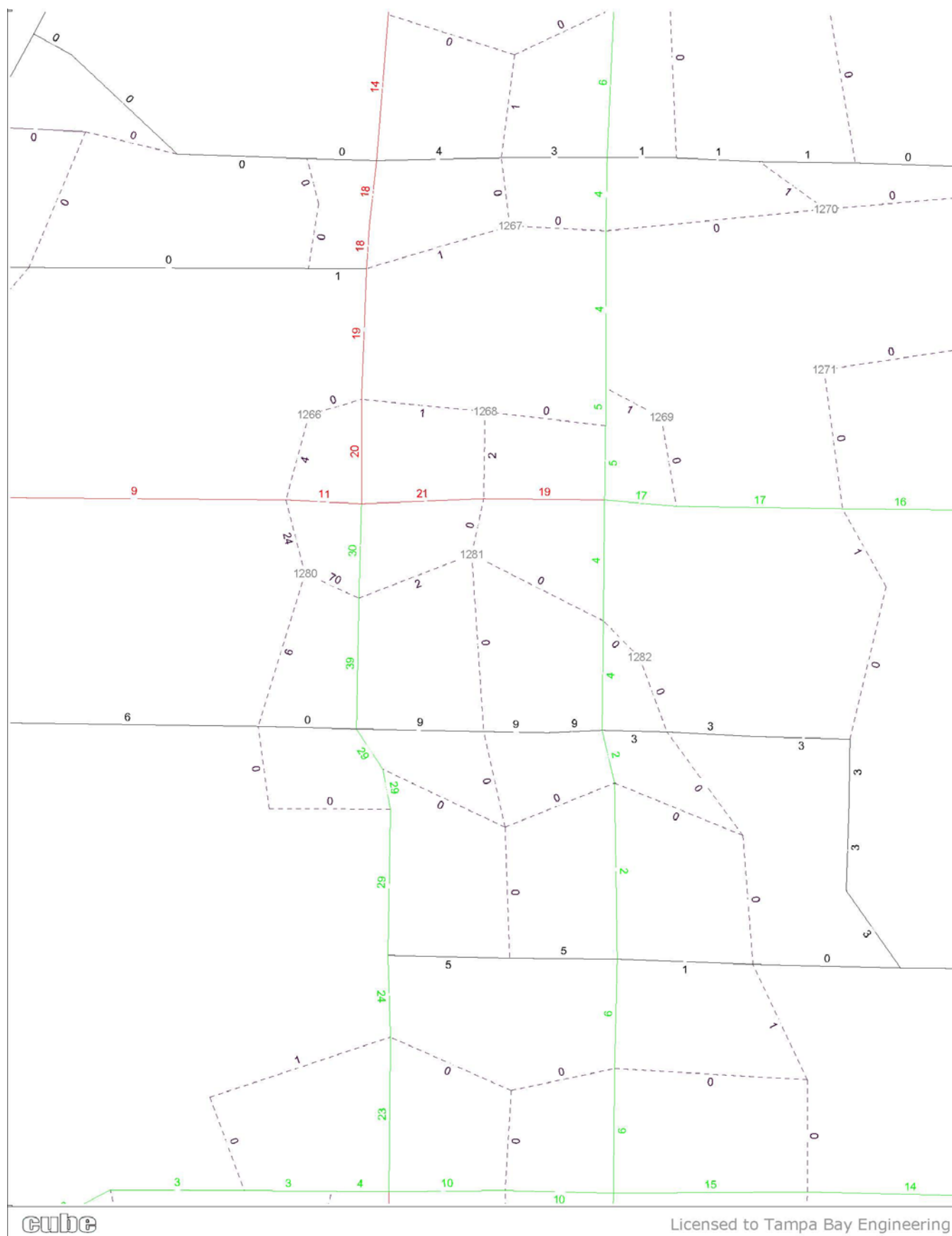
TAZ 1269



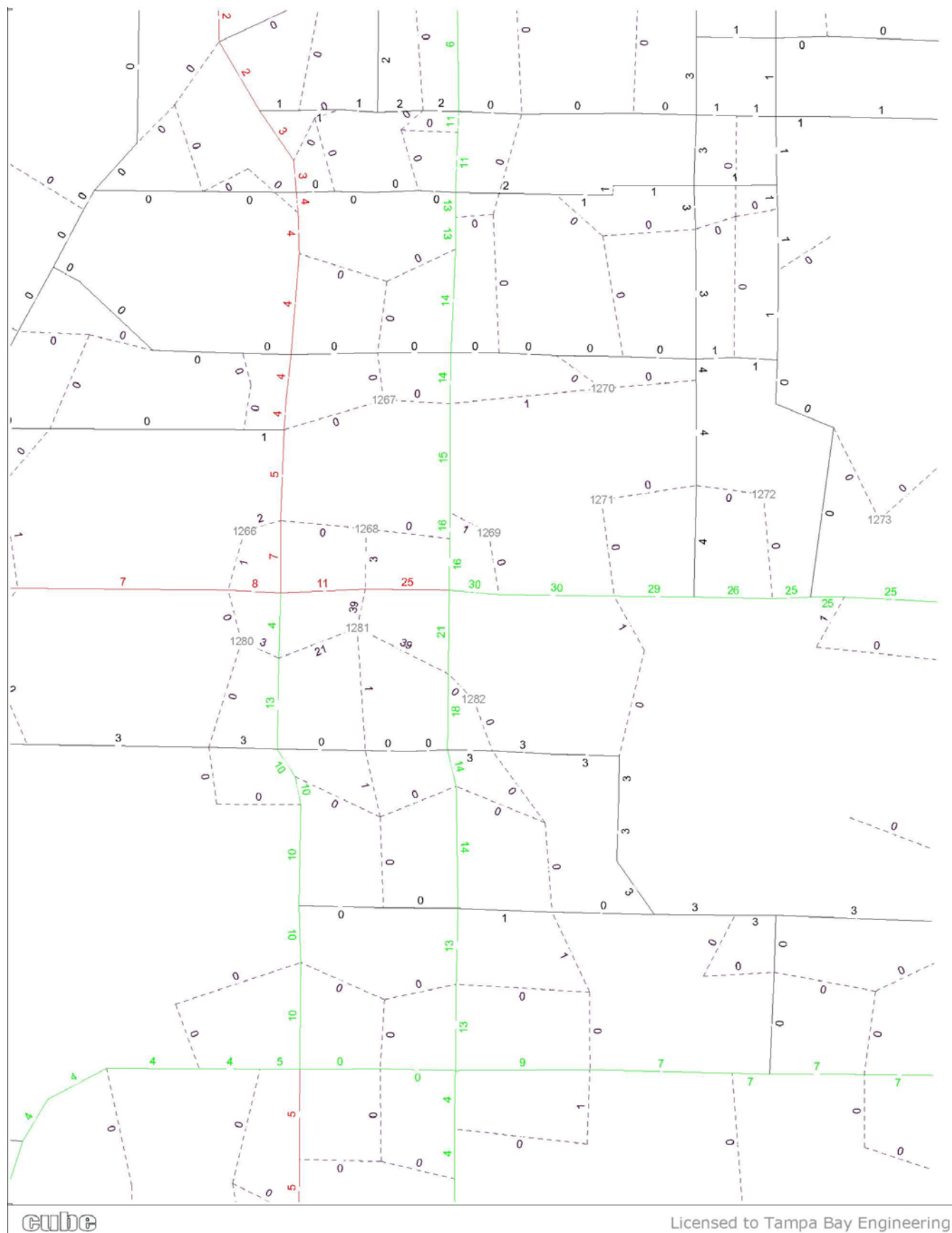
TAZ 1280



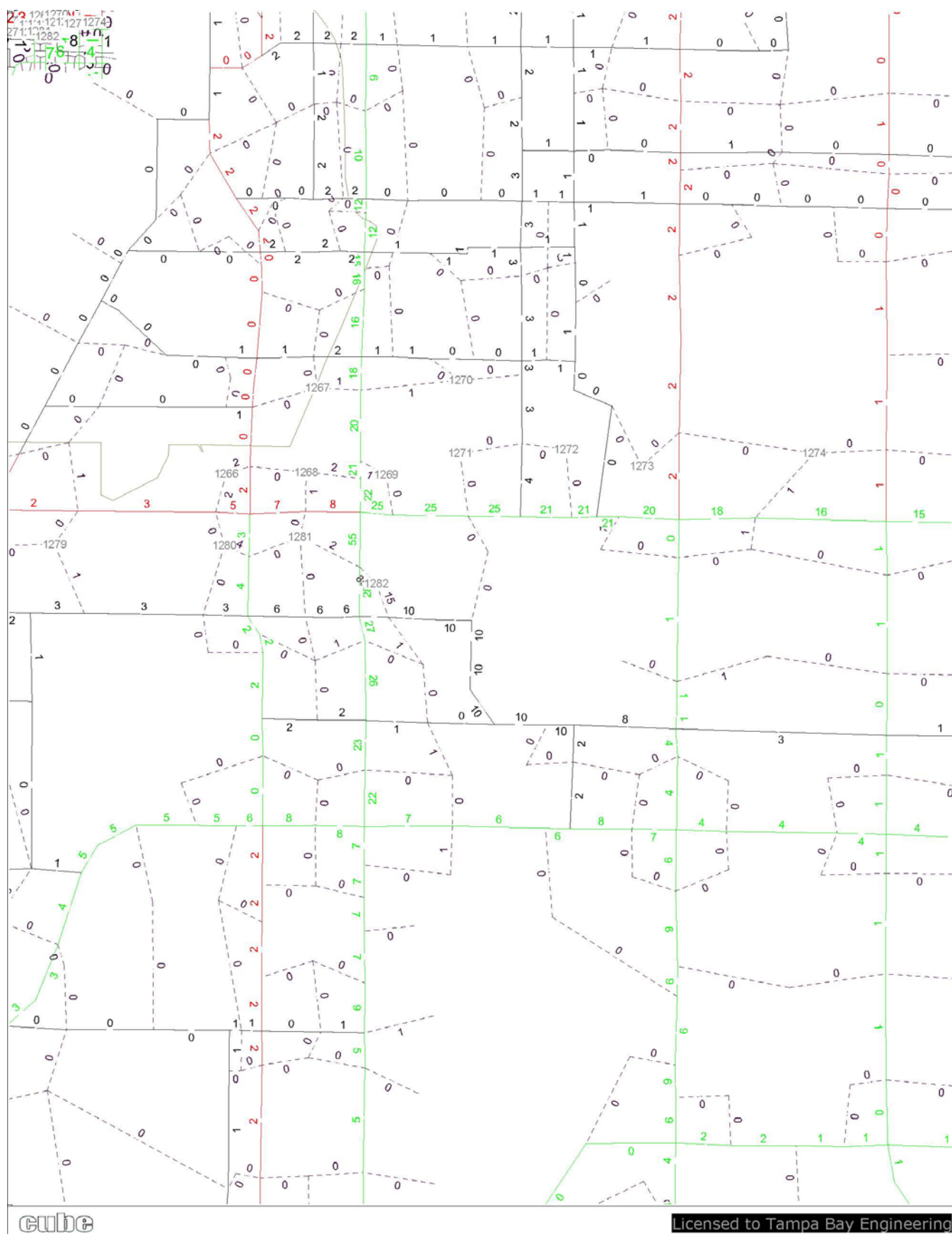
TAZ 1280



TAZ 1281



TAZ 1282



The image is a technical drawing of a road layout, likely a site plan or a map. It features a grid of roads with various colored lines (red, green, black) and dashed lines. The drawing includes numerous numerical annotations, some in red, some in green, and some in black. The layout is complex, with many intersecting lines and paths. The drawing is labeled "Cube" in the bottom left corner and "Licensed to Tampa Bay Engineering" in the bottom right corner.

Appendix E
Capacity Analysis
(PPC Methodology)

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

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

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

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

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

Appendix F

Intersection Analysis

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

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

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

Groups Printed- Unshifted

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

AM Peak HR

7:00 - 9:00 AM :

7:45 am - 8:45 am = 1984

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

PM Peak HR

4:00 - 6:00 PM

4:00 pm - 5:00 pm = 2,459 (644 x 4)

PHF =

2459

(644 x 4)

FLORIDA DEPARTMENT OF TRANSPORTATION
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

| Site Type | Description | Direction 1 | Direction 2 | AADT Two-Way | "K" Fctr | "D" Fctr | "I" Fctr |
|--------------|--|-------------|-------------|-----------------|-------------|-------------|-------------|
| 5040 | SR 595/USA 19/SEMINOLE BLVD, N OF 5TH AVE SW | N 20800E | S 20000E | 40800 E | 9.88F | 58.53F | 2.92F |

Site Type : P= Portable; T= Telemetered
 AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
 "K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
 "I" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2006 AADT FORECAST

| COUNTY: 15 PINELLAS | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SITE DESCRIPTION | | | | | | | | | | |
| 5040 SR 595/USA 19/SEMINOLE BLVD, N OF 5TH AVE SW | 41,500 | 42,300 | 43,000 | 43,700 | 44,400 | 45,200 | 45,900 | 46,600 | 47,300 | 48,100 |

↑

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

Site Type Description (N. of West/East Bay Drive)
0048 SR 651/MISSOURI AVE., S OF 4TH AVE NW

| Site Type | Description | Direction 1 | Direction 2 | AADT | "K" Fctr | "D" Fctr | "T" Fctr |
|-----------|---------------------------------------|-------------|-------------|---------|-------------|-------------|-------------|
| 0048 | SR 651/MISSOURI AVE., S OF 4TH AVE NW | N 20000 | S 19500 | 39500 C | 9.88F | 58.53F | 3.22A |

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2006 AADT FORECAST

| COUNTY: 15 PINELLAS | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SITE DESCRIPTION | | | | | | | | | | |
| 0048 SR 651/MISSOURI AVE., S OF 4TH AVE NW | 39,900 | 40,200 | 40,600 | 40,900 | 41,300 | 41,600 | 42,000 | 42,300 | 42,700 | 43,000 |

↑

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

| Site | Site Type | Description | Direction 1 | Direction 2 | AAADT | "K" | "D" | "I" |
|------|-----------|---|-------------|-------------|---------|-------|--------|-------|
| | | | | | Two-Way | Fctr | Fctr | Fctr |
| 5036 | | SR 595/USA 19/ W BAY DR, W OF SR 651/MISSOURI AVE | E 19500 | W 22000 | 41500 C | 9.88F | 58.53F | 3.03A |

Site Type : P= Portable; T= Telemetered
 AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
 "K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
 "I" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2006 AADT FORECAST

SITE DESCRIPTION

| SITE DESCRIPTION | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 5036 SR 595/USA 19/ W BAY DR, W OF SR 651/MISSOURI AVE | 41,900 | 42,300 | 42,700 | 43,100 | 43,500 | 43,900 | 44,300 | 44,700 | 45,100 | 45,500 |

Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADT's are not calculated.

FLORIDA DEPARTMENT OF TRANSPORTATION
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 15 PINELLAS

| | | | | | | | |
|-----------|--|-------------|-------------|---------|-------|--------|-------|
| Site Type | Description | Direction 1 | Direction 2 | ADT | "K" | "D" | "T" |
| 5039 | SR686/E BAY DR, E OF USA19/SR595,651/SEMINOLE BLVD | E 22500 | W 23000 | 45500 C | 9.88F | 58.53F | 3.04A |

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2006 AADT FORECAST

COUNTY: 15 PINELLAS
SITE DESCRIPTION

| | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 5039 SR686/E BAY DR, E OF USA19/SR595, 651/SEMINOLE BLVD | 46,600 | 47,600 | 48,700 | 49,700 | 50,800 | 51,800 | 52,900 | 53,900 | 55,000 | 56,000 |


























Future year AADT estimates are projections using from 4 to 13 years of data. A straight line is fitted between the average of the earliest and latest 3 years of data--for example the 1991-1993 average and the 2001-2003 average. If 13 years of history are available, the AADT is projected for a maximum of 10 years; if only 4 years of data are available, the AADT is only projected for 1 year. If there are less than 3 years of history at a station, future year AADTs are not calculated.

HCM Signalized Intersection Capacity Analysis

3: East Bay & Missouri

2008

PM Peak Hour

| |  |  |  |  |  |  |  |  |  |  |  |  |
|-----------------------------------|---|---|---|---|---|---|--|---|---|---|---|---|
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations |  |  | |  |  |  |  |  |  |  |  |  |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 0.95 | | 0.97 | 0.95 | 1.00 | 0.97 | 0.91 | 1.00 | 0.97 | 0.91 | 1.00 |
| Flt | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 3539 | | 3433 | 3539 | 1583 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 3539 | | 3433 | 3539 | 1583 | 3433 | 5085 | 1583 | 3433 | 5085 | 1583 |
| Volume (vph) | 322 | 1842 | 1 | 461 | 2600 | 308 | 242 | 2383 | 496 | 371 | 1688 | 248 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 339 | 1939 | 1 | 485 | 2737 | 324 | 255 | 2508 | 522 | 391 | 1777 | 261 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 150 | 0 | 0 | 82 |
| Lane Group Flow (vph) | 339 | 1940 | 0 | 485 | 2737 | 265 | 255 | 2508 | 372 | 391 | 1777 | 179 |
| Turn Type | Prot | | | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 9.0 | 53.2 | | 22.8 | 67.0 | 67.0 | 8.0 | 48.0 | 48.0 | 10.0 | 50.0 | 50.0 |
| Effective Green, g (s) | 9.0 | 53.2 | | 22.8 | 67.0 | 67.0 | 8.0 | 48.0 | 48.0 | 10.0 | 50.0 | 50.0 |
| Actuated g/C Ratio | 0.06 | 0.35 | | 0.15 | 0.45 | 0.45 | 0.05 | 0.32 | 0.32 | 0.07 | 0.33 | 0.33 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 206 | 1255 | | 522 | 1581 | 707 | 183 | 1627 | 507 | 229 | 1695 | 528 |
| v/s Ratio Prot | c0.10 | 0.55 | | 0.14 | c0.77 | | 0.07 | c0.49 | | c0.11 | 0.35 | |
| v/s Ratio Perm | | | | | | 0.17 | | | 0.23 | | | 0.11 |
| v/c Ratio | 1.65 | 1.55 | | 0.93 | 1.73 | 0.37 | 1.39 | 1.54 | 0.73 | 1.71 | 1.05 | 0.34 |
| Uniform Delay, d1 | 70.5 | 48.4 | | 62.8 | 41.5 | 27.6 | 71.0 | 51.0 | 45.3 | 70.0 | 50.0 | 37.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 311.3 | 249.6 | | 22.9 | 331.7 | 0.3 | 206.9 | 246.8 | 9.1 | 336.3 | 35.8 | 1.7 |
| Delay (s) | 381.8 | 298.0 | | 85.7 | 373.2 | 27.9 | 277.9 | 297.8 | 54.4 | 406.3 | 85.8 | 39.3 |
| Level of Service | F | F | | F | F | C | F | F | D | F | F | D |
| Approach Delay (s) | | 310.5 | | | 302.3 | | | 257.6 | | | 132.4 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| Intersection Summary | | | | | | | | | | | | |
| HCM Average Control Delay | 255.4 | | | HCM Level of Service | | | F | | | | | |
| HCM Volume to Capacity ratio | 1.65 | | | | | | | | | | | |
| Actuated Cycle Length (s) | 150.0 | | | Sum of lost time (s) | | | 16.0 | | | | | |
| Intersection Capacity Utilization | 151.0% | | | ICU Level of Service | | | H | | | | | |
| Analysis Period (min) | 15 | | | | | | | | | | | |
| c Critical Lane Group | | | | | | | | | | | | |

SECTION 19

Intersection 535
Main Street EAST BAY DR.
Side Street SEMINOLE BLVD.
Address 13

Report Date: 04/13/2007

Control Center
Use Only

SP = TP
1 = 1
2 = 0
3 = 3
4 = 4
5 =
6 =
7 =
8 =
9 =

CONTROLLER MENU

Start Up Phases 2 6
Dual Entry Y
Dual Entry Phases ALL
Walk Rest Modify 2,6
Inhibit Max Term. 1,3,4,5,7,8

COORDINATION MENU

| | | | | | | |
|------------------|-----|---|-----|-----|---|---|
| Cycle # ==> | 1 | 2 | 3 | 4 | 5 | 6 |
| Cycle Length ==> | 160 | 0 | 120 | 160 | | |
| Offset 1 ==> | 59 | | | | | |
| Offset 2 ==> | | 0 | | | | |
| Offset 3 ==> | | | 22 | | | |
| Offset 4 ==> | | | | 59 | | |
| Offset 5 ==> | | | | | | |

COORDINATION PHASES

| | | | | | | | | |
|-------------|---|---|---|---|---|---|---|---|
| Phases ==> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Split 1 ==> | | X | | | | X | | |
| Split 2 ==> | | | | | | | | |
| Split 3 ==> | | X | | | | X | | |
| Split 4 ==> | | X | | | | X | | |
| Split 5 ==> | | | | | | | | |
| Split 6 ==> | | | | | | | | |

PHASE ALLOCATIONS

| | | | | | | | | |
|-------------|----|----|----|----|----|----|----|----|
| Phases ==> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Split 1 ==> | 15 | 43 | 14 | 28 | 15 | 43 | 14 | 28 |
| Split 2 ==> | | | | | | | | |
| Split 3 ==> | 23 | 42 | 15 | 20 | 23 | 42 | 15 | 20 |
| Split 4 ==> | 15 | 43 | 14 | 28 | 15 | 43 | 14 | 28 |
| Split 5 ==> | | | | | | | | |
| Split 6 ==> | | | | | | | | |

COS/FRE TO TOD CIRCUITS

| C | O | S | FRE | CKT | CKT | CKT | CKT |
|---|---|----|-----|-----|-----|-----|-----|
| 7 | 6 | 25 | 1 | 1M1 | 1M2 | CN1 | WRM |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |
| | | | | | | | |

SPLIT MATRIX

| | | | | | | |
|--------------|---|---|---|---|---|---|
| Cycle ==> | 1 | 2 | 3 | 4 | 5 | 6 |
| Offset 1 ==> | 1 | | | | | |
| Offset 2 ==> | | | | | | |
| Offset 3 ==> | | | 3 | | | |
| Offset 4 ==> | | | | 4 | | |
| Offset 5 ==> | | | | | | |

Base Day 1

| HH:MM Circuit/Plan | C/O/S | CKT | On/Off |
|--------------------|-------|-----|--------|
| 06:00 | 111 | | |
| 06:00 | | FRE | OFF |
| 10:00 | 333 | | |
| 14:00 | 444 | | |
| 19:30 | 333 | | |
| 00:00 | | FRE | ON |
| | | | |
| | | | |
| | | | |

Base Day 2

| HH:MM Circuit/Plan | C/O/S | CKT | On/Off |
|--------------------|-------|-----|--------|
| 06:30 | 333 | | |
| 06:30 | | FRE | OFF |
| 00:00 | | FRE | ON |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Base Day 3

| HH:MM Circuit/Plan | C/O/S | CKT | On/Off |
|--------------------|-------|-----|--------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Week Plan 1 2111112

Week Plan 4

Week Plan 7

Week Plan 10

Week Plan 2

Week Plan 5

Week Plan 8

Week Plan 11

Week Plan 3

Week Plan 6

Week Plan 9

Week Plan 12

Implement Week Plans

Notes :

SIGNAL TIMING SHEET

Pinellas County Traffic Engineering









Signal No : 535
 Location : EAST BAY DR. & SEMINOLE BLVD.
 Jurisdiction : STATE/LARGO

Section # 19
 Address# 13

Controller

| Make | Model | Type | Operation |
|------|--------|---------|-----------------|
| PEEK | 3000 E | 8 PHASE | 8 PHASE/FULL/RR |

| | | | | | | | | | |
|-----|------------------------|----|----|---|-----|-------------------------|----|----|---|
| Ph1 | EAST BAY DR | EB | LT | R | Ph5 | EAST BAY DR | WB | LT | R |
| Ph2 | EAST BAY DR | WB | | | Ph6 | WEST BAY DR | EB | | |
| Ph3 | MISSOURI AVE. | SB | LT | R | Ph7 | SEMINOLE BLVD. | NB | LT | R |
| Ph4 | SEMINOLE BLVD/MISSOURI | NB | | | Ph8 | SEMINOLE BLVD./MISSOURI | SB | | |

| |  |  |  |  |  |  |  |  |
|------------|---|---|---|---|---|---|---|---|
| | Timing & Phasing | | | | | | | |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Min. Green | 7 | 17 | 7 | 16 | 7 | 17 | 7 | 16 |
| Extension | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 4 |
| Yellow CL | 3.3 | 4.0 | 3.6 | 4.4 | 3.3 | 4.0 | 3.6 | 4.4 |
| Red CL | 2.2 | 3.3 | 2.5 | 2.3 | 2.2 | 3.3 | 2.5 | 2.3 |
| Max 1 | 35 | 45 | 30 | 50 | 35 | 45 | 30 | 50 |
| Max 2 | | | | | | | | |
| Max 3 | | | | | | | | |
| Walk | | 5 | | 9 | | 5 | | 9 |
| FDW | | 30 | | 25 | | 30 | | 25 |
| Min Recall | | X | | | | X | | |
| Max Recall | | | | | | | | |
| Ped Recall | | | | | | | | |
| Non Lock | X | | X | X | X | | X | X |
| CNA1 | | X | | | | X | | |
| CNA2 | | | | | | | | |
| Phase Omit | | | | | | | | |
| Ped Omit | X | | X | | X | | X | |
| Flash | R | Y | R | R | R | Y | R | R |
| Delay Det. | | | | | | | | |

| Dipswitches | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-------------|---|---|---|---|---|---|---|---|
| ON | | | | | X | | | X |

| | |
|-----|---------|
| TBC | PREEMPT |
| YES | YES |

Additional Sheets =>

Comments CSX RR 1-800-232-0149.
 RR ROADMASTER 1-677-3392 RR MAINTENANCE 626-4027

Last Timing Change: 03/30/2006

Database Revised 03/30/2006
 Control Center Use Only

Appendix G

PSTA Bus Route Map

www.PSTA.net

G H J

RESOLUTION NO. 2287

A RESOLUTION OF THE CITY OF LARGO COMMUNITYH REDEVELOPMENT AGENCY AMENDING THE WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN FOR THE CITY OF LARGO, FLORIDA, BY INCORPORATING AMENDMENTS SET FORTH IN THE 15 YEAR REVIEW REPORT OF THE WEST BAY DRIVE COMMUNITY REDEVELOPMENT DISTRICT PLAN AND THE CAPITAL EXPENDITURES BUDGET FOR FISCAL YEAR 2016-2030, PURSUANT TO THE COMMUNITY REDEVELOPMENT ACT OF 1969, CHAPTER 163, PART III, FLORIDA STATUTES; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Board of County Commissioners of Pinellas County, Florida, by Resolution No. 91-83 dated March 19, 1991, delegated to the Largo City Commission, the power and authority to conduct redevelopment activities as defined in Chapter 163, Part III, Florida Statutes (the "Act"); and

WHEREAS, the West Bay Drive Community Redevelopment District Plan was approved by the Pinellas County Board of County Commissioners, pursuant to Resolution No. 97-315, adopted on November 4, 1997; and

WHEREAS, the Pinellas County Board of County Commissioners, on September 12, 2000, enacted Ordinance 00-70 and approved the creation of a redevelopment trust fund by the City of Largo, providing for the appropriation of tax increment revenues of the County to the redevelopment trust fund; and

WHEREAS, the Pinellas County Board of County Commissioners, by Resolution No. 02-289 dated October 29, 2003, delegated to the City Commission of the City of Largo, Florida, the power and authority to conduct certain redevelopment activities as defined in the Act in the eastward expansion area outlined in the City Resolution No. 1778; and

WHEREAS, Pinellas County Board of County Commissioners, by Ordinance No. 10-8, dated February 6, 2010, amended Ordinance No. 00-07 that created the trust fund for the West Bay Drive Community Redevelopment District to include a 15-year review of tax increment expenditures; and

WHEREAS, the Pinellas County Board of County Commissioners adopted Resolution No. 20-70, on July 21, 2020, accepting the City of Largo's 15 Year Review of the West Bay Drive Community Redevelopment District Plan and the schedule for Capital Expenditures for Fiscal Years 2016 through 2030, and required the City of Largo to amend the West Bay Drive Community Redevelopment Plan to include these two items.

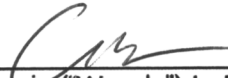
NOW, THEREFORE, BE IT RESOLVED, BY THE LARGO CITY COMMISSION OF LARGO, FLORIDA:

Section 1. That the West Bay Drive Community Redevelopment District Plan, is amended as set forth in Exhibit A and Exhibit B. Exhibits A and B are hereby approved as "Appendix H" and "Appendix I", respectively, to the West Bay Drive Community Redevelopment District Plan.

Section 2. This resolution shall become effective immediately upon its adoption.


PASSED AND ADOPTED ON THIS 15th DAY OF December, 2020.

CITY OF LARGO COMMUNITY
REDEVELOPMENT AGENCY



Louis ("Woody") L. Brown, Chairperson

REVIEWED AND APPROVED:



Alan S. Zimmet, General Counsel

ATTEST:



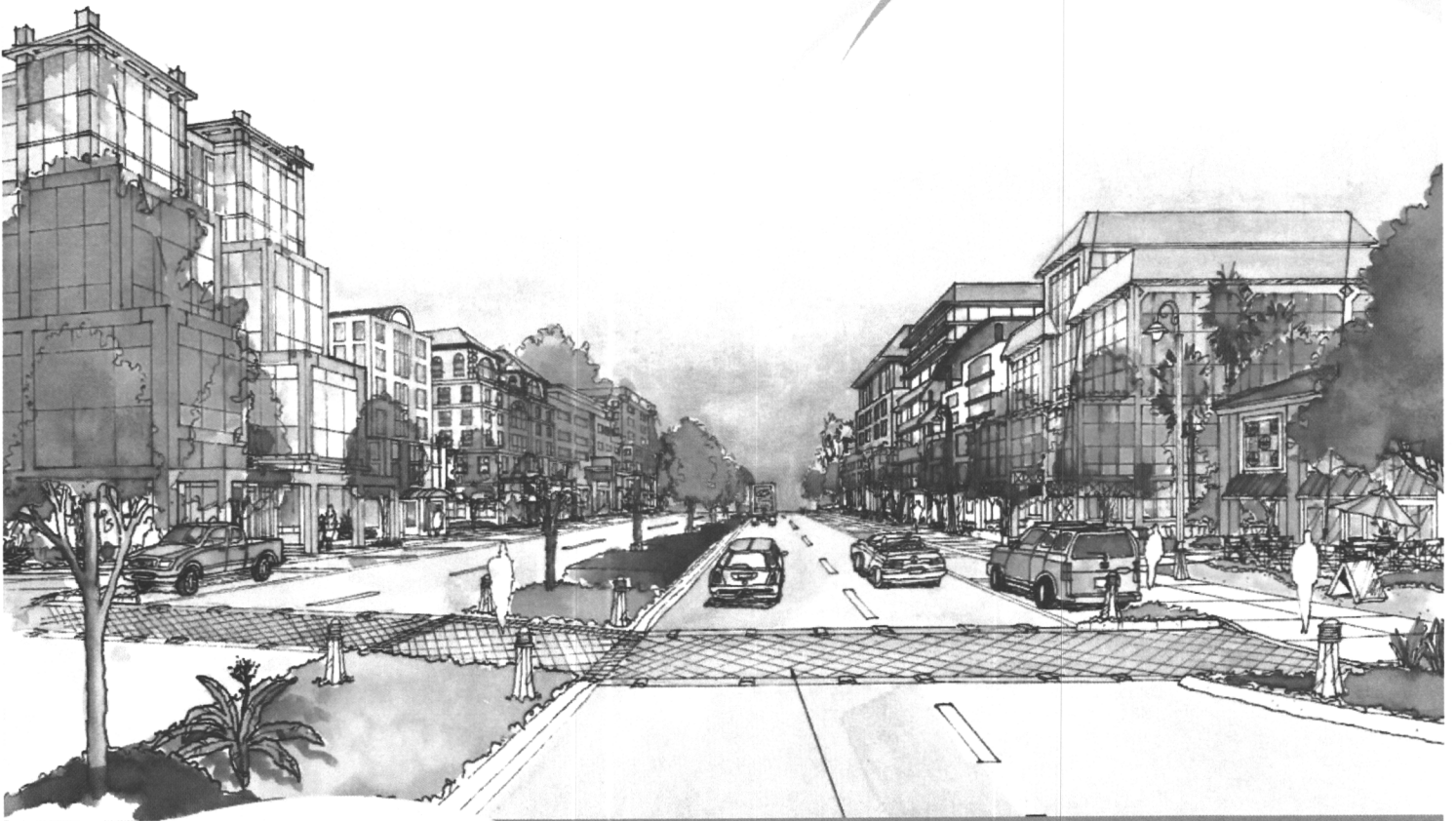
Diane Bruner, Clerk



EXHIBIT A

**Appendix H: Largo Community Redevelopment Agency West Bay Drive Community
Redevelopment Trust Fund 15 Year Review, 2000-2015 (June 2018)**

Largo Community Redevelopment Agency



West Bay Drive Community Redevelopment Trust Fund

15 Year Review
2000 - 2015

June 2018





In September 2000, the WBD District had 637 parcels with a taxable value of \$92,870,800. The District's taxable value in 2015 was \$145,933,372 and was based on 824 parcels.



West Bay Drive Community Redevelopment Trust Fund

The history of the establishment of the West Bay Drive Community Redevelopment Trust Fund (the Fund) between the City of Largo and Pinellas County.

The Fund was established by the City of Largo's Ordinance No. 2000-99 enacted on August 15, 2000 and Pinellas County's Ordinance No. 00-70, enacted on September 12, 2000. The length of the tax increment funding was set at thirty years. On February 16, 2010, Pinellas County approved Ordinance No. 10-08 amending Ordinance No. 00-70 to provide for a 15-year Review of the trust fund to determine whether, given the totality of the circumstances, the county portion of the tax increment revenues beyond 15 years should continue at the portion established or at a lesser amount, or the potential of not continuing their portion of funding. This report reviews each of the criteria outlined in Ordinance No. 10-08.

Performance Criteria

The success of the Plan relies on significant private investment in residential, employment and retail uses so that the community redevelopment area is marketable.

Performance of TIF Revenues

During the 15-year review period, how do the annual TIF revenues collected compare to the estimated revenues.

Measures: Collected TIF revenues per the Property Appraiser and Tax Collector. This information can be found in Attachment A to the document.

The impact of the 2007-2009 recession on the District's revenue collections during the fifteen year review is evident in the data collected. Between 2001 to 2006, the District averaged an increase of 13.40%. In 2007 the decline began and it was during this period that the actual TIF collections fell against the projected TIF collections. In all, the West Bay Community Redevelopment Trust Fund has lost close to \$1.75 million of projected revenue due to the impacts of the recession on property values in the District.

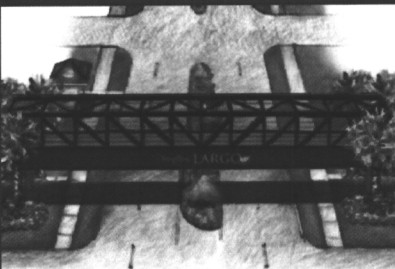
Implementation of 1997 & 2009 West Bay Drive Community Redevelopment District Plans (Plans)

During the 15-year review period, what progress has been achieved in implementing the use of TIF revenues in the Plan.

Measures: 1. Capital projects and initiatives built or substantially completed compared to the capital improvements schedule set forth in the Plans.

A table listing all of the Capital Improvements identified in the 1997 & 2009 Plans is attached as well as the City's current Capital Improvement Projects that are not part of the Plans but impact the District.

Capital Projects Highlighted



West Bay Drive Improvements (1997-2004) - A Joint Participation Agreement with the Florida Department of Transportation was done to facilitate roadway improvements for the section of West Bay Drive between Missouri Avenue and Clearwater Largo Road. The completed project provided a new landscaped median; extensive street landscaping; decorative streetlights; on-street parking; and widened sidewalks for pedestrian safety. The improvements address the creation of an identity and a sense of place for the district and meets many of the objectives identified in the 1997 Plan. Completed in 2001.

First Avenue NW Extension (1997-2004) - Although this project was significantly completed prior to the first Plan, the importance of the completion of the project was to provide improved accessibility within the district. The extension now provides rear accessibility to and from the commercial properties being redeveloped today. The extension was made to Clearwater Largo Road. Completed in 2001.

Downtown Public Parking (1997-2001) - The construction of a public parking lot was completed in 2004. Located between 1st Avenue SW and West Bay Drive, the new lot provides customer access and visibility to downtown businesses and provides another opportunity to establish sense of place through landscaping.

Downtown Stormwater Drainage - This public improvement has had the largest impact on the redevelopment of downtown than any other element in the 1997 & 2009 Plan thus far. It provides the ability for the "core" downtown area to redevelop at a 90% impervious level on a site. This ability maximizes the costs to redevelop and provides for a denser footprint for a project. Redevelopment Trust Funds were used in 2012 to increase the capacity of the ponds and to create a sense of place for the area through landscaping and hardscaping components. The ponds are now part of an interactive park environment that promotes pedestrian activity as well as redevelopment in the "core" downtown area.

Mast Arm Traffic Signal (2009) - The intersection of East Bay Drive and Central Park Drive underwent an update with the instillation of two new traffic signal mast arms and improved pedestrian crosswalks. Completed in 2009.

Fourth Street SW Reconstruction (2009) - Fourth Street SW from West Bay Drive to 8th Avenue SW was completely reconstructed as a Community Street. A brick street was constructed that included stormwater improvements, a new urban trail, sidewalk and landscaping. Completed in 2010.

West Bay Drive Urban Trailhead (2009) - Design has been completed for the "intersection" of the Pinellas Trail and West Bay Drive. Located near the western boundary of the district, the urban trailhead will help create a sense of place and establish connections to the surrounding commercial uses and the Medical Arts District. Reconfiguration of 12th Street SW will provide new off-street parking to better access the trail. New landscaping, a mid-block pedestrian crossing, connections to the trail from three neighborhood streets, and a new look for the existing overpass have been designed. Construction is anticipated to begin March 2019.

Progress on the Goal and Three Main Objectives from 2009 Plan

The 2009 Plan goal of providing a flexible framework for the redevelopment of the district into a livable community that supports balanced development in a healthy, welcoming environment where families can live, work shop and play is taking shape. Utilizing the three main objectives has led to goal's continued success.

Viable and Vibrant Downtown - Thanks in part to the downtown stormwater ponds, the purchase of key parcels by the CRA, and the implementation of redevelopment incentives the downtown is beginning to see the development of compact, mixed-use projects. The sale of two CRA-owned properties for redevelopment in 2015, are catalysts in achieving this goal. One project will be a new apartment complex and the other will be a mixed-use development that will provide commercial and residential spaces.

Sustainable Downtown - Through the designation of the various land uses in the district the Plan has been able to preserve the neighborhoods within the district. The new construction that is being built in and adjacent to the neighborhoods are providing a livable community. Access to new housing and commercial uses (retail/office) are beginning to help achieve economic, environmental and social growth downtown. Additionally, in 2015 consultants were hired to assist staff in the creation of a Concept Master Plan for the Medical Arts District.

Energetic Downtown - Significant progress continues to be made to increase the sidewalk grids throughout the district. Road reconstruction projects are providing larger sidewalks that are landscaped with trees. Stormwater ponds have been transformed into parklike settings and as new development is constructed in downtown, the impact of that project on a pedestrian environment is a priority.

One completed goal that was critical for the 2009 Plan was the creation of a State of Florida Department of Transportation Multimodal Transportation District. In February 2011, Largo City Commission adopted the Downtown Largo Multimodal Plan. It has strategies for creating a complete bicycle and pedestrian network throughout the area.

Effectiveness of 1997 & 2009 Plans at Mitigating Blighting Influence

During the 15-year review period, do the actions implementing the Plans have the desired effect of redeveloping the WBD Community Redevelopment District (District).

Measures: 1. A comparison, from 2000 to 2015, of the changes in the assessed valuations of the properties in the District to changes in the citywide total assessed valuation.

Data collected from the Pinellas County Property Appraiser for the 15 years shows that momentum began for the District to outpace the Citywide valuations starting in 2003. During the recession, the District held a better value than Citywide, except for YF 2009. With the lack of development projects occurring in the District, the property valuation has been slow to return. The CRA owned properties took longer to sell for private development than anticipated, thus keeping them off the tax records for an extended period of time.

2000 to 2015 Comparison of Changes in
assessed valuations - District and Citywide
Pinellas County Property Appraiser

| | Calendar Yr | WBD District | Citywide |
|---------|----------------|-----------------|----------|
| Base Yr | 2000 | 9.42% | 9.12% |
| | 2001 | 10.38% | 14.22% |
| | 2002 | 4.98% | 5.97% |
| | 2003 | 15.61% | 7.63% |
| | 2004 | 14.94% | 10.79% |
| | 2005 | 12.99% | 15.19% |
| | 2006 | 21.53% | 20.69% |
| | 2007 | 5.72% | 7.90% |
| | 2008 | -1.93% | -8.02% |
| | 2009 | -13.0% | -10.26% |
| | 2010 | -4.89% | -10.56% |
| | 2011 | -8.67% | -5.14% |
| | 2012 | -14.61% | -1.88% |
| | 2013 | 3.29% | 1.37% |
| | 2014 | 5.37% | 5.59% |
| | 2015 | 2.07% | 7.41% |
| Overall | | 57.14% | 86.40% |

2. Documentation of improvements in the aesthetic conditions of buildings, improved maintenance and landscaping throughout the District over 15 years.



West Bay expansion and landscaping 2001

Numerous changes took place in the District between 2000 - 2015. As mentioned throughout this document, a significant amount of landscaping has occurred to better identify the District and create a welcoming environment. Here are a few of the larger landscaping projects that occurred in the District:

- ◇ Expansion of the West Bay Drive corridor in conjunction with FDOT. New medians and sidewalk landscaping was critical to the project. Landscaping costs associated with this project was approximately \$745,000. The total costs for the corridor expansion were in excess of \$8 million.
- ◇ Landscaping along Clearwater Largo Road that lies within the District. This project covered more than just the West Bay Drive Redevelopment District, it also was a placemaking project for the Clearwater Largo Road Redevelopment District. Total costs associated with the landscaping, streetlights, sidewalks and other hardscapes was over \$2.6 million.
- ◇ The Downtown stormwater drainage ponds received a retrofit to be able to accept additional run-off and there were vast improvements with the addition of landscaping and hardscaping. Now the area is a part of an interactive park environment that promotes pedestrian activity and provides regional stormwater treatment. Total project costs associated with the retrofit and new landscaping was \$500,000.

- ◇ The Medical Arts sector contributed to the districts aesthetic conditions through several projects. The Largo Medical Campus expanded the main hospital facility, added a parking garage, and a new medical tower. The Eye Institute of West Florida constructed a new facility and added several new parking lots to accommodate their growth. St. Michael's Eye & Laser Institute purchased an adjacent property on West Bay and built an additional structure to locate their new endeavors.



The Eye Institute of West Florida



St. Michael's Eye & Laser Institute



Largo Medical new tower



New Landscaping & Hardscaping improvements for stormwater ponds

Aesthetic Conditions in the District



- ◇ Largo and the WBD Trust Fund assisted in redevelopment of the District through several public and private partnership projects. The relocation of Largo City Hall, the Police Station, and Fire Station 41 provided opportunities for developers to construct new commercial and residential projects as well as the first new hotel for downtown in over 40 years. Additionally, the City constructed a new Library, and made improvements to Central Park and the Bayhead Park complexes. The WBD Trust Fund purchased ten properties at a cost of \$4.1 million in order to consolidate blocks for redevelopment. The dilapidated buildings on these properties were torn down and two of the locations were sold in 2015 for redevelopment by private developers.
- ◇ The City purchased property with FDOT, removed 8 large structures, and relocated Ulmer Park to accommodate the widening and improvements along West Bay Drive from Missouri to Clearwater Largo Road. This project started in late 1990 and was completed in 2001.
- ◇ In 1998, a major addition began in the Largo Medical Center Campus with the expansion of the hospital and the addition of parking garage.
- ◇ The former downtown City Hall and Fire Station 41 was redeveloped as 24,000 square feet of commercial space fronting West Bay Drive, 54 residential homes, and the reconstruction of Fire Station 41. The entire project was completed in 2004.
- ◇ Construction of the Eye Institute of West Florida's 2-story building was completed in 2003.
- ◇ New retail space was added in 2006 to the Ace Hardware store to create a new retail plaza.
- ◇ In 2006, the older Largo Police Station was redeveloped into a new Hampton Inn and Suites hotel.
- ◇ A new Largo Public Library opened its doors in 2006, and soon after the old library building was demolished.
- ◇ A Holiday Inn Express was developed in 2009 on vacant property adjacent to Central Park.
- ◇ Demolition of an old gas station and the construction of a 21,000 square foot second building for the St. Michael's Eye and Laser Institute opened in 2013.
- ◇ Largo Parks in 2013 constructed a new skate park within the Bayhead Park complex located within the District.
- ◇ Construction was completed in 2013 for Pinellas Dental Center. The dental facility had been previously located in a retail store front.
- ◇ A complete reconstruction of the McDonalds restaurant near the Pinellas Trail took place in 2014.
- ◇ Chase Bank started construction in 2015 for a new branch on the vacant corner parcel at the intersection of West Bay Drive and Clearwater Largo Road.



3. A comparison, from Year 2000 to Year 2015, of the changes in the percentage of land in the District that has substandard residential structures, or is vacant or otherwise underutilized.

The 1997 Plan provided a housing condition survey where it identified that approximately 100 to 150 single-family homes were labeled "substandard" based on the following conditions:

- ◇ A single-family unit was built before 1940,
- ◇ A value per square foot of less than \$13.00,
- ◇ Less than 500 square feet,
- ◇ An appraiser quality rating which was unsatisfactory , or
- ◇ A replacement ratio of greater than two.

Working with these conditions the West Bay Drive District has made progress on reducing the number of substandard homes. There were approximately 65 homes in the district that were built before 1940. There were no unsatisfactory rated single-family homes identified, however, there are two older Mobile Home Parks that could be classified as unsatisfactory. The district has seen a much higher median price and therefore there are not homes showing a value per square footage of less than \$13.00. And there was only one rental unit that was smaller than 500 square foot, but no mention of single-family structures.

Comparing the changes of vacant or otherwise underutilized property within the district from 2000 to 2015, shows that this area has also improved. The main area of improvement has been with the reduction of vacant land thanks to the development of several projects. The underutilized property is the more challenging aspect of this performance review due in part that a large percentage of these sites are privately owned. A "land banking" mentality with private land ownership with some key sites continues to impact underutilized sites in the district. These owners are waiting for the larger projects to be completed in order to obtain a higher land price.



4. A comparison, from Year 2000 to Year 2015, of the number of unimproved roads that still exist in the District.

In 2000, there were 12 unpaved roads in the district and they were paved In 2010. Two partial road segments are unpaved and are scheduled for pavement in third quarter 2018.

5. A comparison, from Year 2000 to Year 2015, the amount of downtown parking that is available and the provision of Multimodal facilities.

Parking has been expanded in different areas throughout the district. In the core downtown, the City constructed a new lot on the south side of West Bay Drive adjacent to the West Bay Village commercial buildings. Additionally, with the demolition of the former Community Center that was located on the north side of West Bay Drive, the parking lot spaces dedicated to the former building have remained to be used by the public when visiting downtown. In the Medical Arts area there has been three projects that have contributed to the parking needs for the district. These projects include a parking garage for the Largo Medical Center Campus that was constructed and also underwent an expansion to allow for 546 automobiles in the past 15 years, along with two surface parking lot projects to meet the needs of the Eye Institute of West Florida. New parking is also being identified with the Urban Trail Head project that will modify 12th Street SW and allow for parking on the east shoulder adjacent to the Pinellas Trail.

For Multimodal facilities the City had a project lined up to construct a project in correlation with the Greenlight Pinellas campaign. Unfortunately, the campaign was not successful and the push to construct a Multimodal facility has been delayed. The other projects that have been designed to address the need for Multimodal in the District include the new Downtown Multimodal Plan that covers the West Bay Drive District as well as the Clearwater Largo Road District. Design is nearing completion for the construction of an Urban Trail Head where the Pinellas Trail intersects at West Bay Drive.

Attachment A

Performance of TIF Revenues

| | Calendar Yr | Fiscal Yr | Taxable Value | Increment | Chg | County TIF | City TIF | Actual Total TIF | Projected Total TIF | Difference |
|---------|-------------|-----------|---------------|-------------|---------|--------------|--------------|------------------|---------------------|--------------|
| Base Yr | 2000 | FY 01 | 92,870,800 | | | 0 | 0 | | | |
| | 2001 | FY 02 | 102,506,800 | 9,636,000 | 10.38% | 56,215.95 | 31,124.28 | 87,340.23 | 87,340 | 0 |
| | 2002 | FY 03 | 107,607,900 | 14,737,100 | 4.98% | 85,975.50 | 47,600.83 | 133,576.33 | 133,576 | 0 |
| | 2003 | FY 04 | 124,403,100 | 31,532,300 | 15.61% | 183,957.86 | 112,333.82 | 296,291.68 | 296,292 | 0 |
| | 2004 | FY 05 | 142,993,800 | 50,123,000 | 14.94% | 292,415.07 | 226,180.04 | 518,595.11 | 518,595 | 0 |
| | 2005 | FY 06 | 161,575,200 | 68,704,400 | 12.99% | 400,818.03 | 279,077.96 | 679,895.99 | 679,896 | 0 |
| | 2006 | FY 07 | 196,361,300 | 103,490,500 | 21.53% | 537,788.39 | 420,379.45 | 958,167.84 | 958,168 | 0 |
| | 2007 | FY 08 | 207,585,535 | 114,714,735 | 5.72% | 531,054.66 | 396,845.17 | 927,899.83 | 999,410 | 71,510 |
| | 2008 | FY 09 | 203,574,834 | 110,704,034 | -1.93% | 512,487.72 | 403,265.87 | 915,753.59 | 911,368 | 4,368 |
| | 2009 | FY 10 | 117,119,436 | 84,248,636 | -13.0% | 390,016.42 | 343,472.14 | 733,488.56 | 743,332 | 9,843 |
| | 2010 | FY 11 | 168,450,093 | 75,579,293 | -4.89% | 349,883 | 307,960.59 | 657,843.59 | 692,508 | 34,664 |
| | 2011 | FY 12 | 153,837,894 | 60,967,094 | -8.67% | 282,238.02 | 262,540.63 | 544,778.65 | 704,338 | 159,559 |
| | 2012 | FY 13 | 131,368,094 | 38,497,294 | -14.61% | 185,520.96 | 181,330.26 | 366,851.22 | 741,166 | 374,315 |
| | 2013 | FY 14 | 135,691,851 | 42,821,051 | 3.29% | 217,137.62 | 210,232.40 | 427,370.02 | 792,516 | 365,146 |
| | 2014 | FY 15 | 142,978,034 | 50,107,234 | 5.37% | 254,084.51 | 244,888.42 | 498,972.93 | 825,910 | 362,937 |
| | 2015 | FY 16 | 145,933,372 | 53,062,572 | 2.07% | 269,070.49 | 268,263.37 | 537,333.86 | 855,606 | 318,272 |
| Totals | | | | | | 4,548,664.20 | 3,735,495.23 | 8,284,159.43 | 9,940,039 | 1,655,879.57 |

Source: 2009 West Bay Drive Plan Table 5-25 and Pinellas County Property Appraisers website.



1980



2004

West Bay Drive -Community Redevelopment District Summary of Improvements

| | Status | Project | Description | Fiscal Year | Funding Source | Costs |
|-----------|-----------|--|---|--------------|---|--------------|
| 1 | Completed | Downtown Drainage Improvements | Regional stormwater ponds | 2001 | Local Option Sales Tax (LOST) | \$3,704,000 |
| 2 | Completed | West Bay Drive Improvements | Clearwater/Largo Road to Seminole Boulevard | 2001 | Florida Dept. of Transportation, Sanitary Sewer, LOST | \$4,750,000 |
| 3 | Completed | First Avenue NW Extension | Constructed as part of Downtown Drainage Improvement project, costs included in that project description | 2001 | CDBG & LOST | |
| 4 | Completed | Brick Street Restoration Project | Restoration of 1st Avenue SW, 5th Street SW, 6th Street SW and Woodrow Avenue. | 2003 | WBD Funds | \$378,847 |
| 5 | Completed | Public Parking Lot | 1st Avenue and 3rd Street, non-CIP | 2004 | WBD Funds | \$30,490 |
| 6 | Completed | Unpaved Roads Improvements | 12th Street, 2nd Avenue, and 4th Avenue | 2003 | CDBG | \$442,000 |
| 7 | Completed | Clearwater/Largo Road Streetscape | Portion in District | 2008 | LOST | \$1,720,000 |
| 8 | Completed | East Bay Drive/Central Park Drive Traffic Signal Mast Arm | Intersection of East Bay Drive and Central Park Drive | 2009 | LOST & County Gas Tax | \$220,000 |
| 9 | Completed | Downtown Drainage Retention Ponds Improvements | Regional stormwater pond | 2009 | Stormwater, WBD & Tree Funds | \$430,230 |
| 10 | Completed | Fourth Street SW Reconstruction | West Bay Drive to 8th Avenue SW | 2009-11 | County Gas Tax (CGT) | \$1,047,276 |
| 11 | Completed | Central Park Drive at EBD Pedestrian Crossing Improvements | Retrofit crossing with curbed pedestrian refuge medians and more visible crossing pavement | 2009 | LOST | \$213,004 |
| 12 | Completed | WBD Pocket Park | Developed former vacant land at Ridge and WBD into a small park location | 2014-15 | WBD Funds | \$28,972.87 |
| Completed | | Sub-total | | | | \$12,964,820 |
| 13 | Ongoing | WBD-CRD Neighborhood Streets | Stormwater Infrastructure being addressed as part of an entire area wide project; also includes roadway repair, installation of sidewalks, curb and gutter. | Started 2013 | WBD Fund, Stormwater | \$650,000 |
| 14 | Ongoing | Sidewalks – WBD Residential Neighborhoods | Various locations | Started 2014 | WBD & CDBG Funds | \$142,000 |
| 15 | Ongoing | Citywide Sidewalk and Trails Initiative | Citywide program, including CRDs | 2009-14 | LOST/ General Fund | \$1,804,000 |
| Ongoing | | Sub-total | | | | \$1,946,000 |

| | Status | Project | Description | Fiscal Year | Funding Source | Costs |
|-----------|---|--|---|-------------|--|-------------|
| 16 | Underway **Combined with #17 & 18 | WBD-CRD Gateway Treatments | Install gateway signs and landscaping in locations selected at western and eastern boundaries of WBD-CRD | Future | City TIF (\$24K) County TIF (\$24K) | \$48,000 |
| 17 | Underway | WBD at Pinellas Trail R/W Landscaping, WBD – CRD Gateway Treatments, Property & Easement Acquisition | Create trail head with landscaping and parking facilities to connect Pinellas Trail to Largo Medical Center and District | 2016 - 19 | City TIF (\$570K) County TIF (\$570K) LOST (\$200K) DOT Grant Tree Fund (\$200K) | \$2,009,076 |
| 18 | Underway | Clock Tower Plaza (Triangle Parcel) Improvements | City owned property at intersection of West Bay Drive and Seminole Boulevard: Downtown Plaza with gateway improvements including signage and landscaping. | 2018-19 | City/County TIF 50/50 split | \$500,000 |
| Sub-total | | | | | | \$2,557,076 |
| 19 | Proposed | Unpaved Alley Erosion Control | Citywide program, focusing on CRDs, analysis of downtown alleys | 2019-21 | WBD Funds | \$500,000 |
| 20 | Proposed | 14 th Street at West Bay Drive Pedestrian Crossing Improvements | Retrofit stripped 5-lane section with curbed pedestrian refuge medians and more visible crossing pavement | Future | WBD Fund – County only | \$60,000 |
| 21 | Proposed | Publix Shopping Center at WBD Pedestrian Crossing Improvements | Retrofit stripped 5-lane section with curbed pedestrian refuge medians and more visible crossing pavement | Future | WBD Fund - County only | \$44,000 |
| 22 | Proposed | Clearwater/Largo Road at WBD Pedestrian Crossing Improvements | Retrofit crossing to meet ADA standards, install curbed pedestrian refuge medians, and move visible crossing pavement | Future | WBD Fund - County only | \$130,000 |
| 23 | Proposed | 4 th Street at WBD Pedestrian Crossing Improvements | Retrofit crossing with curbed pedestrian refuge medians and more visible crossing pavement | Future | WBD Fund | \$60,000 |
| 24 | Proposed | Seminole Boulevard/Missouri Avenue at WBD Pedestrian Crossing Improvements | Retrofit crossing to meet ADA standards, install pedestrian refuge medians, more visible crossing pavement | Future | WBD Fund | \$180,000 |
| 25 | Proposed | Clearwater/Largo Road Streetscape | West Bay Drive to 4 th Avenue SW retrofit similar to northern C/LR segment improvements | Future | WBD Fund | \$1,000,000 |
| 26 | Proposed | Pedestrian Scale Streetlights | Various locations | Future | WBD Fund | \$330,000 |

| Status | Project | Description | Fiscal Year | Funding Source | Costs | |
|-----------|----------|--|--|--|----------------------------|-------------|
| 27 | Proposed | Neighborhood Entrance Treatments | Various locations | Future | WBD Fund – City only | \$36,000 |
| 28 | Proposed | Expansion of Reclaimed Water Service | Various locations | Future | Wastewater Fund | \$1,200,000 |
| 29 | Proposed | Alleys – WBD Residential Neighborhoods | Various locations | Future | WBD Fund & LOST | \$1,688,000 |
| 30 | Proposed | WBD / CRD Mass Transit Transfer Station, Downtown Parking Improvements | Site to be determined on West Bay Drive for transit transfer station and associated surface and/or structured parking facility | Included as a new project in 2010-2014 CIP | WBD Fund | Funding TBD |
| 31 | Proposed | Multi-Use Trail | Urban trail connections to Eagle Lake Park, Highland Complex, Largo Central Park, the Pinellas Trail, and the WBD downtown district. | 2011-14 | LOST (\$950K) GF (\$7K) | \$957,000 |
| 32 | Proposed | Multi-Use Trail | 4 th Avenue SW between Pinellas Trail and Seminole Blvd. | Future | WBD Fund | \$430,000 |
| 33 | Proposed | Regional Watershed Management Planning | The development of the Watershed Management Plan will facilitate the planning and design of stormwater system improvements to address flooding, water quality, infrastructure rehabilitation, and to meet regulatory requirements for the two basins impacting West Bay Drive (Allen's Creek, McKay Creek) | 2011 - 12 | Stormwater Fund | \$350,000 |
| Sub-total | | | | | | \$6,965,000 |

TOTAL for Completed, Ongoing & Underway

\$17,467,896

GRAND TOTAL FOR ALL PROJECTS

\$24,432,896

WBD Funds – when this is referenced as a funding source it is a 50/50 split between City and County contributions unless otherwise noted.

Citywide Capital Improvements Program FY18 – FY22

| Project | Description | Status |
|---------|---|---|
| 1 | City Hall Reconstruction | Staff will be conducting research on public-private partnership opportunities for a future City Hall project. |
| | Unfunded | |
| 2 | First Avenue NE Roadway & Infrastructure Improvements | Reconstruction of 1st Ave NE from Missouri Avenue to 4th Street NE, in coordination with the redevelopment of Largo High School. Project was deferred due to increased costs during design phase. |
| | Unfunded | |
| 3 | Playground Replacement | Woodrow Park to have new playground equipment |
| | Funded 2018 | |
| 4 | Bayhead Complex & Action Park Reconstruction | Replace existing building, reconstruct basketball courts and parking lot. |
| | Unfunded | |
| 5 | Central Park Entrance Sign, Landscaping and sculpture | Place a main entryway sign at the intersection of East Bay Drive and Central Park Drive along with landscaping and a sculpture |
| | Unfunded | |
| 6 | Central Park Railroad Building | Replacement of an existing structure with a new one for storage, maintenance space, an office of the club and an educational classroom space. |
| | Unfunded | |
| 7 | Largo Central Park Playground Replacement | Project includes replacement of the playground and synthetic turf surfacing for replacement in 2020. |
| | Unfunded | |
| 8 | Sanitary Sewer Overflow Prevention Projects | consultant design and construction improvements to the sanitary sewer conveyance system for four areas including locations in West Bay Drive CRD (WBD at CLR). |
| | Funded 2018/2019 | |
| 9 | Additional Restroom at Central Park | Add another restroom building in Central Park |
| | Unfunded | |

EXHIBIT B

**Appendix I: Largo Community Redevelopment Agency Capital Expenditures for Fiscal Years
2016 through 2030, for the West Bay Drive Community Redevelopment District**



Largo CRA Capital Expenditures FY 2016 - 2030

8/2/19

| Project | Plan & Page | County TIF Contribution | City TIF Contribution | Other Funds | Project Status | Total |
|---|-------------------------------|-------------------------|-----------------------|---------------------|--------------------|---------------------|
| Clearwater Largo Road Streetscape WB South to 4th Ave SW | WBD 2009 Plan, page 4-3 | | 950,000 | | FY 20/24 CIP | \$950,000 |
| WBD CRD Gateway Treatments / Triangle Parcel | WBD 2009 Plan, page 4-3 & 4-4 | | 529,845 | | FY 20/24 CIP | \$529,845 |
| WBD Mass Transit Transfer Station & DT Parking Design & Construction | WBD 2009 Plan, page 4-4 | 1,000,000 | 3,000,000 | | Planned | \$4,000,000 |
| WBD at Pinellas Trail Landscaping & Gateway - Final Design & Construction | WBD 2009 Plan, page 4-3 | 905,584 | 252,269 | 1,000,000 | FY 20/24 CIP | \$2,157,853 |
| Multi-Use Trail for DT access to Parks design & construction (4th St NW) | WBD 2009 Plan, page 4-4 | 500,000 | 600,000 | | Future CIP | \$1,100,000 |
| CRD Neighborhood Streets - 2nd St SW area | WBD 2009 Plan, page 4-5 | | | 1,313,000 | FY 20/24 CIP | \$1,313,000 |
| CRD Neighborhood Streets - Ridge Crest Nhood design & construct 4th Ave Bridge | WBD 2009 Plan, page 4-5 | | 389,972 | | FY 20/24 CIP | \$389,972 |
| Unpaved Alley Erosion Control - review, design | WBD 2009 Plan, page 4-6 | | 100,000 | | FY 20/24 CIP | \$100,000 |
| Alleys - WBD Residential Neighborhoods - construction two phases | WBD 2009 Plan, page 4-6 | | 1,588,000 | | Planned | \$1,588,000 |
| Citywide Sidewalk and Trails Initiative | WBD 2009 Plan, page 4-6 | 255,000 | 2,000,000 | | Planned | \$2,255,000 |
| Pedestrian Scale Streetlights - Medical Arts District and other locations | WBD 2009 Plan, page 4-6 | | 330,000 | | Planned | \$330,000 |
| Neighborhood Entrance Treatments | WBD 2009 Plan, page 4-6 | | 36,000 | | Planned | \$36,000 |
| Expansion of Reclaimed Water Service (north of WBD) | WBD 2009 Plan, page 4-6 | | 1,200,000 | | Planned | \$1,200,000 |
| Regional Watershed Management Planning - Med. Arts District | WBD 2009 Plan, page 4-5 | | 350,000 | | Planned | \$350,000 |
| 4th Ave NW Multi-use Pinellas Trail to Largo High - Design | WBD 2009 Plan, page 4-4 | 500,000 | | | Future CIP | \$500,000 |
| Reconstruction of 4th Ave NW | WBD 2009 Plan, page 4-4 | | 1,015,000 | | Future CIP | \$1,015,000 |
| 14th St/WB Pedestrian Crossing Improvements | WBD 2009 Plan, page 4-2 | 75,000 | | | FY 20/24 CIP | \$75,000 |
| Publix Center Pedestrian Crossing Improvements | WBD 2009 Plan, page 4-2 | 55,000 | | | FY 20/24 CIP | \$55,000 |
| CLR/WB Pedestrian Crossing Improvements | WBD 2009 Plan, page 4-2 | 162,000 | | | FY 20/24 CIP | \$162,000 |
| 4th St./WB Pedestrian Crossing Improvements | WBD 2009 Plan, page 4-2 | 75,000 | | | FY 20/24 CIP | \$75,000 |
| Citywide Sidewalk and Trails Initiative WBD Complete Streets Project | WBD 2009 Plan, page 4-6 | 1,351,250 | | | FY 20/24 CIP | \$1,351,250 |
| Seminole/Missouri/WB Pedestrian Crossing Improvements | WBD 2009 Plan, page 4-2 | | | 180,000 | Completed | \$180,000 |
| Development & Construction of Pocket Park - WBD and Ridge Rd | | | 20,000 | | Completed | \$20,000 |
| Housing Infill Grant Incentive - 158 Ridge Apartments | | | 232,000 | | Approved Incentive | \$232,000 |
| WBD Multi-modal Improvements Missouri - Clearwater Largo Rds design & construct | | 1,232,579 | | 1,687,381 | FY 20/24 CIP | \$2,919,960 |
| Pedestrian Scale Streetlights - WBD Multi-modal improvement project | WBD 2009 Plan, page 4-6 | | 1,000,000 | | FY 20/24 CIP | \$1,000,000 |
| 1st Avenue NE Reconstruction | | | 2,800,000 | | Future CIP | \$2,800,000 |
| Municipal Center - relocation of City Hall downtown, public parking & amenities | | | 3,750,000 | 21,250,000 | FY 20/24 CIP | \$25,000,000 |
| Parcel Purchases for Projects - Transit Transfer Station, City Hall, Public Parking | | 3,500,000 | | | Ongoing | \$3,500,000 |
| Bus Shelters | | | 12,573 | | Completed | \$12,573 |
| Real Estate Development Grant Incentive - West Bay Lofts | | | 1,143,953 | | Approved Incentive | \$1,143,953 |
| Land Assembly | | 3,500,000 | | | Ongoing | \$3,500,000 |
| Land documentation, remediation and demolition | | 400,000 | | | Ongoing | \$400,000 |
| Totals | | \$13,511,413 | \$21,299,612 | \$25,430,381 | | \$60,241,406 |