



**PLANNING & DEVELOPMENT DEPARTMENT**  
**Supplemental Information for Large Scale Future Land Use Map & Countywide Plan**  
**Map Amendments for Property Annexed into City of Clearwater's US 19 District**

**CASE:** ANX2019-11026

**FUTURE LAND USE**  
**ORDINANCE NO.:** 9367-20

**REQUEST:** To amend the City of Clearwater's Future Land Use Map upon Annexation, to designate a 26.317-acre property located at 24323 and 24479 US Highway 19 North as US 19 – Corridor and Preservation, and to amend the Countywide Plan Map to designate the same property as Multimodal Corridor - Primary and Preservation

## **Background**

The City of Clearwater's planning efforts for the US 19 Corridor span almost a decade, and the City is currently seeing an increase in redevelopment as a result of this work. The US 19 Corridor Redevelopment Plan (Corridor Plan), adopted by City Council in 2012, established a vision of intense, transit-supportive centers located at major cross streets with cohesively developed areas in-between these centers. The Corridor Plan was based on a market analysis and land use and mobility assessment and offered general guidance on the appropriate intensity, form and character of development for each development area.

To achieve this vision, in 2016/17, the City took four key actions, all of which were deemed consistent with the Countywide Plan:

- Amended the Clearwater Comprehensive Plan to establish three new future land use categories and associated intensities for new development, as well as to add policies to further support the implementation of the Corridor Plan [required DEO review]
- Amended the City's Future Land Use Map to designate properties within the City's jurisdiction along the corridor and major cross streets with the new future land use categories [required DEO review]
- Amended the Community Development Code to establish the US 19 Zoning District and Development Standards, consistent with the Countywide Plan
- Amended the Zoning Atlas to designate properties with the new US 19 Zoning District

There are several enclaves of unincorporated property located along US Highway 19 and within the City’s utilities service area. The Corridor Plan discussed these properties being annexed to create a unified development pattern, and the City later identified what future land use category should be designated upon annexation in Comprehensive Plan Map A-17 US 19 Corridor Redevelopment Area. The City’s data analysis for the future land use and zoning amendments addressed impacts that future development would have on public facilities and their levels of service. This analysis factored in this presumed growth through future annexations as well. The City worked closely with Forward Pinellas, which continues to identify the corridor as one of its Strategic Planning & Operations Topics, or SPOTLight emphasis areas, and has accounted for significant increases of development along the entire corridor through its Long Range Transportation Plan and in the Countywide Rules.

Because of the significant planning effort undertaken at the time, the City streamlined the local process for property owners requesting to annex into the City within the US 19 Corridor Redevelopment Area by adopting Policy A.7.2.5 in the Comprehensive Plan which establishes that “Unincorporated property within the Clearwater Planning Area located within the US 19 Corridor redevelopment area shall be designated through an amendment to the Future Land Use Map with the appropriate future land use category upon annexation, consistent with the US 19 Regional Center, US 19 Neighborhood Center and US 19 Corridor future boundaries depicted on Map A-17.”

This Policy does not exempt the City from the requirements of the Countywide Plan pertaining to amendments to the Countywide Plan Map, nor to State Statutes governing amendments to Future Land Use Maps, in particular those that are “Large Scale” which must be reviewed by various state agencies. The proposed changes to the City’s Future Land Use Map will not become effective until after the Board of County Commissioners, acting as the Countywide Planning Authority, approves an amendment to the Countywide Plan Map, thereby ensuring the City’s map is consistent with the Countywide designation. Additionally, this application shall be submitted to the Department of Economic Opportunity and other review agencies as required by the Expedited State Review process.

The review and findings of consistency with the City’s Comprehensive Plan and Community Development Code are found within the City Council Cover Memo which is provided as part of the City’s submittal. The remainder of this report addresses the data and analysis required for the Countywide Plan amendment and Large Scale Map amendment processes. The impacts to public facilities analysis compares maximum development potential allowed based on the Pinellas County Future Land Use Map (pre-annexation designations) and using the County’s density and intensity standards to the maximum development potential allowed under the proposed City categories (post-annexation designations). Any assumptions are documented within.

## Review of Current and Proposed Land Use Designations (City / Countywide)

*Table 1. Densities and Intensities Allowed by Present Designations*

Present Designations Pinellas County <sup>1</sup> / Countywide Plan	Residential Urban (RU) / Residential Low Medium (RLM)	Residential/Office/Retail (R/O/R) / Retail & Services (R&S)	Recreation/Open Space (R/OS) / Recreation/Open Space (R/OS)	Preservation (P) / Preservation (P)
Acreage:	19.78 ac	5.26 ac	.084 ac	1.193 ac
Maximum Density:	7.55 upa / 10 upa	15 upa / 24 upa	0 upa / 0 upa	0 upa / 0 upa
Maximum Intensity:	FAR 0.40; ISR 0.65/ FAR 0.50; ISR 0.75	FAR 0.30-0.40; ISR 0.75 / FAR 0.55; ISR 0.90	FAR 0.25; ISR 0.60 / FAR 0.25; ISR 0.60	FAR 0.10; ISR 0.20 / FAR 0.10; ISR 0.20
Zoning District (County):	Residential Mobile/ Manufactured Home (RMH)	Residential Mobile/ Manufactured Home (RMH); Commercial Parkway (CP)	Residential Mobile/ Manufactured Home (RMH)	Residential Mobile/ Manufactured Home (RMH)
Permitted Uses (County) <sup>2</sup> :	Mobile home parks, Mobile home subdivisions, single family detached, accessory uses	Mobile home parks, Mobile home subdivisions, single family detached, accessory uses; Retail, restaurants, hotels, residential, offices, research/development, institutions, etc.	public/private open space; public/private park	Open and undeveloped consistent with the following natural resource features and considerations: natural drainageways and such additional areas determined to have environmental significance
Notes:				
1. The City's Comprehensive Plan includes the same future land use categories and establishes the same density/intensity standards, with the exception of R/O/R (City allows 18 upa, 0.40 FAR, 0.85 ISR) and Preservation (City allows 0.10 FAR and 0.20 ISR).				
2. Permitted uses listed are those allowed by the zoning district and/or the underlying future land use category if more restrictive.				

*Table 2. Densities and Intensities Allowed by Proposed Designations*

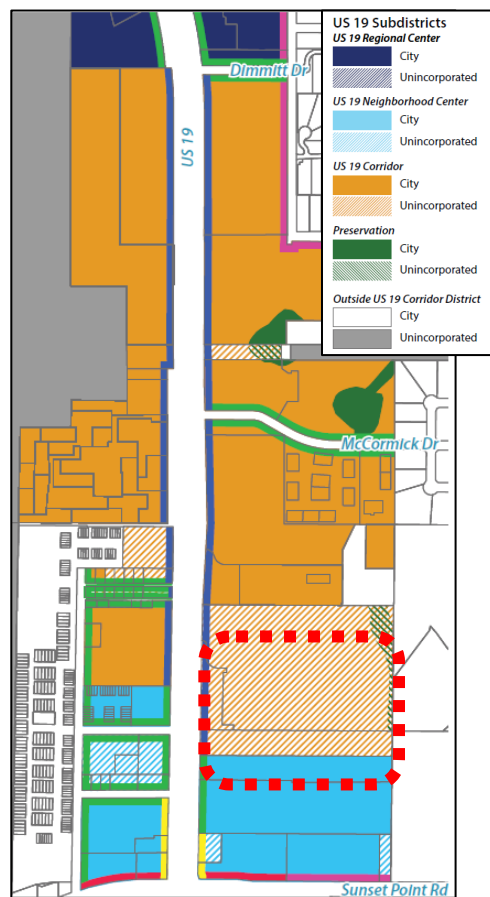
Proposed Designations City / Countywide Plan*	US 19 Corridor (US19-C) / Multimodal Corridor - Primary (MMC)	Preservation (P) / Preservation (P)
Acreage:	25.124 ac	1.193 ac
Maximum Density:	N/A (FAR only used) / 55 upa 90 temp lodging units/ac	0 upa / 0 upa
Maximum Intensity:	FAR 1.50; ISR N/A FAR 3.50; ISR N/A	FAR 0.10; ISR 0.20 / FAR 0.10; ISR 0.20
Consistent Zoning Districts (City):	US 19 (Corridor Subdistrict)	Preservation
Permitted Uses (City):	Office; High Density Residential; Residential Equivalent; Institutional; Warehouse; Light Manufacturing; Research/Development	Natural/Undeveloped Water Features; Beaches and Dunes; Environmental Parks
Notes: Areawide density/intensity averaging is not proposed		

## Review of Other Countywide Rule Standards

### 2.3.3.15 Category/Symbol – Multimodal Corridor (MMC).

**Multimodal Corridor Size Criteria** – The width of a designated Multimodal Corridor may extend up to ½ mile from the parcel boundary adjacent to the corridor on either side. The length shall not be less than ½ mile, although longer lengths are encouraged. There is no maximum length for a designated Multimodal Corridor.

The proposed amendment area is directly abutting US Highway 19. It is located at the southern end of one of the City of Clearwater’s areas designated as US 19 Corridor (City) / Multimodal Corridor (Countywide Plan), which is located generally between the Westfield Countryside Mall Area Regional Center to the north and the Sunset Point Road / SR 590 Neighborhood Center to the south (see map inset with proposed amendment area circled; from US 19 District Regulating Plan). One parcel in this southernmost area is excluded from the proposed amendment as it is under separate ownership and the owner has not requested annexation into the City of Clearwater at this time.



### 6.2.3.2 Additional Requirements for Tier II and Tier III Amendments. [addressed due to property size exceeding 10 acres]

**C. Implementation Tools** – For each proposed AC, MMC or PRD designation, the applicant will enumerate any existing and proposed plan/code provisions (e.g., special area plan, current zoning designations, special zoning designations, design overlays, and/or other regulatory tools) that will be used to implement the Planning and Urban Design Principles. In addition, the applicant will be required to submit a proposed adoption schedule for any new policies and/or regulations that will be required for such implementation.

The City annexed this property into the City of Clearwater on April 16, 2020. As discussed in the background information, the City has always planned for unincorporated enclaves located along US Highway 19 and within the City’s service area to be integrated into its US 19 District and therefore subject to the US 19 Zoning District & Development Standards. In 2015, Forward Pinellas adopted a new Countywide Plan which established the Planning and Urban Design Principles (contained within the Countywide Plan Strategies), as well as the new Activity Center and Multimodal Corridor categories. The City coordinated with Forward Pinellas and these designations were placed on the Countywide Map at the time of its adoption. The City’s work

was handled as a “plan in transition” and certain information that is now required for such map amendments was not necessary at that time.

The following summarizes how the US 19 Zoning District and Development Standards (adopted February 2, 2017, as amended) implement the six Planning and Urban Design Principles found in Land Use Goal 16.0 of the Countywide Plan Strategies. There are no changes to the District proposed in conjunction with this amendment; therefore, the proposed amendment will implement the principles.

*1. Location, Size, and Areawide Density/Intensity Ranges:* The City’s US 19 Zoning District & Development Standards govern areas that are identified on the Countywide Land Use Strategy Map as Major Center, Community Center, and Primary Corridor, and meet the Objectives and Best Practices for size, location, and intensity standards (adopted Appendix B, Division 2. Regulating Plan and Division 3. Subdistrict Standards). ***The proposed amendment is located within an area identified as Primary Corridor on the Land Use Strategy Map.***

*2. Connectivity:* The US 19 Zoning District and Development Standards preserves and enhances the existing circulation grid through the requirements in Appendix B. Division 5. Site Design Standards, which establish an urban development pattern, including certain block and drive standards for parcels 10+ acres in size, and require access and driveway consolidation, cross parcel connections, and connections to the Duke Energy Trail. This Division also implements the Best Practices by limiting gated/walled developments, prohibiting dead end streets and cul-de-sacs, creating quality connected streets through enhanced and reconstructed walkways, and orienting redevelopment to public transit by requiring coordination with PSTA and reserving space for shelters as deemed necessary. ***The proposed amendment area would need to meet these standards, as applicable to its location.***

*3. Site Orientation:* The US 19 Zoning District & Development Standards utilize a Regulating Plan to identify five different Street Frontage Types. The standards for these are located in Appendix B. Division 4. Street Frontage Types, and address building setbacks, including minimum and maximum front setbacks in certain areas, parking location (prohibiting front parking in several areas), and requiring buildings be oriented to the street with primary entries facing the street and a certain percentage of the façade having transparent windows in many instances. ***The proposed amendment is designated as Street Frontage Type E which requires 30 ft front setbacks along US 19. New Primary Drives will be designated as Street Frontage Type A, which establishes 15-20 foot setbacks and does not allow parking in front of the building.***

*4. Public Realm Enhancements:* Various enhancements of the public realm in support of pedestrian-oriented uses are required within the adopted standards, including establishing standards for new Primary and Secondary Drives (Table 5) which are required for sites 10+ acres

in size, and establishing Open Space requirements for sites 15+ acres in size which are located in the Centers. The Code does not establish District-specific requirements for on-site landscaping along the street frontage; generally, properties are required to plant 1 tree every 35 feet in the perimeter landscaping buffers, in addition to other plants. There is very limited right-of-way, so the City continues to discuss future opportunities to improve the public realm with FDOT, but does not currently require the applicant install any street furniture or other enhancements within the right-of-way or immediately onsite. ***The proposed amendment is more than 10 acres in size and located in the Corridor and will require new drives be established.***

5. ***Ground Floor Design and Use:*** Implementing regulations address ground level design by Street Frontage Type (Division 4). Additionally, Division 6. Building Design Standards limit blank facades, require façade bays, and require pedestrian-oriented design for structured parking that faces pedestrian ways or public sidewalks. ***The proposed amendment area will need to meet the applicable frontage and building design standards which are established to create pedestrian-friendly environments.***

6. ***Transition to Neighborhoods:*** Building height and setbacks are tiered within certain distances from adjacent properties in the City’s Low Density Residential (LDR), Low Medium Density Residential (LMRD) or Medium Density Residential (MDR) Districts (Section B-302.B). ***The proposed amendment is not adjacent to any of these zoning districts.***

## Impacts to Public Facilities, Including Transportation

To assess the sufficiency of public facilities needed to support potential development on the proposed amendment area, the maximum development potential of the property under the present and requested City Future Land Use Map designations were analyzed (see Table 3).

*Table 3. Maximum Development Potential for Existing & Proposed Designations*

	Present Designations (County) RU + R/O/R + R/OS + P	Requested Designations (City) US 19-C + P	Net Change
Site Area	26.317 acres (1,146,368.52 SF)	26.317 acres (1,146,368.52 SF)	
Maximum Development Potential	227 DUs <sup>1</sup> 82,537 SF <sup>2</sup> 0.40 FAR	1,641,602 SF <sup>3</sup> 1.50 FAR	+1,559,065 SF 1.10 FAR

Notes:

1. Maximum residential development possible in portions of the site designated as RU and R/O/R only.
2. Nonresidential uses are not permitted in County’s Residential Mobile/Manufactured Home (RMH) zoning district which is designated on the northern (mobile home park) parcel (21.58 acres); therefore, this portion of the site was excluded, and the development potential reflects the acreage of the portion of the southern parcel only designated with R/O/R future land use (4.737 acres) and zoned Commercial Parkway (CP) in the County.
3. Maximum development potential in US 19 future land use categories utilizes a Floor Area Ratio (FAR) only, regardless of the number of dwelling units provided, consistent with the density and intensity standards for Multimodal Corridors found in Section 2.3.3.15 of the Countywide Rules. The City’s Preservation (P) District, which is consistent with the underlying Preservation future land use category, limits nonresidential development to marina use which would not be located in this area (1.193 acres); therefore, this portion of the property was excluded from the determination of maximum development potential (proposed).



The City of Clearwater utilizes Floor Area Ratio (FAR) for all development within the US 19 Corridor future land use category; therefore, it is difficult to determine exact changes to residential development potential associated with this amendment.

The following analysis makes certain assumptions about the development of this site as mixed-use. Because the current future land use designations cross parcel lines, this analysis utilizes the maximum development potential for residential development on the northern parcel (156 units, based on 19.78 acres designated as RU, 0.523 acres designated as R/O/R, and 0.084 acres designated as R/OS) and the maximum development potential for nonresidential development on the southern parcel (82,537 SF, based on 4.737 acres designated as R/O/R). This is compared to the maximum potential development of the proposed US 19 Corridor (US19-C) future land use developed with 50% nonresidential uses (820,801 SF office) and 50% residential uses (638 units<sup>1</sup>). The 1.193-acre area proposed to remain designated with Preservation (P) was excluded from this analysis because of the limitations as to how it can be used.

*Table 4. Public Facilities Level of Service Analysis*

Public Facility/Service	Maximum Potential Impact to Public Facilities/Services		Net Change	Capacity Available?
	Present Designations (County) RU + R/O/R + R/OS [156 units + 82,537 SF]	Proposed Designation (City) US 19 – Corridor [638 units + 820,801 SF]		
Potable Water	52,246 gal/day	261,996 gal/day	+209,750	Yes
Wastewater	46,196 gal/day	227,588 gal/day	+181,392	Yes
Solid Waste	618 tons/year	3,833 Tons/Year	+3,215	Yes
Parkland	1.5 Acres <sup>1</sup>	6.124 Acres <sup>1</sup>	+4.624	Yes
Transportation	3,603 trips per day <sup>2</sup>	6,696 trips per day <sup>3</sup>	+3,093	Yes
<b>Notes:</b>				
1. Based on 4.0 acres of parkland per 1,000 persons and 2.4 persons per unit [source: Census Quick Facts, City of Clearwater, 2014-2018].				
2. Based on traffic generation characteristics (average daily trips per day per acre) for the consistent Countywide Plan Category in the Countywide Rules. <ul style="list-style-type: none"> <li>• Residential Low Medium (RLM) [consistent with Residential Urban (RU)] – 67 vehicle trips per day per acre</li> <li>• Retail &amp; Services (R&amp;S) [consistent with Residential/Office/Retail (R/O/R)] – 433 vehicle trips per day per acre</li> </ul>				
3. Based on Traffic Generation Rate for Multimodal Corridor – Primary Corridor (533 Average Daily Trips Per Acre; 25.124 acres) [Source: Table 3 Standards Applicable to Multimodal Corridor Subcategories] at a factor of 50%, pursuant to Section 6.2.5, Countywide Rules				

### *Potable Water*

The change in development potential from this amendment would result in an increase in potable water use of up to 209,750 gallons per day.

<sup>1</sup> To convert a portion of the maximum square feet of development permitted under the US 19-Corridor category to dwelling units, a factor of 1,118 SF per unit, which is an average size for newly constructed condominiums, plus an additional 15% to account for shared or common spaces, was used for a total equivalent factor of 1,286 SF per unit [source: Pinellas County Workforce Housing Market Assessment, Draft Date April 23, 2019].

The City's current potable water demand is 11.096 million gallons per day (2018 Annual Water Report). The City's adopted level of service (LOS) standard for potable water service is 120 gallons per day per capita, while the actual usage is estimated at 76 gallons per day per capita (2018 Annual Water Report). The City's 10-year Water Supply Facilities Work Plan (2016-2026 Planning Period), completed October 2017, indicates that based on the updated water demand projections and other factors, **the City has adequate water supply and potable water capacity for the 10-year planning horizon.**

#### *Wastewater*

The change in development potential from this amendment would result in an increase in wastewater use of up to 181,392 gallons per day.

The subject property is served by the Northeast Water Reclamation Facility, which presently has excess permitted capacity estimated to be 8.97 million gallons per day [based on March 2020 data]. **Therefore, there is excess sanitary sewer capacity to serve the amendment area.** Additionally, the City is currently preparing a Water Supply and Treatment Master Plan, and growth forecasts within the US 19 Corridor were incorporated into that analysis.

#### *Solid Waste*

The change in development potential from this amendment would result in an increase of up to 3,215 tons per year of solid waste generated daily.

Pinellas County handles all solid waste disposal at the Pinellas County Waste-to-Energy Plant and the Bridgeway Acres Sanitary Landfill which has significant capacity. Additionally, the City provides a full-service citywide recycling program which diverts waste from the landfill, helping to extend the lifespan of Bridgeway Acres. **There is an excess solid waste capacity to serve the amendment area.**

#### *Parkland*

**Under both the existing and proposed land use, the LOS citywide will continue to exceed the adopted LOS of 4 acres per 1,000 residents.** The City is currently providing 7.98 acres of parkland per 1,000 residents, which would potentially be reduced to 7.79 acres per 1,000 residents based on this impacts analysis [Source: Draft Parks and Recreation Facilities Impact Fee Study, prepared by Tindale Oliver Draft Date March 18, 2020].

Annexations of property into the City of Clearwater or amending a property's future land use or zoning designation does not have an immediate impact on the City's Parks and Recreation system and parkland requirements. Impacts are felt when development occurs. This annexation will have no additional impact on parkland. However, Parks and Recreation Impact fees required to provide new recreation facilities and services will be assessed at the time of development and will be based on the maximum increase of residents.



### *Stormwater*

Site plan approval will be required before the property can be redeveloped. At that time, the stormwater management system for the site will be required to meet all City and Southwest Florida Water Management District (SWFWMD) stormwater management criteria.

### *Transportation*

The parcels are located on the east side of US Highway 19 North approximately 1,315 feet north of Sunset Point Road. To evaluate potential impacts on streets, the typical traffic impacts figure (trips per day per acre) in the Countywide Rules for the corresponding Countywide Plan Map categories (current and proposed) are compared. The proposed Countrywide Plan Map category of Multimodal Corridor - Primary (533 trips per day per acre, with a 50% reduction factor) would increase the number by just over 3,000 trips to the number of trips if built out with a mix of uses as previously stated in the assumptions for this analysis. That is a small percent of the average number of daily trips for this segment, as explained in more detail below. It is also reasonable to assume very few parcels will realize the maximum permissible FAR. Therefore, the following analysis addresses a “worst-case” scenario for transportation impacts.

#### *1. Safety*

In the past five years (January 2015 to December 2019), the segment of US Highway 19 between Sunset Point Road and Enterprise Road had 401 crashes (Source: Crash Data Management System for areas within 500 feet of selected segment). The overwhelming majority of crashes (239, or almost 60%) were located at the Sunset Point Road intersection. That intersection is also the location for 2 of the 4 crashes involving pedestrians and 4 of the 5 crashes involving bicycles. Enterprise Road saw the second highest number of crashes (63 total). The number of crashes per year in this segment ranges from a low of 68 crashes in 2019 to a high of 92 crashes in 2018. The rate of crashes is higher on weekdays (Monday through Friday) compared to weekends, and crashes are more common during typical AM and PM commuting hours, and lunchtime. Based on the data, more crashes happen where “vehicle 1” is headed southbound (159 of crashes) or northbound (124 crashes), as opposed to those where the vehicle was traveling east or west, presumably through an intersection (43 and 37 crashes, respectively). Regardless of direction of travel, most are rear-end collisions (171), with the second highest being sideswipes (87 crashes). The vast majority were in dry conditions (317) during daylight hours (280) with no other road obstruction attributed to the cause of crash.

FDOT District 7 is conducting a safety action plan along the US 19 frontage roads which begin north of 49th Street and end north of SR 580. This project is being undertaken to objectively evaluate possible changes to improve multimodal safety, operations, and connectivity. This effort will build upon recently completed and ongoing planning efforts including the 2016 US 19 Pedestrian and Bicycle Safe Access to Transit Corridor Study and Pinellas Gateway/Mid-County Area Master Plan, **the City of Clearwater’s land development code update**, and FDOT’s US

19 Project Development and Environment (PD&E) Study [Source: FDOT’s project website, emphasis added]. The City has emphasized the heavy utilization of this segment of the corridor by people walking and riding bikes, and seeks to work with FDOT to determine what safety measures can be taken to improve the safety for these users in this area, as well as along all of the frontage roads.

## *2. Level of Service*

The City does not have an adopted LOS standard for major roads. The City eliminated the LOS standard of “D” in 2016, following the adoption of the Pinellas County Mobility Plan. Roadways with high LOS can be considered overbuilt and can invite negative consequences such as speed and safety issues. Transportation planners in Pinellas County developed the Mobility Plan after the elimination of state-mandated transportation concurrency management systems in 2009. Under transportation concurrency management, land development projects were not supposed to be approved if they significantly degraded congested roadways that did not have a programmed capacity project. The intention of the Mobility Plan is to focus less on roadway capacity deficiencies and more on providing multi-modal transportation improvements.

While the City no longer has a roadway LOS standard, Forward Pinellas continues to produce their annual roadway LOS report so that local governments can assess the potential impact of land use changes and developments on roadway operating conditions. City staff utilized LOS data from the “2019 Annual Level of Service Report” to assess roadway operating conditions in the segment of US Highway 19 between Sunset Point Road and SR 580.

This segment of US Highway 19 is currently operating at a LOS of F and has a volume to capacity (v/c) ratio of 0.869. It is nearing “deficient” status, which are roads, as identified in the Mobility Plan, which are operating at peak hour level of service E or F and/or volume to capacity ratios of 0.9 or greater.

There are two corridors which serve as alternate routes for north/southbound travels in this area. McMullen Booth Road, approximately 1.26 miles east of US Highway 19, is a deficient roadway with LOS F and a v/c ratio of 1.155. To the west approximately 0.954 miles, Belcher Road between Sunset Point Road and Countryside Boulevard has a LOS of D and a v/c ratio of 0.526.

It is anticipated that the required development pattern for Multimodal Corridors and Activity Centers will facilitate a mode shift toward bike/ped/transit travel in the future, particularly as more properties redevelop on the corridor over time and build critical mass. In April 2018, Forward Pinellas completed the US 19 Express Bus Service Concept Plan Study. Based on the results of the analysis and evaluation, the Forward Pinellas, PSTA, and consultant study team recommended three preferred concepts, the one in North County connecting Pasco County to the Gateway Area including a stop at the Westfield Countryside Mall. The City supports premium transit service as a more efficient mobility option along this commercial corridor and continues

to work with Forward Pinellas and other agency partners to ensure stop(s) in Clearwater will be included in future proposals.

Additionally, as previously reviewed in the background information, the City's plans always included these annexed properties. The market analysis included in the US 19 Corridor Redevelopment Plan formed the basis for the impact analysis that was used at the time of the 2015/16 map amendments, but it did not differentiate between unincorporated properties and those already within the City's jurisdiction; therefore, that analysis in effect captured the redevelopment expectations for the corridor as a whole, and that has previously been approved by the Department of Economic Opportunity and other state agencies.

### *3. Net Trips Impact on Level of Service*

This segment of US 19 has an annual average daily traffic count of 109,666 trips. **The addition of up to 3,000 trips in this area is not anticipated to have a major impact on the LOS for this segment of US Highway 19, as this is small percentage of current traffic (+2.87%).**

The proposed amendment area spans north and south of the entrance ramp to the limited access portion of US Highway 19, and it is anticipated that trips would be disbursed onto that portion of the Highway in addition to along the frontage road. It is not possible to access Sunset Point Road from the site even after redevelopment due to the configuration of parcels to the south; however, as additional sites redevelop or more investment is made into these properties, the US 19 Zoning District & Development Standards would re-establish this connectivity across parcels, further enhancing connectivity to more of the street network and alleviating trips from the frontage road.

### *4. Multimodal Facilities and Services*

The frontage road typically has 5-foot sidewalks with no landscape buffer between the sidewalk and the road. Nearing Enterprise Road, the northbound frontage road has limited on-street bike lanes, but they are not buffered or separated. The southbound frontage road has more continuous on-street bike lanes; however, they also are not buffered nor separated. This has been identified by the City as an area of concern as part of the Stakeholder and Project Advisory Group meetings for FDOT's project.

The Pinellas Suncoast Transit Authority (PSTA) operates Route 19 on its segment of US Highway 19, and there is a bus stop (no shelter) in front of the proposed amendment area. If the subject parcel redevelops, the US 19 District requires coordination with PSTA regarding identification of possible shelter needs.

#### 4. Planned Improvements

The 2045 Advantage Pinellas Plan, the Long Range Transportation Plan (LRTP) for Pinellas County, does not identify any capacity improvement projects in this area.

Multimodal improvements are proposed in the broader US Highway 19 Corridor which will benefit the area overall. The Pinellas Trail Loop North Gap extends 6.8 miles from John Chestnut Sr. Park to the Duke Energy Trailhead at Enterprise Road in Clearwater, and incorporates a small section from Sunset Point Road to SR 590. The existing Duke Energy Trail segment lies on the west side of US 19 between these two gaps. Completion of the North Gap will connect the majority of the Pinellas Trail Loop. This project is funded, and construction is anticipated to start this summer. Future residents in the proposed amendment area would be able to access this trail further north at Enterprise Road or by utilizing on-street bike lanes on Sunset Point Road. Additionally, the Active Transportation Plan identifies bike/ped improvements in the Sunset Point Road corridor as part of its cost-feasible plan which would provide additional multimodal connectivity to the area.

With PSTA's constrained local funding sources, transit does not include any significant expansion of public transit service beyond what is currently offered by PSTA. But these transit needs are identified in Advantage Pinellas, including Regional Express Service along US Highway 19 north in the area around the proposed amendment. Additionally, the proposed project, and implementation of the US 19 Zoning District & Development Standards generally, will support future transit.

