

DOWNTOWN PALM HARBOR IMPACT SUMMARY

- Assume high impact scenario Downtown Palm Harbor capturing 100% of TAZ¹ growth between 2015 and 2045.
- TAZ Employment Growth between 2015 (4,218) and 2045 (4,453) = Additional 235 jobs
- Assume 1 job = 250 sf
 - $235 \times 250 = 58,750$ **sf of new non-residential space**
- TAZ Population Growth between 2015 (11,085) and 2045 (11,172) = Additional 87 persons
- Assume average 1.3 person per dwelling unit
 - Assume growth is duplex/triplex, multifamily units since area is primarily built-out as single-family currently
 - Assume average 1,000 sf per dwelling unit
 - $87 / 1.3 = 67$ new dwelling units
 - **$67 \times 1,000 = 67,000$ sf of new residential space**

SOLID WASTE

Non-Residential: $58,750 \text{ sf} \times 13.5^2 \text{ lbs/sf} = 793,125 \text{ lbs/sf}$

Residential: $67,000 \text{ sf} \times 1.66 \text{ lbs/sf} = 111,220 \text{ lbs/sf}$

Total: $793,125 + 111,220 = 904,345$ lbs/sf Annual

WATER

Non-Residential: $58,750 \text{ sf} \times 0.25 \text{ gpd} = 14,688 \text{ GPD}$

Residential: $67 \text{ d.u.} \times 200/\text{unit} = 13,400 \text{ GPD}$

Total: $14,688 + 13,400 = 28,088 \text{ GPD}$

SEWER

Non-Residential³: $58,750 \text{ sq ft} \times 15 \text{ GPD} / 100 \text{ sq ft} = 8,813 \text{ GPD}$

Residential⁴: $67 \text{ dwelling units} \times 200 \text{ GPD/DU} = 13,400 \text{ GPD}$

Total: $8,813 + 13,400 = 22,213 \text{ GPD}$

¹ TAZs 1056, 1057, 1058, 1061 and 1062.

² Average of Office Building (5.4), Store Retail (10.2), and Restaurants (24.9) Composite Ranking Factors

³ As provided by Pinellas County Utilities; From 64E-6, FAC: 15 GPD per employee OR per 100-square foot (assumes office use; restaurant / medical use would increase these numbers). Pinellas County Utilities does not anticipate any utilities issues with the proposed project.

⁴ As provided by Pinellas County Utilities; From 64E-6, FAC: 1- to 4- bedrooms 100 to 400 GPD; assumes that in addition to DUs being less than/equal to 1,200 sq ft and no more than 2 bedrooms. Pinellas County Utilities does not anticipate any utilities issues with the proposed project.

DOWNTOWN PALM HARBOR TRANSPORTATION ANALYSIS SUMMARY

This analysis addresses transportation impacts for a 1.5 Floor Area Ratio (FAR) full build-out scenario for the proposed expanded Activity Center in Downtown Palm Harbor. However, full build-out is limited by:

- Parcels in the Coastal High Hazard Area not permitted for increases in density or intensity;
- Parcel size and configuration;
- Goals to maintain contributing historic structures and buildings of historical merit; and
- The reasonable assumption that not all parcels will be redeveloped, and all redevelopment would not realize the maximum permissible FAR.

Therefore, the following analysis addresses a “worst-case” scenario for transportation impacts.

Net Trips Impact Level of Service

Utilizing the methodology in Section 6.2.5 Transportation Impact Analysis of the Countywide Rules, the estimated existing average daily trips per day for the proposed Activity Center expansion area is 4,591 and the projected trips per day for the proposed AC is 2,614 (See Table 1). The projected trips per day is less than the existing trips, therefore Section 6.2.5(C) applies, and a detailed transportation impact analysis is not required.

Table 1. Countywide Rules Transportation Impact Analysis Calculations

Calculation of Countywide Rule (CR) 6.2.5(A)							
Countywide Plan Map Category*	RLM	O	R&S	E	RM	P/SP	TOTAL
Proposed Expanded Activity Center Acres	11.9 0	0.8 5	6.04	4.1 2	0.57	0.73	24.21**
Average Daily Trips Current Land Use (CR 2.3.3. Table 5)	67	89	433	236	96	104	
Existing Trips Per Day (CR 6.2.5 A)	797	76	2,615	972	55	76	4,591
Calculation of Countywide Rule 6.2.5(B)							
Neighborhood Activity Center Average Daily Trips Per Day (CR 2.3.3. Table 5)							216
Proposed Expanded Activity Center Acres							24.21
Proposed Expanded Activity Center Average Daily Trips Per Day							5,228
Proposed Expanded Activity Center Average Daily Trips Per Day x 0.5 (per CR 6.2.5(B))							2,614

*RLM=Residential Low Medium, O=Office, R&S=Retail and Services, E=Employment, RM=Residential Medium, P/SP=Public/Semi Public (current use is religious institution)

** Developable land in expanded Activity Center.

There is no projected increase in average daily trips because approximately 42% of the parcels in the proposed Activity Center expansion are currently categorized as Retail and Services and Employment, which have higher average trip generation rates than Neighborhood Activity Center. However, the successful implementation of the Downtown Palm Harbor Master Plan and Form Based Code are anticipated to increase activity in the area and the reciprocal relationship between transportation and land use goals requires additional consideration.

Safety

Existing safety concerns on Alternate US 19 (Alt 19) in the proposed expanded Activity Center are being addressed by the Florida Department of Transportation (FDOT). FDOT has undertaken

DOWNTOWN PALM HARBOR TRANSPORTATION ANALYSIS SUMMARY

a Corridor Study for Alt 19 to address near-term multimodal transportation needs and develop a long-term corridor vision to establish a more walkable, bicycle-friendly, urban environment. Improvements to Alt 19 are needed to improve congestion and level of service; reduce the number of pedestrian/bicycle crashes; and improve connectivity and accessibility to transit. FDOT is currently in the design phase for a roundabout at Alt 19 and Florida Avenue that is anticipated to provide safety, connectivity and placemaking benefits.

Enhanced walkability and increased connectivity between the east and west sides of Downtown Palm Harbor are primary goals of the Downtown Palm Harbor Master Plan, Form Based Code, and the supporting proposed Activity Center designation. Safety improvements to Alt 19 that include enhanced east-west crossing for all modes are critical to the successful implementation of these efforts.

Table 2 summarizes crash data for the existing and expanded Activity Center between January 2014 and December 2018. Of the 83 crashes, the majority (71) occurred on Alt 19, Nebraska Avenue (CR 776) and Omaha Street (CR 1).

Table 2. Crashes in Downtown Palm Harbor Existing and Expanded Activity Center 2014-2018¹

LOCATION	TYPE						Total
	Angle	Rear End	Left Turn	Pedestrian	Bicycle	Other	
Alt 19 @ Florida Ave	6	2			1		9
Alt 19 @ Nebraska Ave	2	2				3	7
Alt 19 @ Michigan Ave	1	2				3	6
Alt 19 - Other	1	3					4
TOTAL							26
Omaha St @ Nebraska Ave	1	3	3			3	10
Omaha St @ Michigan Ave	2	1	1			1	5
Omaha St @ Georgia Ave	1		4			1	6
Omaha St - Other	1	2					3
TOTAL							24
Nebraska Ave @ 11th St	5		2	1		1	9
Nebraska Ave @ Alt 19		4			1		5
Nebraska Ave @ CR 1	4					1	5
Nebraska Ave - Other						2	2
TOTAL							21
Other Locations	1	3	1		1	6	12
Activity Center Total							83

The implementation of a roundabout at Alt 19 and Florida Avenue is anticipated to reduce opportunities for conflict between motorists and other users and the severity of crashes at that location. The intersection at Nebraska Avenue and Alt 19 may also benefit from the roundabout through reduced speeds and more predictable gaps in traffic for turns. Additionally, the County

¹ Crash Data Management and Analysis accessed December 20, 2019 <https://apps.tindaleoliver.com/CDMS>

DOWNTOWN PALM HARBOR TRANSPORTATION ANALYSIS SUMMARY

has identified improvements for Nebraska Avenue in the Capital Improvement Program that will be developed to improve multimodal safety.

Roadway Level of Service (LOS)

Alternate US 19 is a deficient roadway in the vicinity of the expanded Activity Center, with a LOS of F and a volume to capacity (v/c) ratio of 1.215². Nebraska Avenue has a LOS C and a v/c ratio of 0.605. To the west, Omaha Street (CR 1) has a LOS C to Nebraska Avenue and LOS B north of Nebraska, with v/c ratios of 0.623 and 0.493, respectively.

Although there is no projected increase to average daily trips as a result of the proposed Activity Center expansion, the planning efforts for the area are anticipated to increase activity that could contribute to congestion during peak periods. The Master Plan and Form Based Code are intended to promote internal trip capture, increase multimodal access, encourage active forms of transportation, and enhance walkability. Any increase in motor vehicle congestion is anticipated to be offset by planned multimodal improvements and changes to travel behaviors. Although the Palm Harbor transportation grid network (beyond the Downtown) is incomplete, there are redundancies that provide alternate travel routes. For example, Belcher Road is approximately one mile to the east of CR 1 and provides an alternate north-south route for through traffic and currently has a LOS B.

Multimodal Facilities and Services

The Pinellas Trail provides a multimodal active transportation facility on the west side of Alt 19. Bicycle lanes are located on Omaha Street and portions of Nebraska Avenue. Most streets have sidewalks on at least one side and addressing sidewalk gaps is a key recommendation identified in the Downtown Palm Harbor Master Plan. The Pinellas Suncoast Transit Authority (PSTA) serves Alt 19 with the Jolley Trolley and Route 66L and operates Route 813 on CR 1.

Planned Improvements

There are several planned improvements in addition to the roundabout at Alt 19 and Florida Avenue, that will improve access to Activity Center and improve alternate routes for through traffic. FDOT is developing planned control of access improvements to US 19. When completed, these improvements may decrease traffic demand on Alt 19.

Pinellas County has identified Nebraska Avenue for complete streets improvements and allocated funds in the Capital Improvement Program for curb, gutter, sidewalks, storm drainage, and intersection improvements. The County will continue to address sidewalk gaps in the area through its sidewalk program and the implementation of the Master Plan.

Scenic/Noncommercial Corridor

Omaha Street is designated as a Scenic/Noncommercial Corridor in the Countywide Plan Submap No. 1. The subclassification of the corridor adjacent to the existing Activity Center is designated as Mixed Use, and the portion adjacent to the proposed expanded Activity Center is designated as Residential. If the proposed expansion of the Activity Center designation is

² Forward Pinellas, 2017 Annual Level of Service Report

<http://forwardpinellas.org/wp-content/uploads/2016/06/Level-Of-Service-Final-Report.pdf>

DOWNTOWN PALM HARBOR TRANSPORTATION ANALYSIS SUMMARY

approved, the Mixed Use subclassification should be concurrently expanded in the Countywide Plan Submap No. 1 for consistency.