



# CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT DISTRICT PLAN



CITY OF LARGO  
AUGUST 2007

***Clearwater-Largo Road Corridor Community Redevelopment Plan  
as Amended, 2006***

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

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*for the*

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# Errata Sheet

for the  
**Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan**  
 as prepared by the City of Largo Community Development Department  
 August 2007

## **Explanation:**

The Pinellas Planning Council approved the amended Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan on November 15, 2006, subject to the inclusion of a Supplemental Package addressing the infrastructure and concurrency impacts of the increased density included in the amended Plan. The Supplemental Package has been added to the CLR-CRD as Appendix A.7. The following Sections of the text of the amended CLR-CRD are affected or superseded by the Supplemental Package as described below:

<b>CLR-CRD Section</b>	<b>CLR-CRD Location/ Page</b>	<b>CLR-CRD Text/Table/Figure Reference</b>	<b>Appendix A.7 Section/Page</b>	<b>Appendix A.7 Text/Table/Figure Reference</b>
1: Introduction	1.7	Boundaries of the CRD	A.7.1.	A.7.1. provides correct boundaries of the CRD as approved by the CPA and documented in the letter dated 12/18/06 from David Healey
	Map 1.2	"Expanded CRD Future Land Use Map"	A.7.1. Map 1.2	Revised Map 1.2 is included in Appendix A.7 to illustrate the future land use as approved by the PPC and CPA
3: District Plan	Map 3.1	"Character District Map"	A.7.2.	Traffic Analysis: Table 2 on page 9 uses Map 3.1 as the basis for trip generation
5: Capital Improvements	5.2(A): Figure 5.1	"CLR-CRD Level of Service Report"	A.7.2.	In addition to the data in Figure 5.1 LOS for year 2025 is provided in A.7.2., Figure 6
	5.2(B);(C)	Roadway Improvements (B); Streetscaping Program Improvements (C)	A.7.3.	A7.3.a. identifies mobility improvements provided by projects identified in 5.2.(B) and (C); A7.3.b. Identifies additional mobility

			improvements to be achieved through proposed amendments to the Comprehensive Development Code (CDC)
	5.2.(F)	Potable Drinking Water Assessment	A.7.4. A7.4.a. provides a letter from Pinellas Utility documenting the adequacy of the potable water supply; A7.4.b. documents the City of Largo's continuing role in the provision of water supplies
	5.2.(I)	Stormwater Drainage Improvements	A.7.5. A.7.5. references the relevant portions of the 1999/2000 Tampa Bay Engineering Study and reconciles discrepancies in data within the Plan
	5.2.(I) Figure 5.5 Figure 5.14	"Public Drainage Improvements" "CRD Public Improvements Plan"	Figure A.7.5.a. Corrected Capital Improvements funding amounts are provided in these two revised tables Figure A.7.5.b.
	5.2.(J)	Sanitary Sewer Assessment	A.7.6. A.7.6. clarifies the related Capital Improvement Program amounts for these projects
Appendix A	Figure A.2.a.	"Buildout Scenario"	A.7.2. Figure A.2.a. Buildout Scenario is used as the basis for the trip projections contained in A.7.2. Traffic Analysis (see Table 3 – City of Largo CRD Mid Range Development Potential with Density Bonus)
	A.6	"Legal Description"	A.7.7. A.7.7. confirms the accuracy of the legal description contained in A.6 of the CLR-CRD Plan
			A.7.8. Other agreements
			A.7.9. DCA Notice of Intent Letter
			A.7.10 Ordinance 2006-49: "Amending the Clearwater-Largo Road Corridor Community Redevelopment Plan"

# *Introduction*

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## 1.0 INTRODUCTION

### 1.1 PURPOSE OF THE CLR-CRD PLAN

The purpose of this document is to plan for the redevelopment of the Clearwater-Largo Road Community Redevelopment District (CLR-CRD) for the next thirty years.

The Clearwater-Largo Road Community Redevelopment District Plan (CLR-CRD Plan) represents a community-based effort to shape the future of the district. This Plan guides policy changes and the investment of limited public resources for maximum aesthetic, economic, and social impact within the Clearwater-Largo Road CLR-CRD. Through a cooperative public-private effort, the district can become a safer and more livable area.

### 1.2 INTENT OF THE CLR-CRD PLAN

The intent of the CLR-CRD Plan is to transform the CLR-CRD from its current state to a vibrant mixed-use district. To achieve the community's goals the CLR-CRD Plan will focus on the following areas:

- **Streetscape and Pedestrian Orientation:** Implement the Clearwater-Largo Road Streetscape Plan featuring palm trees, a brick-lined sidewalk, mid-block pedestrian crosswalks, pedestrian signals at the district's major intersections, pedestrian-scaled lamp posts, customized street signs, and other amenities such as street furniture. The improved streetscape will calm traffic and reduce the negative impacts of major thoroughfare traffic.
- **Business Development:** Offer business assistance programs that focus on improving the physical appearances of small, neighborhood commercial businesses which serve the shopping and personal service needs of the immediate area. Restoring and refurbishing these business structures by incorporating consistent design elements will project a positive image to the larger, surrounding community. In addition provide infrastructure capacity such as public parking facilities to stimulate business growth.
- **Strengthen Neighborhoods:** Invest in neighborhood infrastructure such as sidewalks, street lighting, and stormwater management. Continue to invest in housing assistance programs within the CLR-CRD to improve the housing stock.
- **Mixed-Use:** Provide flexible regulation which permits the blending of residential, neighborhood commercial, retail, offices, personal services, business services, and institutional uses within the Mixed Use Corridor Character District (see Section 3.1). Ground floor store fronts with second story offices or residences are encouraged.



### 1.3 History of Largo

In the mid 1800s people began settling in the area that is recognized today as Largo. By 1886 the Orange Belt Railroad later known as the Atlantic Coast Line, was constructing a railroad through the area and a group of residents living here at the time wanted a train station in the still unnamed area. The station had to have a name and after much discussion it was agreed the town should take the name of nearby lake, Lake Largo. The lake was later drained, but was located in the area where the Largo Central Park Nature Preserve is currently located. By the end of the 1800s Largo was becoming the "Citrus City" because of its rich farmland and accessibility by rail.

In 1905, the Town of Largo was incorporated and measured one square mile. The town population exceeded 300 people and in the same year electric street lights were installed. Largo officially became a city in 1925 as the town limits were extending all the way to where Belleair Beach is today. More than 1,000 people were living in the City by that time. By 1950, the population exceeded 1,500 people and would more than triple to 5,000 by 1955 as a result of the City's new annexation policies.

By the mid 1970s the City measured approximately 13 square miles with a population of almost 60,000 residents. The City experienced continued growth due to its annexation policies and development. The 2000 U.S. Census reported Largo's population to be 69,371 residents.

The Clearwater-Largo Road CRD is a blighted commercial corridor located northwest of the downtown core in the West Bay Drive Community Redevelopment District. The corridor is experiencing redevelopment spurred by assistance programs such as the Main Street 50/50 Facade Improvement Grant, Chamber of Commerce Business Assistance Partnership, and City programs such as the Interest Subsidy Program and the Architectural/Engineering Service Program. The combined result of the City's investment in street improvements along the corridor and private investment in redevelopment promises to create a vibrant mixed-use district. Largo continues to seek growth opportunities as the City celebrates its Centennial.



## 1.4 HISTORY OF THE CLR-CRD PLAN

The Largo City Commission recognized that blighting conditions existed within the Clearwater-Largo Road CRD which contributed to the spread of crime, low property values, and deterioration of buildings. As a result of these blighting conditions the Clearwater-Largo Road CRD was established. The following is a time line of the district.

### District Time Line:

February 1995	City Commission designated the corridor a "blighted area" through Resolution No. 1568. The Resolution declared that the rehabilitation of the area is <i>"necessary in the interest of the public health, safety, morals, or welfare of the residents of the City of Largo."</i> This resolution adopted the <i>Clearwater-Largo Road Community Redevelopment District Statement of Need</i> .
August 1995	The Board of County Commissioners established the Largo City Commission as a Community Redevelopment Agency (CRA) through BCC Resolution No. 95-225. The CRA was granted authority to undertake and carry out redevelopment planning and related activities for the CLR-CRD. Florida's 1969 Community Redevelopment Act (FS 163.3) grants the Community Redevelopment Agency (City Commission) the power to approve and implement a Community Redevelopment District Plan.
April 1996	The Largo City Commission adopted the original Clearwater-Largo Road Corridor Community Redevelopment Plan (CLR-CRD Plan) through Ordinance 96-17.
May 2002	The <i>Clearwater-Largo Road Community Redevelopment District Statement of Need</i> for the expanded CLR-CRD was adopted by Resolution No. 1779.
October 2002	The Board of County Commissioner's delegated the power to the Largo City Commission to declare itself the Community Redevelopment Agency for the expansion areas and to prepare a redevelopment plan through BCC Resolution No. 02-288.

### Target Dates (Amended CLR-CRD Plan):

Summer 2006	Submittal to and review of the amended CLR-CRD plan by the Pinellas Planning Council and the Board of County Commissioners.
Fall 2006	Amended CLR-CRD plan adopted.
Fall 2006	Tax Increment Financing (TIF) established for CLR-CRD.

## 1.5 HISTORY OF REDEVELOPMENT IN THE CORRIDOR

Public investment continues to improve the corridor. The City of Largo has invested a total of \$2,366,036 within the existing CLR-CRD during the last ten years (see Figure 1.1 below). Capital improvement projects total \$1,576,643, business assistance programs total \$765,393, and \$24,000 was utilized for a mobile home park relocation assistance study.

<b>Figure 1.1. City of Largo Investment within the CLR-CRD, FY 1994-2004</b>		
<b>Project</b>	<b>Amount</b>	<b>Funding</b>
Business Assistance	\$765,393	CDBG <sup>1</sup> /General
Mobile Home Park Policy Study	\$24,000	CDBG
Underground Utilities	\$821,800	CDBG
CLR Streetscape Design	\$74,150	CDBG
Proposed Purchase South Of Lake Villa/Parking Design	\$89,420	CDBG
Pave Alley (Pinch A Penny)	\$8,065	CDBG
CL-RD Public Parking Lot	\$97,125	CDBG
CL-RD Drainage Study	\$115,044	CDBG
CRD Road Reconstruction	\$143,450	CDBG
Engineering Study for Improvements	\$19,824	CDBG
Highland Park Neighborhood Improvements	\$107,765	CDBG
CL-RD Drainage Design	\$100,000	LOST <sup>2</sup>
<b>Total CLR-CRD Expenses to date</b>	<b>\$2,366,036</b>	

<sup>1</sup>CDBG – Community Development Block Grant

<sup>2</sup>LOST – Local Option Sales Tax

The Business Assistance Program has leveraged private investment in the corridor causing redeveloped property values to more than double (see Figure 1.2). Within the original CLR-CRD property values increased 27% in 1996, the year the CLR-CRD plan was adopted (see Figure 1.3). After 1996, rise in CLR-CRD property values continued to lag behind the city. The city anticipates this gap to close through focusing on neighborhoods in addition to the CLR-CRD businesses, controlling development through design guidelines that promote compatible infill, and the plan implementation program found in Chapters 4 and 5 which includes:

- Clearwater-Largo Road Streetscape improvements to begin Spring 2005;
- Continuation of the Business Assistance Program;
- Neighborhood infrastructure improvement projects; and
- Continuation of housing assistance programs.

**Figure 1.2. Redeveloped Properties using the Business Assistance Program.**

Before Business Assistance	After Business Assistance
 <p>Grillmarks Restaurant 1996 Property Value: \$241,000</p>	 <p>617 Clearwater-Largo Road 2004 Property Value: \$500,000</p>
 <p>Happy Feet 1996 Property Value: \$178,800</p>	 <p>465 Clearwater-Largo Road 2004 Property Value: \$640,000</p>
 <p>Pastino's Restaurant 1996 Property Value: \$83,800</p>	 <p>1750 Clearwater- Largo Road 2004 Property Value: \$330,000</p>



**Figure 1.2. Redeveloped Properties using the Business Assistance Program.**

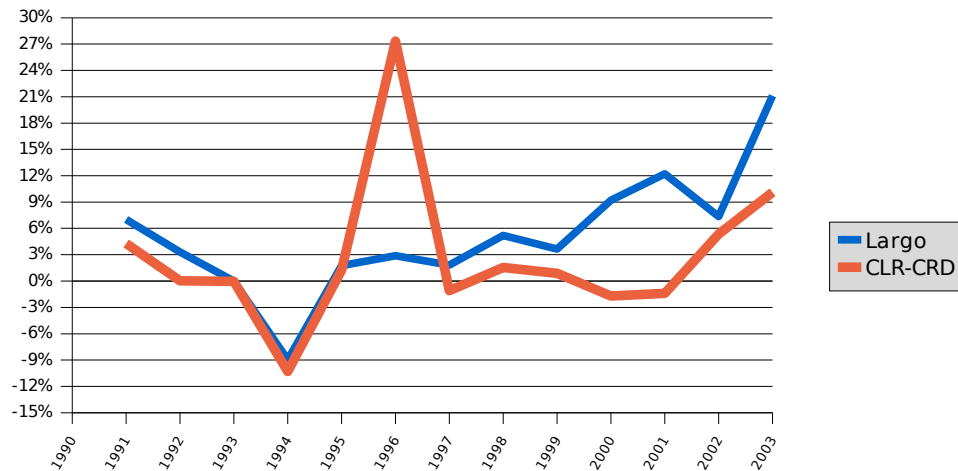


Ted's Luncheonette  
1996 Property Value: \$64,600



1201 Clearwater-Largo Road  
2004 Property Value: \$109,000

**Figure 1.3. Percent Change in Property Value Comparison of Largo and Original CLR-CRD, 1990-2003**



## 1.6 GENERAL PROVISIONS

### A. *Title*

This community redevelopment plan for the Clearwater-Largo Road Community Redevelopment District shall be known as the CLR-CRD Plan.

### B. *Authority*

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

**C. *Duration of the CLR-CRD Plan***

The provisions of this CLR-CRD Plan shall be effective, and the provisions of other documents formulated subsequent to this Plan may be made effective, for thirty (30) years from the date of adoption of this Plan by the Community Redevelopment Agency.

**D. *Applicability***

This CLR-CRD Plan shall govern the design, development, and use of all land within the boundaries of the Clearwater-Largo Road Community Redevelopment District.

**E. *CLR-CRD Plan Enforcement***

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

**F. *Amendments to the Redevelopment Plan***

This CLR-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 the CRA under Florida law, but which may not be specifically stated in this CLR-CRD Plan, are not construed as forfeiture of such powers by the City Commission or CRA. The City Commission expressly incorporates all provisions, powers and limitations of the Community Redevelopment Act into this CLR-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 CLR-CRD Plan which may come in conflict with Florida law.

## **1.7 BOUNDARIES OF THE CLR-CRD**

The planning area constitutes 344.97 acres of which 288.06 acres are in the CLR-CRD and 56.91 acres is the unincorporated periphery planning area. The CLR-CRD includes the 76.76 acres of the original CLR-CRD and the 211.30 acres of the expanded district boundaries. The CLR-CRD boundaries are described generally below and more particularly in the legal description found in the Appendix, Section A.6.

**A. *Original CLR-CRD***

North:	Ponce De Leon Boulevard/Wyatt Street
East:	Approximately 7 <sup>th</sup> Street NW
South:	4 <sup>th</sup> Avenue NW
West:	Approximately 9 <sup>th</sup> Street NW
Map:	Map 1.1. Original Clearwater-Largo Road Community Redevelopment District Future Land Use Map

**B. CLR-CRD**

North: Ponce De Leon Boulevard/Wyatt Street  
East: CSX Railroad  
South: 4<sup>th</sup> Avenue NW  
West: Fred E. Marquis Pinellas Trail  
Map: Map 1.2. Clearwater-Largo Road Expanded Community  
Redevelopment District Future Land Use Map

**C. Planning Area**

North: Belleair Road to the north  
East: CSX Railroad  
South: 4<sup>th</sup> Avenue NW  
West: Fred E. Marquis Pinellas Trail  
Map: Map 1.3. Clearwater-Largo Road Community  
Redevelopment District Future Planning Area Map

Within these expanded borders to the west and northeast are several unincorporated neighborhoods comprised of single-family residential, mobile home parks, and industrial uses.

## **1.8 LAND USE DESIGNATION**

The land within the CLR-CRD will be assigned a future land use designation of Community Redevelopment District in accordance with the Pinellas Planning Council's Countywide Future Land Use Plan, Section 2.3.3.8.4 (see Map 1.2) with the exception of properties south of 8th Avenue NW and east of 4th Street SW currently designated Industrial Limited and Residential Medium. These properties will retain their current future land use designations and may apply individually for a Future Land Use Map (FLUM) amendment. Four character districts will overlay this designation (see Map 3.1). The character districts will establish land use and site design characteristics such as density, impervious surface ratios, setbacks, and height. The four character districts are further described in Chapter 3.

The unincorporated properties that are within the Planning Area but not within the expanded CLR-CRD, called the Periphery Expansion Area, may be given the Community Redevelopment District Future Land Use Designation when annexed. However, these properties will not be part of the CLR-CRD, according to Chapter 163 F.S., until the Pinellas County Board of Commissioners grants the CRA the authority to plan for the Periphery Expansion Area and other statutory criteria is met. Therefore, these properties will not be part of the district for the purposes of establishing a redevelopment trust fund and calculating tax increment financing.

## **1.9 CLR-CRD PLAN CONSISTENCY WITH OTHER PLANS AND REQUIREMENTS**

### **A. CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan**

Within the City of Largo Comprehensive Plan are goals and objectives that support community redevelopment specifically relating to affordable housing, business retention, expansion and creation of neighborhood retail

opportunities, and increased intensities and densities. These are listed in Figure 1.4. The CLR-CRD Plan is consistent with the overall goals of the city as stated in the Comprehensive Plan.



<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
<b>Comprehensive Plan Goals, Objectives, and Policies</b>		<b>CLR-CRD Plan Location</b>
<b>Future Land Use Element</b>		
Objective 1.1	The Future Land Use Map shall depict appropriate land use designations consistent with existing public facilities and services for residential, nonresidential, and mixed-use development.	Chapter 5 provides assessments of public facilities and services and makes recommendations for deficiency correction
Policy 1.1.7	Promote higher density/intensity development along high-volume transportation corridors and within designated redevelopment districts, provided that levels of service are acceptable	The Plan promotes higher density within the redevelopment district of 15 dwelling units per acre and up to 40 with density bonus (Section 3.7 and 4.5)
Policy 1.1.14	Encourage platting and development of land in a manner which considers future marketability and redevelopment potential.	Policy 5.2.1 states "The CRA may purchase land for the purpose of re-marketing land once it has been assembled into parcels suitable for redevelopment."
Policy 1.1.19	<p>Implement Community Redevelopment Districts (CRD) pursuant to Chapter 163, Part III of the Florida State Statutes provided the following location and performance guidelines are met:</p> <p>a. Any "slum area" consisting of a predominance of buildings or improvements which by reason of dilapidation, inadequate provision of ventilation, high density of population, the existence of conditions which endanger life or property, or any combination of the aforementioned factors, is conducive to ill health, transmission of disease, infant mortality, juvenile delinquency or crime, and is detrimental to the public health, safety, morals, or welfare; b. Any "blighted area" consisting of a substantial number of slum, deteriorated, or deteriorating structures, and conditions which endanger life or property by fire or other causes, or one or more of the following factors which substantially impair or arrest sound growth, including the predominance of defective or inadequate street layout, faulty lot layout, unsanitary or unsafe conditions, tax delinquency, or diversity of ownership in land, or;</p>	<i>The Clearwater-Largo Road Community Redevelopment District Proposed Expanded Boundary Statement of Need</i> dated May 2002 established the area as blighted.

**Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan**

Policy 1.1.19	c. Any area in which there exist faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.	<i>The Clearwater-Largo Road Community Redevelopment District Proposed Expanded Boundary Statement of Need</i> dated May 2002 established the area meets the requirements of Policy 1.1.19 which is derived from Chapter 163.340 and 163.355 FS.
Objective 1.4	The City shall provide financial, service, and regulatory incentives for infill and redevelopment of designated areas consistent with adopted redevelopment plans.	Section 4.4 and 4.5 describes redevelopment incentives.
Policy 1.4.1	Maintain adopted LOS for public facilities and services in designated CRDs and in other areas in need of redevelopment, with the exception of designated Transportation Concurrency Exception Areas depicted in the Future Transportation Map series.	Chapter 5 provides assessments of public facilities and services based on adopted level of service (LOS) standards.
Policy 1.4.2	Target the Community Development Block Grant (CDBG) program in designated CDBG areas and/or CRDs	Map 3.2 depicts that the CDBG target area including the CLR-CRD.
Objective 1.5	The City shall allow specific uses in a variety of land use categories and ensure compatibility between existing neighbors and new development by requiring compatibility meetings at the development site and incorporating criteria by which compatibility may be measured and impacts properly addressed.	Section 3.9(B) requires compatibility meetings for large scale multifamily, commercial, and mixed-use projects located adjacent to residential property.
Policy 1.5.2	Community Redevelopment District locational criteria:  Area designed to serve as local retail, financial, governmental, residential, and employment focal point for the community; and to specific target neighborhoods designed to encourage redevelopment in one or a combination of uses, and access to mass transit.	The CLR-CRD meets the location requirements.
Objective 2.3	Require development to meet higher community design principles in order to promote visual relief, preserve community identity, and enhance the aesthetics of the community	Sections 3.7 through 3.12 describe the design guidelines. The architectural image of the area is Florida Vernacular.

<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
Policy 2.3.8	Encourage visual relief when walls are proposed for screening through design techniques such as staggering, capping, recessing, or by providing inlays, columns, and/or texturing.	Will be addressed in the Comprehensive Development Code (CDC)
Policy 2.3.16	Require all new development and redevelopment to place utilities underground whenever feasible.	Already addressed in the CDC, Section 9100(D)(9)
<b>Transportation Element</b>		
Policy 1.3.15	Establish standards and implement incentives that encourage and/or require new developments to provide separate and buffered pedestrian ways, e.g., sidewalks, crosswalks, connecting bus stops to nearby buildings.	Already addressed in the CDC, Section 5200(F)(7)
Policy 1.4.34	Seek removal of the “Alternate U.S. Highway 19” designation for Clearwater-Largo Road and West Bay Drive from state and federal agencies for the purpose of recognizing the local, rather than regional, service area of these roads.	Section 5.2(B) discusses the removal of state road status.
Objective 1.6	Encourage bicycle use and pedestrian activity for community and recreational purposes through increased availability, improved design, and interconnectivity of different transportation modes.	Section 5.3(B) addresses sidewalk improvement needs.
Policy 1.6.3	Require bicycle storage facilities in all multi-family residences and non-residential developments requiring site plan approval.	Already addressed in CDC, Section 6104(B)
Policy 1.6.6	Provide connectivity for pedestrian ways from residential areas to recreation areas, schools, shopping areas, and bus stops.	Section 5.3(B) addresses sidewalk improvement needs.
Policy 1.6.8	Interconnect the Pinellas Trail with recreation facilities, via sidewalks, trail, and designated roadways, to improve bicycle and pedestrian accessibility to these facilities.	Largo Urban Trail on 4th Street NW connects the Pinellas Trail to Lake Villa Park.
<b>Housing Element</b>		
Objective 1.1	The balanced delivery of different housing types and unit sizes to meet the changing needs of all current and future residents with an emphasis on the provision of affordable housing.	Section 2.1 shows the percentage of land for each Character District. The different character districts allow for wide array of housing types and sizes.
Policy 1.1.1	Provide financial, service, and development incentives to the private sector for the provision of affordable housing units.	Section 4.5(B) provides a substantial density bonus for participation in affordable housing programs.

<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
Policy 1.1.2	Provide standards for affordable housing that allow for increased densities of new single-family or multifamily developments that set aside a minimum of 10% of the units for households earning 100% or less of area median income, adjusted for family size.	Section 4.5(B) provides a substantial density bonus for participation in affordable housing programs.
Policy 1.1.7	Provide residential land use densities that enable the private sector to develop quality affordable housing units.	Section 4.5(B) provides a substantial density bonus for participation in affordable housing programs. and Policy 2.2.4 in Section 3.1 states that allowable densities in the corridor will be increased.
Policy 1.1.15	Provide for technical assistance and information to residents of mobile home developments organized for the purpose of purchasing the developments in which they live.	Policy 4.5.2 in Section 3.1 restates this policy.
Objective 1.2	Preserve, upgrade, and extend the life of the existing housing stock in the City.	Section 4.4(A) discusses housing assistance programs designed to preserve, upgrade, and extend the life of the existing housing stock.
Policy 1.2.1	Utilize the City's Code Enforcement Board to facilitate compliance with housing and building codes.	Objective 4.5 in Section 3.1 states that code enforcements efforts will be increased to improve unsafe living conditions.
Policy 1.2.2	Provide housing rehabilitation programs that assist low and moderate income households to correct housing code violations.	Section 4.4(A) discusses housing assistance programs designed to upgrade the housing stock.
Policy 1.2.3	Ensure the availability of safe and decent affordable rental units by providing rental rehabilitation assistance.	Section 4.4(A) (5) discusses the rental rehabilitation program.
Objective 1.3	Establish partnerships with private and public nonprofit groups, private developers, and other affordable housing providers.	Policy 2.4.4 in Section 3.1 restates this policy.
Policy 1.3.1	Leverage City resources with lending institutions, the development community, and community organizations to support affordable housing.	Policy 5.1.1 in Section 3.1 restates this policy.

<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
Policy 1.4.6	Comply with the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, Public Law 91-646, when demolition or relocation projects which displace residents are federally funded.	Section 2.6, Neighborhood Impact states that when CDBG funds are used for projects the provisions of Public Law 91-646 will be followed.
Policy 1.4.8	Coordinate with the Pinellas County Housing Authority to provide replacement housing, due to relocation for very low and low income residents.	Policy 5.2.7 states that the CRA will coordinate with the Pinellas County Housing Authority for replacement housing.
Policy 1.4.9	Ensure that displacement, due to public investment activities, complies with Pinellas County's Ordinance No. 93-95.	Policy 5.2.6 states displacement caused by CRA land acquisition will be compensated according to Ordinance No. 93-95.
Policy 1.5.1	Develop neighborhood plans that preserve the neighborhood character, meet the needs of the residents and foster neighborhood identity.	Objective 4.1 in Section 3.1 states that neighborhood plans will be prepared for the Belleair Place, Belmont, Highland Park West, Highland Park East, Glenellyn, Lake Placid, and Lake Villa.
Policy 1.5.2	Utilize community policing efforts to identify the needs of the City neighborhoods.	Section 5.4 recommends two community policy officers dedicated to the CLR-CRD for four years.
<b>Water Conservation Sub-Element</b>		
Policy 1.1.3	Reduce potable water consumption through the expansion of the City's reclaimed water system.	Figure 5.14 details reclaimed water expansion possibilities.
<b>Recreation and Open Space Element</b>		
Policy 1.2.8	Incorporate easements, utility rights-of-way, major drainage ways, and flood plains in the design and provision of parks, bikeways, open space, and recreation facilities.	Section 5.2(L) discusses the use of the park along the railroad as both a park and stormwater management facility.
Policy 1.2.9	Acquire property in unincorporated areas of Largo's service area to provide additional recreation/open space opportunities for current and future residents of Largo.	No plans to acquire unincorporated property for recreation at this time.
<b>Economic Development Element</b>		
Policy 1.3.5	Support the creation of home-based occupations and mixed-use development that provide local services and employment opportunities.	In Section 3.2 the Mixed-Use CLR-CR District provides for the creation of mixed-use development.

<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
Objective 1.4	Support the creation of neighborhood retail opportunities by using preservation / redevelopment strategies.	Preservation and redevelopment strategies of this plan will decrease the blighted conditions and increase the opportunity for neighborhood retail.
Policy 1.4.1	Ensure transitional residential neighborhoods are stabilized to sufficiently support neighborhood commercial development.	The implementation of the neighborhood goals, objectives and policies in Section 3.1 and the neighborhood infrastructure and services improvement projects in Section 5.3 will help to stabilize the residential neighborhoods of the CLR-CRD.
Policy 1.4.2	Ensure an adequate supply of mixed housing types and tenures to serve the residential needs of Largo employees.	The implementation of Objective 2.4 and subsequent policies in Section 3.1, the Character Districts described in Section 3.2, and the redevelopment incentives described Chapter 4 will ensure an adequate supply of mixed housing types and tenures.
Policy 1.4.3	Encourage redevelopment of functionally obsolete mobile home parks.	The increase in allowable density from 7.5 to 12.5 dwelling units per acre will encourage the redevelopment of functionally obsolete mobile home parks.
Policy 1.4.4	Maximize public redevelopment efforts, while minimizing disruption to area businesses, by developing plans to coordinate the implementation of infrastructure improvements (e.g., roadway resurfacing and burial of utility lines) and beautification projects.	Objective 5.3 in Section 3.1 restates this policy.
Policy 1.4.7	Work with neighborhood residents and merchants to identify and implement preservation/redevelopment strategies that address the neighborhood's needs.	Section 3.1, the neighborhood goal, expresses the intent to engage neighborhoods in the planning process.
Policy 1.4.8	Create redevelopment plans, as needed, in order to plan for financing and implementation of public improvements and recommended private sector redevelopment activities.	The CLR-CRD is consistent with this policy.

<b>Figure 1.4 CLR-CRD Plan Consistency with the City of Largo Comprehensive Plan</b>		
Policy 1.4.10	Promote property rehabilitation in the Community Redevelopment Districts (CRDs) by providing incentives for development proposals that are consistent with the intent and objectives of any applicable redevelopment plans.	Chapter 4 discusses incentives for meeting the objective of the CLR-CRD Plan.
Policy 1.4.13	Leverage the City's financial resources to further economic development efforts.	Section 1.5 discusses the City's past investment in the corridor and Chapter 5 discusses the City's future investment.
<b>Capital Improvements Element</b>		
Objective 1.1	Coordinate financial resources with the need to provide timely construction and maintenance of capital facilities necessary to achieve adopted Level of Service (LOS) standards for existing and future development.	Chapter 5 provides assessments of public facilities based on adopted LOS standards and makes recommendations for deficiency correction.
Policy 1.1.2	Ensure the availability of public facilities, remedy existing deficiencies, replace worn-out or obsolete facilities, and accommodate the demands of existing development and future growth, through the implementation of the Capital Improvements Element (CIE) and Capital Improvements Program (CIP).	Policy 2.1.3 states the CIE will be amended to include elements of the CLR-CRD Public Improvements Plan.

## **B. CLR-CRD PLAN CONSISTENCY WITH THE STRATEGIC PLAN**

The CLR-CRD Plan is consistent with the City of Largo Strategic Plan on many levels. The Strategic Plan has four strategic principles with which this Plan is consistent:

### **1. Redefine and Intensify Commercial Corridors**

The Clearwater-Largo Road is identified as one of three major Commercial Activity Centers in the Strategic Plan. The Strategic Plan states:

“The ultimate goal along the CLR-CRD is to encourage redevelopment. As an identified Activity Center in the Strategic Plan, this corridor should include more intense, mixed-use redevelopment, but at a scale appropriate to the surrounding neighborhoods. This scenario envisions new multi story redevelopment with ground floor retail uses and upper story office or residential uses. In conjunction with the historic development pattern in this area, development should be built close to the street, with parking located to the rear in surface lots or parking structures. The combined result of the street improvements and new redevelopment create a vibrant mixed-use district” (page 18).



## **2. Establish a System of Community Streets**

The Clearwater-Largo Road Streetscape Plan described in Section 5.2 is consistent with this strategic principle. The Plan calls for wide pedestrian sidewalks, enhanced streetscape to include street trees, improved lighting, mid-block crossings, and improved intersection crossings. The CLR-CRD needs to be incorporated into Section 2: Community Streets of the City of Largo Strategic Plan for Implementation. There are three specific areas that pertain to the redevelopment area:

- a) Promote roadway improvements consistent with City plans;
- b) Prioritize corridors for redevelopment; and
- c) Continue improving, widening sidewalks.

## **3. Expand Parks, Trails, and Greenways**

This Plan calls for working with the City of Largo Recreation, Parks, and Arts Department to expand Lake Villa Park and encouraging private developers to interconnect open space.

## **4. Engage the Neighborhoods**

The CLR-CRD Plan has identified eight (8) distinct neighborhood areas (see Map 2.1). These areas are to be incorporated into the City of Largo Strategic Plan within Section 4: Implementation Program for Neighborhoods. There are eight (8) specific areas of the implementation plan:

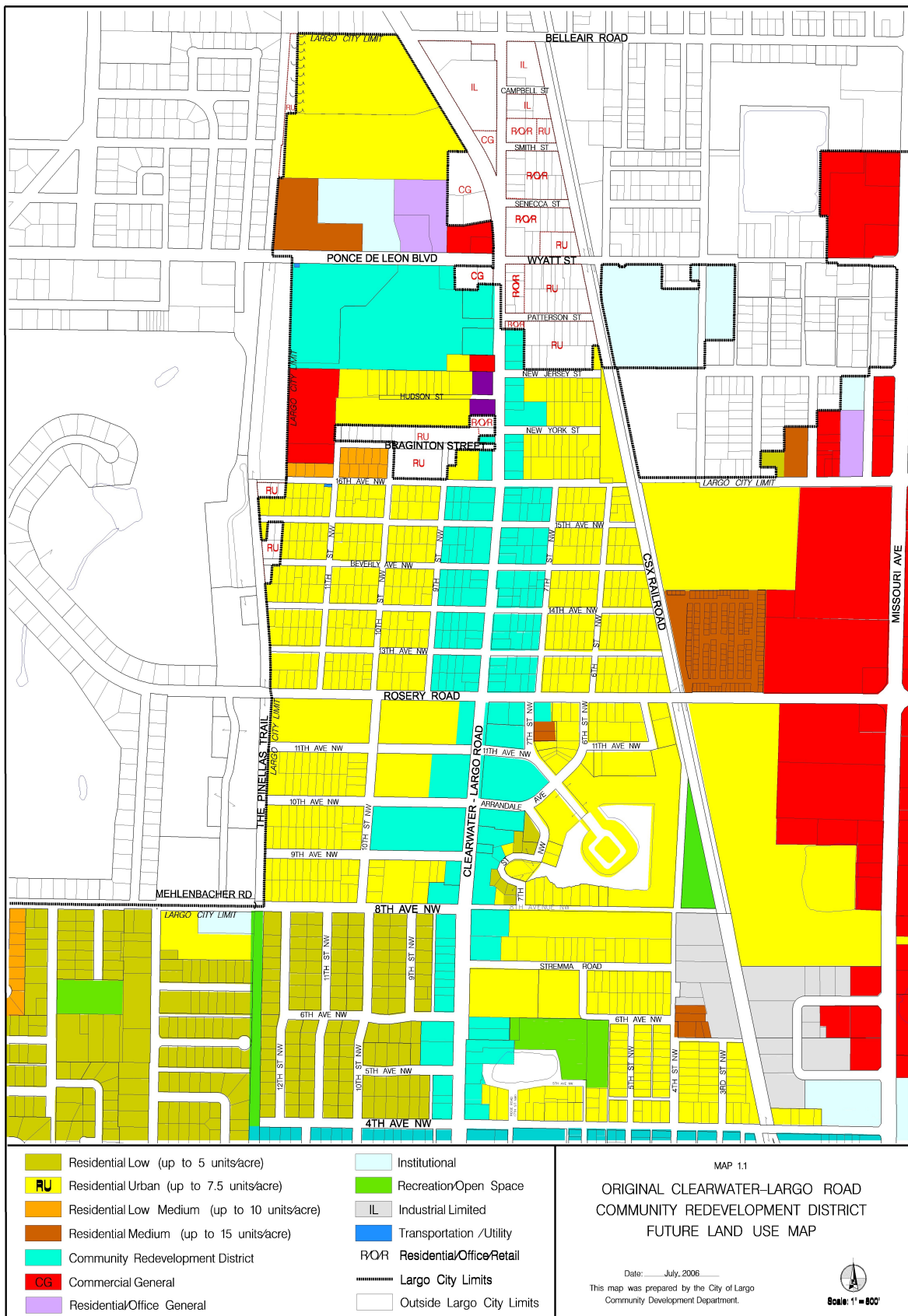
- a) Continue to identify neighborhood boundaries and identities;
- b) Market and expand the Good Neighbors Partnership Program to include a minimum of two neighborhood plans per year;
- c) Continue offering Citizen's Academy and Police Academy; strive to establish a liaison for each neighborhood in the City;
- d) Hold semi-annual meetings of neighborhood liaisons to inform residents of current programs, opportunities, projects; discuss neighborhood needs including infrastructure, parks, entrance signs and landscaping;
- e) Assist liaisons in establishing neighborhood associations, mailing lists;
- f) Solicit annual Capital Improvement Program requests from liaisons;
- g) Establish task force to evaluate code enforcement/permitting process; and
- h) Community outreach through an annual report card.

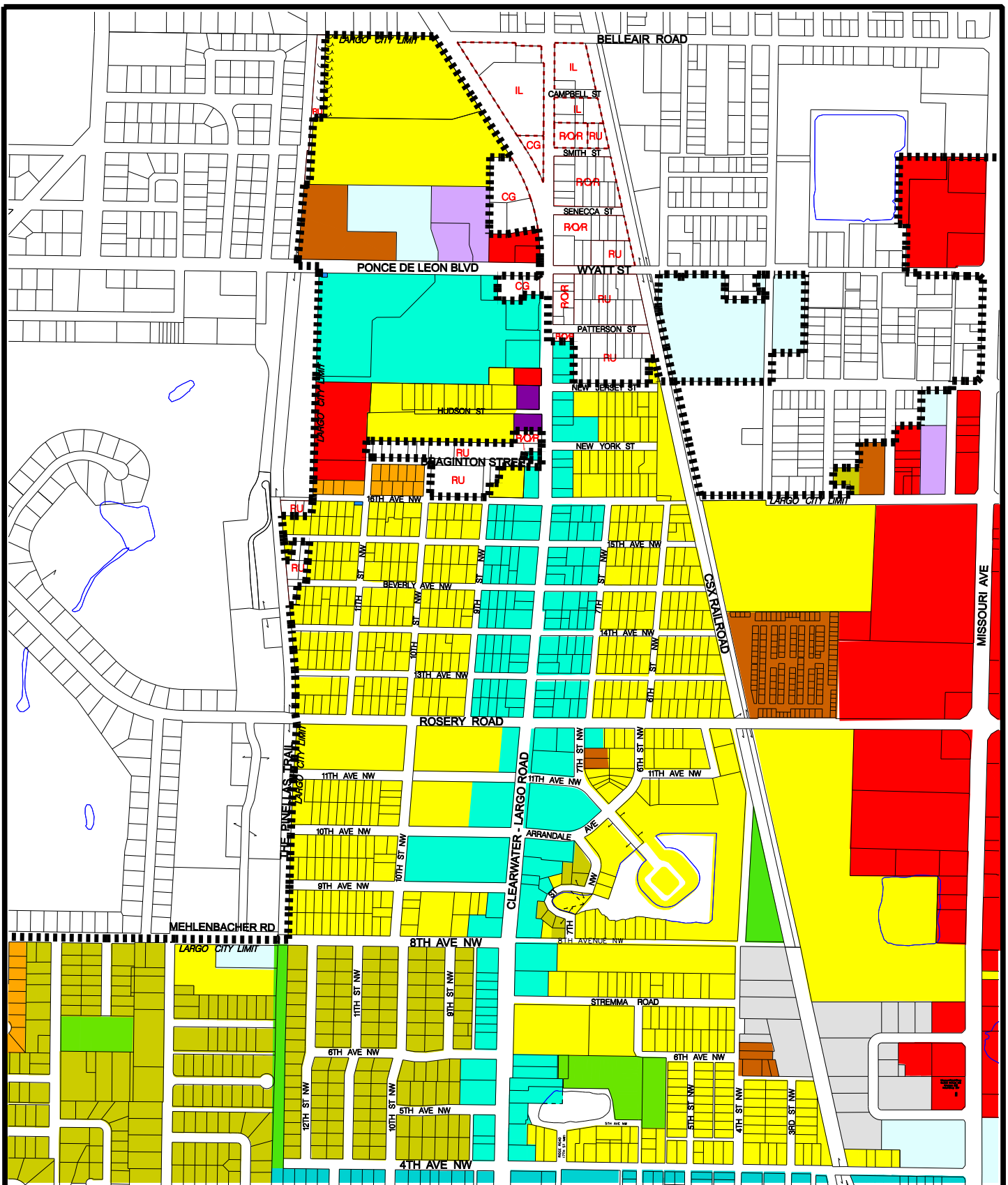
## **C. CONSISTENCY WITH FLORIDA STATUTES CHAPTER 163.362**

<b>Figure 1.5. Community Redevelopment Plan Requirements</b>		
<b><i>Chapter 163.362 Requirements</i></b>		<b><i>CRA Plan Location</i></b>
163.362 (1)	Legal description of boundaries of CRA and reasons for establishing such boundaries.	Appendix A



<b>Figure 1.5. Community Redevelopment Plan Requirements</b>		
163.362 (2) (a)	Show by diagram and in general: Approximate amount of open space and street layout	Map 3.1, Map 5.1
163.362 (2) (b)	Limitations on type, size, height, number, and proposed use of buildings	Chapter 3
163.362 (2) (c)	Approximate number of dwelling units	Section 2.5
163.362 (2) (d)	Property intended for public parks, recreation areas, streets, public utilities, and public improvements	Chapter 5
163.362 (3)	Neighborhood impact element describing impact upon residents in terms of relocation, traffic, environmental quality, effect on school population, other physical or social quality impacts on neighborhood	Section 2.6, Section 5.2 (M)
163.362 (4)	Identify any publicly funded capital projects within the CRA	Chapter 5
163.362 (5)	Contain safeguards that the work of redevelopment will be carried out according to the plan	Chapter 3
163.362 (6)	Provide for retention of controls and establishment of any restrictions with land sold or leased for private use as the governing body deems necessary	Policy 2.3.8, Section 3.1
163.362 (7)	Provide assurances that there will be replacement housing for anyone temporarily or permanently displaced from housing within the CRA	Section 2.6
163.362 (8)	Provide an element of residential use if such use exists or if the plan seeks to remedy a shortage of affordable housing	Section 4.4
163.362 (9)	Contain statement of projected costs of redevelopment including amount for capital projects and any indebtedness to community redevelopment agency, the county, or proposed municipality if it is to be repaid with increment revenues	Section 5.6
163.362 (10)	Provide a time for completing all redevelopment financed by increment revenues (no later than 30 years after adoption of plan)	Section 5.6





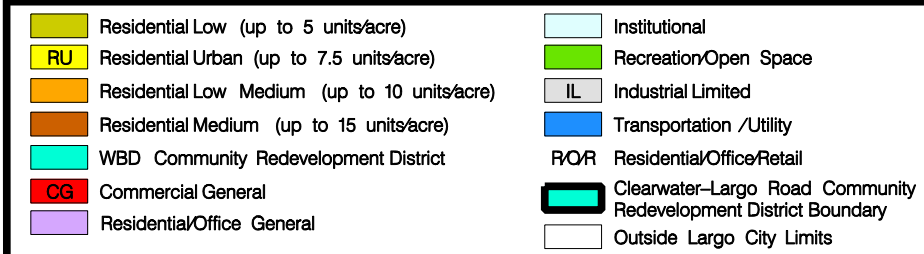
- Residential Low (up to 5 units/acre)
- RU Residential Urban (up to 7.5 units/acre)
- Residential Low Medium (up to 10 units/acre)
- Residential Medium (up to 15 units/acre)
- Community Redevelopment District
- CG Commercial General
- Residential/Office General

- Institutional
- Recreation/Open Space
- IL Industrial Limited
- Transportation /Utility
- ROR Residential/Office/Retail
- Largo City Limits
- Outside Largo City Limits

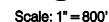
MAP 1.1  
ORIGINAL CLEARWATER-LARGO ROAD  
COMMUNITY REDEVELOPMENT DISTRICT  
FUTURE LAND USE MAP

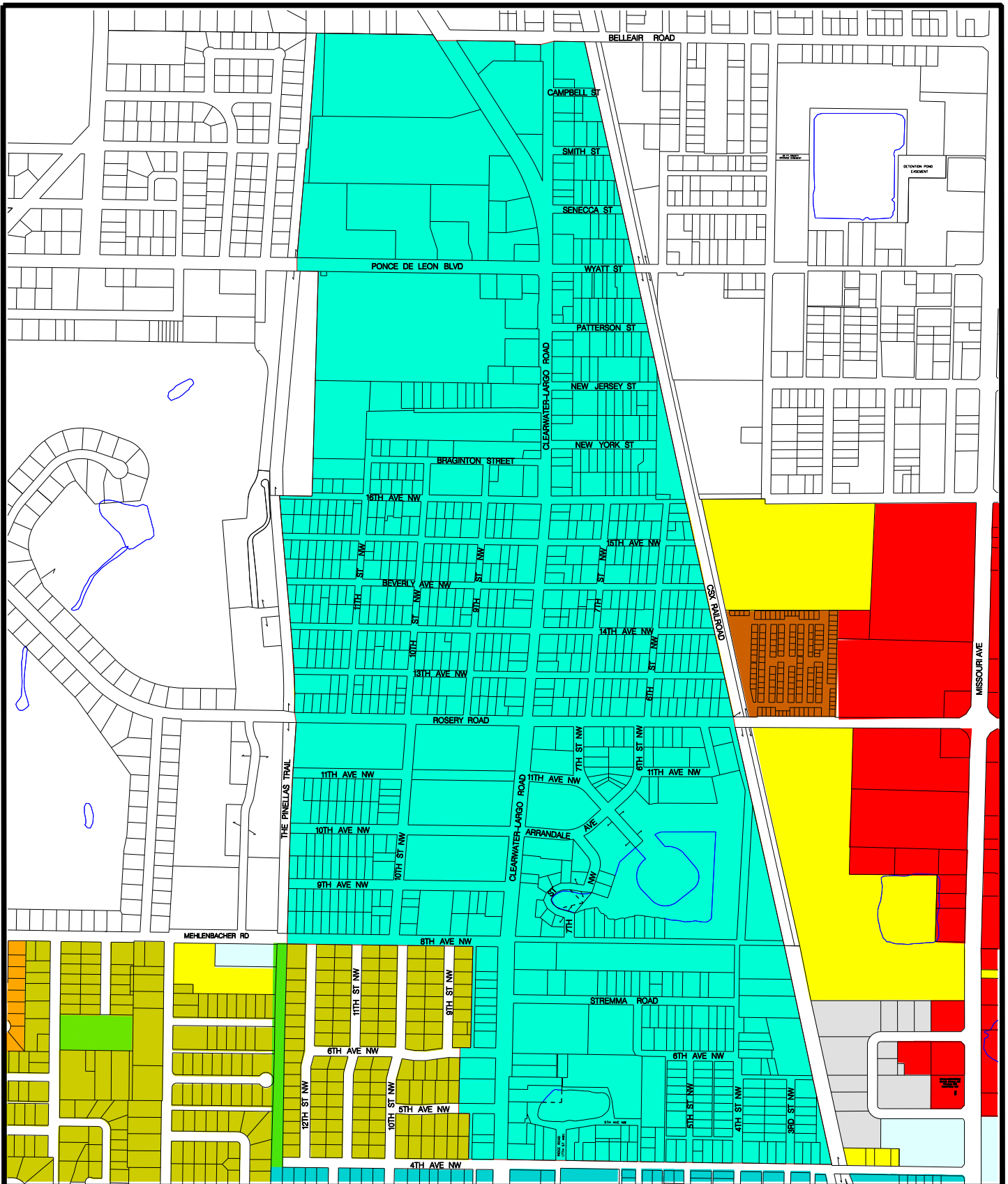
Date: July, 2006  
This map was prepared by the City of Largo  
Community Development Department.
















Date: November, 2006  
This map was prepared by the City of Largo  
Community Development Department.






- |  |   |
|--|---|
|  Residential Low (up to 5 units/acre)         |  Institutional                       |
|  Residential Urban (up to 7.5 units/acre)     |  Recreation/Open Space               |
|  Residential Low Medium (up to 10 units/acre) |  Industrial Limited                  |
|  Residential Medium (up to 15 units/acre)     |  Outside Largo City Limits           |
|  Community Redevelopment District             |  Clearwater-Largo Road Planning Area |
|  Commercial General                           |   |

MAP 1.3

**CLEARWATER-LARGO ROAD  
COMMUNITY REDEVELOPMENT DISTRICT  
FUTURE PLANNING AREA MAP**

Date: November 2004  
This map was prepared by the City of Largo  
Community Development Department.

  
 Scale: 1" = 800'

2

## *District Profile*

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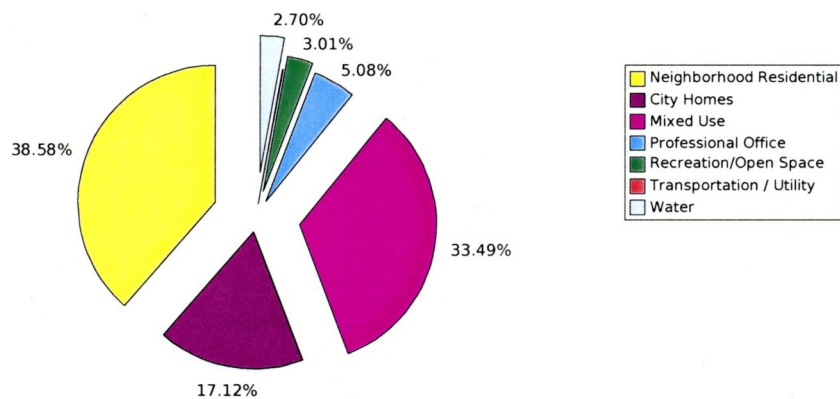


## 2.0 DISTRICT PROFILE

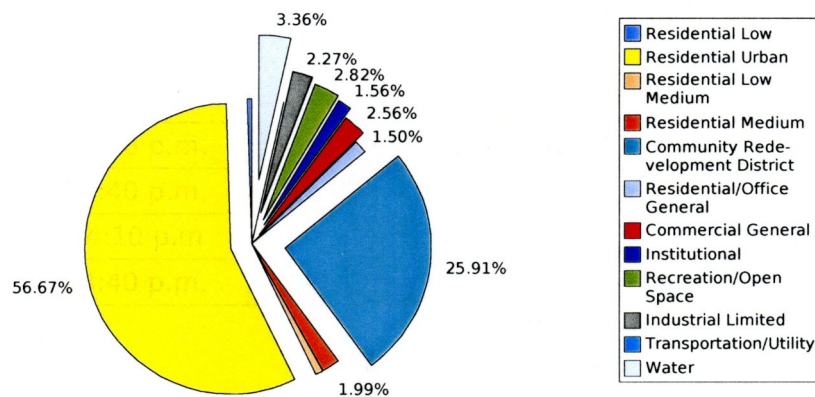
### 2.1 LAND USE

The land within the CLR-CRD is primarily designated residential (see Figure 2.1 and Section A.1). The Neighborhood Residential and City Homes Character Districts, both of which are exclusively residential, represents fifty-six (56) percent of the land area. The mixed-use is thirty-three (33) percent of the land area. Professional Office is five (5) percent of land area. The remaining six (6) percent is Recreation/Open Space, Transportation/Utility, and Water.

**Figure 2.1. CLR-CRD Character District Designations  
Percentage of Land Area**



**Figure 2.2. CLR-CRD Character FLUM Designations  
Percentage of Land Area Prior to Amendment**



The amount of land area allocated to residential and mixed use prior to adoption of this Plan and associated Land Use Amendment is very similar to the Character District Allocation (see Figure 2.2 and A.1.a). The land area devoted exclusively to residential was sixty (60) percent. The percent of land devoted to mixed use or Community Redevelopment District was thirty (30) percent.

The primary differences between the Character District land allocation and the previous land allocation is increased densities and intensities. The increase in density and intensity is supported by the district's designation as an Activity Center in the Strategic Plan and by various policies in the Comprehensive Plan (see Section 1.9).

The expansion of existing industrial land use is not allowed in the new CLR-CRD Plan. This is consistent with the locational criteria in Comprehensive Plan, Future Land Use Element Policy 1.5.2. This policy states Industrial Limited sites should be served by arterial and thoroughfare highways. The policy also states locations should be of sufficient size for a industrial park-type arrangement.

The existing land use in the CLR-CRD according to the Pinellas County Property Appraiser's Office is sixty-five (65) percent residential and twenty-three (23) percent commercial (see Figure 2.3 and A.1.b). Public/Institutional land use represents eight (8) percent.

<b>Figure 2.3. Existing Land Use, 2003</b>				
<b><i>Land Use</i></b>	<b><i>Number of Parcels</i></b>	<b><i>2003 Taxable Value</i></b>	<b><i>Acreage</i></b>	<b><i>Percent of Non ROW Acreage</i></b>
Residential	759	\$41,128,700	145.41	65.0%
Commercial	89	\$17,743,300	50.57	22.6%
Industrial	8	\$1,121,500	4.88	2.2%
Public/Institutional	18	\$8,583,600	16.77	7.5%
Right-of-Way	0	\$0	64.38	0.0%
Water	0	\$0	6.04	2.7%
<b>CLR-CRD Total</b>	<b>874</b>	<b>\$68,577,100</b>	<b>288.05</b>	<b>100.0%</b>

SOURCE: Pinellas County Property Appraiser's database, 2003

## **2.2 BUILDOUT SCENARIO**

This Plan allows for between 1,896 and 5,919 housing units and 1,602,137 square feet of commercial space (see Figures 2.4., A.2, A.2a and A.2b). Currently there are 1,681 housing units and 380,761 square feet of commercial space in the CLR-CRD. The Future Land Use Map (FLUM) designations before plan adoption allowed for 1,745 housing units and 859,996.4 square feet of commercial space.



<b>Figure 2.4. Buildout Scenarios</b>					
<b>Land Use Type</b>	<b>CLR-CRD Buildout (A)</b>	<b>Previous Land Use Buildout (B)</b>	<b>Difference C=(A-B)</b>	<b>Actual D</b>	<b>Difference E=(A-D)</b>
Housing Units	1896 to 5,919	1,745	151 to 4,174	1,681	215 to 4,238
Mixed-Use (Square Footage)	1,602,137	859,996.4	742,141	380,761	1,221,376

SOURCE: Pinellas County Property Appraiser's database, 2003; U.S. Census, 2000

## 2.3 CLR-CRD DEMOGRAPHIC SUMMARY

Analysis of the 2000 Census data reveals the blighted state of the CLR-CRD (see Figure 2.5). The district has a lower median household income, per capita income, and median housing value. The district has a higher number of vacant housing units which may indicate the blighted nature of the neighborhoods and a presence of substandard housing. The district represents four (4) percent of the Largo population and three (3) percent of the land area.

<b>Figure 2.5. Demographic Summary</b>			
<b>General Characteristics</b>	<b>CLR-CRD</b>	<b>City of Largo</b>	<b>Pinellas County</b>
Population, 2000	2,779	69,371	921,482
Population, 2003 (estimate)	2,912	72,711	926,146
Median Age (years)	44.71	47.5	43.0
White (percent)	88.1%	92.7%	85.9%
Black (percent)	4.7%	2.7%	9.0%
Other Race (percent)	7.2%	4.6%	5.1%
Average Household Size (persons)	2.08	1.99	2.17
<b>Economic Characteristics</b>			
Median Household Income	\$20,664	\$32,217	\$37,111
Per Capita Income	\$16,399	\$20,848	\$23,497
<b>Housing Characteristics</b>			
Housing units	1,681	40,261	487,012
Owner-occupied Housing Units	55.99%	67.40%	70.80%
Renter-occupied Housing Units	44.01%	32.60%	29.20%
Vacant Housing Units	18.02%	15.45%	13.83%
Median Housing Value	\$36,736	\$63,400	\$85,600
<b>Geography Characteristics</b>			
Land Areas (square miles)	0.45	17.29	288.00
Density (per square mile)	5,179.8	4,429.1	3,292.0

Source: U.S. Census Bureau, 2000 Census

City of Largo 2003 population estimate from University of Florida Bureau of Economic and Business Research

CRD 2003 population estimate calculated as a ratio of the City's population estimate

## 2.4 NEIGHBORHOOD DEMOGRAPHIC SUMMARY

The CLR-CRD is one of the oldest areas of the City and has traditionally been populated by low- and moderate-income residents. As multifamily rental units and commercial development were superimposed upon platted single-family residential subdivisions, the population became more transient, owner-occupancy decreased, and the neighborhoods deteriorated. As depicted in Map 3.2, the CLR-CRD overlaps Largo's CDBG Target Area which contains predominately low- to moderate-income housing.

Census data was grouped together based on the eight neighborhoods of the CLR-CRD (see Map 2.1). The CLR-CRD is in two Census Tracts, 255.04 and 256.02 (see Map 2.2). The greatest variation in data was median age and median housing value (see Figures 2.6 and 2.7). Median age ranged from 35.39 in Highland Park East to 61.7 in Belleair Place. Median housing value ranged from \$16,700 in Lake Placid and Lake Villa to \$55,500 in Glenellyn and Highland Park East. Lake Placid had the lowest per capita income and Highland Park West had the highest.

**Figure 2.6. CLR-CRD Neighborhood Demographics, 2000**

<b>Neighborhood</b>	<b>Population</b>	<b>% White</b>	<b>% Black</b>	<b>% American Indian</b>	<b>% Other</b>	<b>Median Age</b>
Belleair Place	268	97%	2%	0%	1%	61.7
Belmont	116	83%	7%	1%	10%	38.15
Glenellyn	615	85%	4%	0%	13%	43.43
Highland Park E	541	87%	10%	0%	3%	35.39
Highland Park W	490	85%	4%	0%	11%	37.50
Lake Placid	358	90%	1%	0%	8%	48.37
Lake Villa	391	92%	4%	0%	3%	48.44
Lucymar <sup>1</sup>	0	0%	0%	0%	0%	0
<b>CLR-CRD Total</b>	<b>2,779</b>	<b>88%</b>	<b>5%</b>	<b>0%</b>	<b>7%</b>	<b>44.71</b>

<sup>1</sup> Lucymar does not have any residential properties within the CLR-CRD  
Source: U.S. Census, 2000

**Figure 2.7. Housing and Economic Characteristics, 2000**

<b>Neighborhood</b>	<b>Avg HH Size</b>	<b>Housing Units</b>	<b>Owner Occupied</b>	<b>Renter Occupied</b>	<b>Median Housing</b>	<b>Median HH Income</b>	<b>Per Capita Income</b>
Belleair Place	1.59	195	110	61	\$34,000	\$21,486	\$17,105
Belmont	2.68	53	29	18	\$34,000	\$21,486	\$17,105
Glenellyn	2.15	332	139	122	\$55,500	\$19,962	\$16,832
Highland Park E	2.29	292	108	145	\$55,500	\$19,962	\$16,832
Highland Park W	2.13	267	105	120	\$44,750	\$21,316	\$17,453
Lake Placid	1.86	286	139	57	\$16,700	\$20,219	\$14,653
Lake Villa	1.86	256	141	83	\$16,700	\$20,219	\$14,810
Lucymar	0	0	0	0	\$0	\$0	\$0
<b>CLR-CRD Total</b>	<b>2.08</b>	<b>1,681</b>	<b>771</b>	<b>606</b>	<b>\$36,736</b>	<b>\$20,664</b>	<b>\$16,399</b>

Source: U.S. Census, 2000

## 2.5 HOUSING STOCK

### A. Housing Units

There are 1,681 housing units in the CLR-CRD according to the U.S. Census. Figure 2.8 shows Property Appraiser's Office residential records for the CLR-CRD, which indicates the majority of housing units are single-family homes, followed by mobile homes, and then multi family. A significant portion of the housing stock is in need of rehabilitation or redevelopment. Stabilization and improvement of the housing stock can be aided by the housing assistance programs described in Chapter 4 and increased code enforcement.

<b>Figure 2.8. Residential Land Use</b>				
<b><i>Residential</i></b>	<b><i>Number of Parcels</i></b>	<b><i>2003 Taxable Value</i></b>	<b><i>Acreage</i></b>	<b><i>Percent of Non ROW Acreage</i></b>
Apartment / Boarding Houses (4-9 units)	10	\$1,206,400	3.47	2.4%
Apartments (10-49 units)	3	\$1,065,000	1.15	0.8%
Duplex / Triplex	86	\$6,548,200	14.00	9.6%
Mobile Home Co-Op	100	\$947,700	6.15	4.2%
Mobile Home Park	9	\$6,139,000	27.00	18.6%
Mobile Home in Subdivision	2	\$38,800	1.68	1.2%
Other Residential (garage, shed, workshop)	1	\$25,800	0.16	0.1%
Retirement Independent Living	1	\$4,323,500	3.99	2.7%
Single-Family	478	\$17,443,800	74.61	51.3%
Single-Family (more than one dwelling on lot)	44	\$2,734,800	9.12	6.3%
Vacant Residential	25	\$655,700	4.08	2.8%
<b>RESIDENTIAL TOTALS</b>	<b>759</b>	<b>\$41,128,700</b>	<b>145.41</b>	<b>100.0%</b>

Source: Pinellas County Property Appraiser, 2003

### B. Mobile Homes

The CLR-CRD has 599 mobile homes in seven (7) parks and one (1) co-op, Lake Placid. Two (2) mobile homes are located on subdivision lots (see Figures 2.8 and 2.9). The deteriorated nature of the majority of the parks is a significant contributing factor to the blighted conditions of the CLR-CRD. Many of these parks are overcrowded, with some mobile homes dating as far back as the 1950's.

<b>Figure 2.9. Mobile Home Parks and Co-ops Within CLR-CRD Planning Area</b>						
<b>Mobile Home Park</b>	<b>Total Units</b>	<b>Acreage</b>	<b>Current Density</b>	<b>Character District</b>	<b>Base Density</b>	<b>Base Density + Possible Density Bonus</b>
Belleair Village	57	2.27	25.11	Mixed Use	15	40
Kakusha	116	8.19	14.16	City Home	15	40
Keystone Trailer	81	3.09	26.21	Mixed Use	15	40
Lake Placid	100	9.40	10.64	Neighborhood Preservation	7.5	30
Louis Palms	21	1.84	10.87	Mixed Use	15	40
Rainbow Court	119	7.86	15.14	Mixed Use and City Home	15	40
Skyview	37	1.23	30.08	City Home	15	40
Whispering Pines	68	4.02	16.92	City Home	15	40
<b>CLR-CRD Total</b>	<b>599</b>	<b>37.90</b>	<b>18.64</b>			
Braginton Oaks (PC)	14	0.75	17.33	Mixed-Use	15	40
Clearwater Trailer City (PC)	134	9.11	14.71	City Home	15	40
Gulf Breeze (PC)	38	3.19	11.91	City Home	15	40
Sunpiper (PC)	77	3.52	21.88	Mixed Use	15	40
<b>Periphery Planning Area Total</b>	<b>263</b>	<b>16.57</b>	<b>16.46</b>			
<b>Planning Area Total</b>	<b>862</b>	<b>54.47</b>	<b>17.55</b>			

Source: Pinellas County Property Appraiser's database

As discussed in Chapter 4 of this Plan, a Mobile Home Park Relocation Assistance Program is established with the adoption of this Plan. The program will give residents greater compensation than *Florida Statutes* requires if a developer chooses to use the density bonus of five (5) units per acre.

The City of Largo contracted with HDR, Inc. in 2004 to conduct a comprehensive study of mobile home relocation assistance options. The study documented relocation costs and assistance available to affected residents through Florida Statutes 723. HDR conducted a survey documenting the mobile home lot rents, utility costs, and vacancy rates within the City of Largo, in Pinellas County, and within 50 miles. Within each of these categories, comparable mobile home lot rents and mobile home lot and home rentals were identified, along with winter vacancy rates between 2.78% (family) and 3.27% (adult) for all parks surveyed. The study identified that all mobile home parks within the CLR-CRD district were not forthcoming with information regarding lot rents. Based upon the information collected, the study concludes that replacement housing outside of the district could result in an increase in monthly rent

of between \$45 and \$175 month. This lower rental rates within certain parks in the CLR-CRD district could be accounted for by the deteriorated and substandard condition of some properties (see Figure 2.10 for rental rates).

According to the 2000 US Census, the median household income in the CLR-CRD district was \$20,664, compared to \$32,217 for the the City of Largo as a whole. More detailed income data is not available for the residents in mobile home parks. However, the median income is indicative that housing affordability is an issue for residents within the district. A two (2) person household earning \$20,664 is earning forty-five percent (45%) of median income. Maximum rents by number of bedrooms according to the Florida Housing Finance Corporation for that income group is \$439 for a one bedroom, \$527 for a two bedroom, and \$678 for a three bedroom.

**Figure 2.10. Mobile Home Park Tenants and Owners Within CLR-CRD Planning Area, June 2005**

<i><b>Mobile Home Park</b></i>	<i><b>Total Lots</b></i>	<i><b>Owner Occupied</b></i>	<i><b>Renter Occupied</b></i>	<i><b>Vacant Units Available for Rent</b></i>	<i><b>Unrentable/ Abandoned Units or Vacant Lots</b></i>	<i><b>Mobile Home with Lot Rent per month</b></i>	<i><b>Lot Rent Only per month</b></i>
Belleair Village	57	57	0	0	0	none	\$220.00
Kakusha	116	114	0	0	2	none	\$285.00
Keystone Trailer	81	20	47	14	0	\$515.00	unknown
Lake Placid	100	100	0	0	0	none	lots co-op owned
Louis Palms	21	18	0	0	3	none	unknown
Rainbow Court	119	67	19	0	33	\$480.00	unknown
Skyview	37	7	0	0	30	none	unknown
Whispering Pines	68	64	0	0	4	none	\$225 to \$260
<b>CLR-CRD Total</b>	<b>599</b>	<b>447</b>	<b>66</b>	<b>14</b>	<b>72</b>		
Braginton Oaks (PC)	14	0	14	0	0	\$400 – 450	none
Clearwater Trailer City (PC)	156	68	66	2	20	\$375 to \$475	unknown
Gulf Breeze (PC)	38	19	19	0	0	\$460-\$750	unknown
Sunpiper (PC)	77	0	50	10	17	\$500-750	none
<b>Periphery Planning Area Total</b>	<b>285</b>	<b>87</b>	<b>149</b>	<b>12</b>	<b>37</b>		
<b>Planning Area Total</b>	<b>884</b>	<b>534</b>	<b>215</b>	<b>26</b>	<b>109</b>		

## **2.6 NEIGHBORHOOD IMPACT**

The residential areas contain high concentrations of low to moderate income residents, low owner-occupancy, higher than city-wide average incidences of code violations and crime, slow growth in property values, and the lack of sidewalks. On the positive side, a traditional neighborhood layout, sound housing stock, and, most of all, concerned and supportive residents offer the basis for improvement.

Attention must be focused on the neighborhoods surrounding the Clearwater-Largo Road commercial. Surrounding neighborhoods contain much of Largo's older mobile home parks and substandard housing, the neighborhoods must be stabilized to support the commercial corridor.

Redevelopment in the district offers a variety of amenities to its residents whether they are rental or owner-occupied units. The overall vision is to create a walkable, urban environment. In order to achieve this, pedestrian activity, live/work space, mixed-use developments, and a variety of types of housing available to individuals who are of different income levels will be promoted.

Strong consideration is made for the impact the CLR-CRD Plan will have on the people residing within the CLR-CRD neighborhoods. As stated, the community expresses the intent to transform the corridor into a place where neighborhood residents are invited to live, work, and shop in a safe and pleasant environment. The business development focus is on improving the physical appearances of small, neighborhood commercial businesses which serve the shopping and personal service needs of the surrounding neighborhoods.

In addition, many public improvements (streetscaping, mid block crosswalks, lower speed limit) are proposed in the Plan to increase pedestrian safety. Improved access to Lake Villa Park and the creation of community areas with street benches and litter receptacles will improve the recreation and open spaces available. In addition, the Plan addresses the need to incorporate open space or "gathering spaces" into the redevelopment of properties. Although this cannot be accomplished on every site due to size constraints, it is recommended for mid- to large-scale redevelopment.

The CLR-CRD Plan implements programs in Chapter 4 to reduce relocation impacts on residents. When CDBG funds are used for redevelopment or new development projects which involve land assembly, demolition, or new construction and residents (either owners or renters) are either directly or indirectly displaced as a result of the project, the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, Public Law 91-646, will be followed. This is stated in Policy 1.4.6 of the City of Largo Comprehensive Plan and Policy 5.2.6 of this plan. Any other CRA sponsored or assisted redevelopment activities involving the acquisition of land by the CRA of local government will provide payment and/or reimbursement of actual reasonable relocation expenses for displaced low and moderate income residential tenants as described in Pinellas County's Ordinance No 05-92 or Largo's Mobile Home Park Transition Programs (Ordinance 2006-15) whichever is greater.

Many elements of this Plan strive to reduce negative impacts on neighborhoods. The Neighborhood Residential Character District is based upon the goal of

preserving existing single-family residential character. Housing assistance programs in Chapter 4 increase in the ability of individual residents or would-be residents to purchase and rehabilitate residential properties. To assist in preserving the neighborhoods, the City's loan programs will be focused on the CLR-CRD neighborhoods and will be publicized throughout the CLR-CRD. The City's rental rehabilitation program will be coordinated with Code Enforcement efforts. The CRA will focus on the affordability of dwelling units and promote the use of low cost materials and money saving building techniques without compromising safety or energy efficiency.

Following are the opportunities and issues in CLR-CRD Neighborhoods:

**Residential Neighborhoods Opportunities:**

- The CLR-CRD housing is among the most affordable in the City;
- Vacant lots offer locations for infill development;
- Significant number of canopy trees exist on many streets;
- Property turnovers are relatively low, and long-term occupancy is common;
- Water and sewer service is adequate; and
- The paving on most streets is in acceptable condition;

**Residential Neighborhoods Issues:**

- The CLR-CRD contains the second and third highest concentrations of low- and moderate-income persons in the City;
- Building activity is lower than the citywide average and consists mostly of maintenance;
- Assessed property valuations are lower and increasing at a slower rate than the City as a whole;
- Owner occupancy is lower than the citywide average;
- It is hard to reach some parcels with fire service;
- There are few sidewalks;
- Crime rates in the CLR-CRD are higher than in the City as a whole;
- Emergency medical and fire calls are more frequent than the citywide average; and
- Jurisdictional boundaries present legal barriers to logical extensions of improvements.

The CLR-CRD Plan implements policies, regulations, programs to correct the above issues. Impacts to neighborhoods will be predominately beneficial.

## **2.7 MARKET STUDY**

### **A. Tax Base**

Property values within the CLR-CRD provide a barometer for economic health. From 1996 to 2003, the CLR-CRD average annual growth rate was four (4) percent. In comparison, the city wide average annual growth rate in the same time period was more than double that at nine (9) percent. The growth rate in the CLR-CRD has lagged behind the rest of the City every year except 2002 (see Figure 2.10). The year the county granted authority to expand CLR-CRD boundaries.



Year	<b>Figure 2.11. TAXABLE PROPERTY VALUES (Citywide vs. CLR- CRD)</b>					
	<b>CITYWIDE</b>		<b>ORIGINAL CLR-CRD</b>		<b>CLR-CRD Expanded</b>	
	<b>Taxable Property Value</b>	<b>Percent Change</b>	<b>Taxable Property Value</b>	<b>Percent Change</b>	<b>Taxable Property Value</b>	<b>Percent Change</b>
1996	\$1,606,023,380		\$22,092,800		\$51,119,200	
1997	\$1,635,283,340	1.82	\$21,849,600	-1.10	\$50,567,000	-1.08
1998	\$1,720,272,500	5.20	\$22,187,900	1.55	\$51,495,700	1.84
1999	\$1,782,758,220	3.63	\$22,384,900	0.89	\$52,741,800	2.42
2000	\$1,946,878,800	9.21	\$22,007,200	-1.69	\$54,649,600	3.62
2001	\$2,184,792,970	12.22	\$21,695,100	-1.42	\$58,121,400	6.35
2002	\$2,345,357,530	7.35	\$22,856,000	5.35	\$63,351,900	9.00
2003	\$2,840,161,146	21.10	\$25,164,300	10.10	\$68,577,100	8.25
Average 1996-2003		8.65		1.95		4.34

Source: Pinellas County Property Appraiser 2004

The amount of investment an area receives for new development or redevelopment is directly related to a number of factors, some of which are beyond local scope and control. However, there are several identifiable factors within the scope of local control which have discouraged investment in the CLR-CRD. These blighting conditions include poor aesthetics, undevelopable lots, and a dysfunctional traffic and pedestrian environment as fully discussed in the *Clearwater-Largo Road Community Redevelopment District Proposed Expanded Boundary Statement of Need* dated May 2002.

## **B. District Businesses**

The largest employers within the CLR-CRD are medical related businesses, retailers, and a manufacturing company. The corridor's largest employer is Healthsouth Rehabilitation Hospital, followed by Clearwater Cardiovascular Consultants, Pappas' Grillmarks Restaurant, and Rodgers Brothers. See Map 2.3 for a complete listing of the seventy-five (75) CLR-CRD businesses and Figure A.1.b for listing by type, property value, and acreage.

Several of the businesses in the area, such as Healthsouth Rehabilitation Hospital, are not location sensitive, meaning the business activity engaged in is not dependent upon location. However, most of the businesses selling merchandise or providing services in the CRD are location sensitive, meaning that customers are only willing to travel a certain distance. Therefore, the market surrounding the CLR-CRD must be of a large enough population and income to sustain the businesses within it. For every additional 1,000 housing units or 2,500 increase in population there is an increase in commercial space demand of 25,000 to 30,000 square feet.

## **C. Average Annual Daily Traffic Counts (AADT)**

In addition to the residents in the surrounding neighborhoods many



potential customers drive through the Clearwater-Largo corridor. Clearwater-Largo Road currently has the Alternate U.S. Highway 19 designation and is classified as a major arterial. The future re-designation of Alternate U.S. Highway 19 from Clearwater-Largo Road to Missouri Avenue will reflect a new use of the Clearwater-Largo Road Corridor as a destination place rather than a thoroughfare. In 2003, the highest traffic counts were at Clearwater-Largo Road and Rosery at 25,000 (see Figure 2.11~~2~~) In comparison, the highest traffic count in the city was 59,500 on East Bay Drive at Belcher.

**Figure 2.12. Average Annual Daily Traffic Counts (AADT)**

<b>Study Date</b>	<b>CLR and Belleair Rd</b>	<b>CLR and Rosery</b>	<b>Ponce De Leon West of CLR</b>	<b>8<sup>th</sup> Ave &amp; Pinellas Trail</b>
2003	19,300	25,000	3,975	5,147
2002	18,885	25,704	3,905	5,472
2001	17,728	25,443	4,666	unknown
2000	20,528	27,005	4,308	unknown
1999	21,311	unknown	4,820	5,284
1998	19,946	27,923	4,223	unknown
1997	18,651	26,627	4,428	unknown
1996	21,000	29,000	3,655	unknown

Source: Pinellas County Metropolitan Planning Organization 2004

#### **D. Pinellas Trail Potential**

In addition to potential customers driving through the Clearwater-Largo Road corridor, there are many cyclists using the nearby Pinellas Trail. The Trail runs parallel to Clearwater-Largo Road, several blocks to the west. Routine surveys are taken during one daylight hour every day of the year by the Pinellas County Parks and Recreation Department. Estimates indicate that 189,143 people used the section of the trail between Seminole and Clearwater in fiscal year 2004. The CLR-CRD is near the midway point of the 47-mile trail.

#### **E. Market Opportunity Analysis**

*The West Bay Drive & Clearwater-Largo Road Community Redevelopment Districts Retail Market Opportunity Analysis* prepared by Marketplace Advisors projects retail demand of 1,071,505 square feet by 2009. This projection is for the two (2) mile radius community trade area and does not consider office space demand. This figure can be compared with thirty (30) year buildout projections for the CLR-CRD of 1,602,137 commercial square feet in Section 2.2.

#### **F. Business Community Education**

The CRA will provide public education of redevelopment opportunities. Redevelopment potential for each nonresidential property will be conveyed to property owners, along with information outlining how to go about it and what is allowable. Information about annexation will be sent to interested property owners within the Periphery Planning Area. Small

and new business owners will be informed of business assistance programs.

## **2.8 Redevelopment Barriers**

Barriers to redevelopment negatively impact the market potential of the corridor. The following are significant barriers:

### **A. Commercial Corridor Aesthetics**

The CLR-CRD has experienced aesthetics improvements since the adoption of the original CLR-CRD Plan in 1996. For example, billboards have been removed and overhead wires have been rerouted, consolidated, and buried. Also, a network of sidewalks was constructed on the east and west sides of Clearwater-Largo Road from Rosery Road to Belleair Road. In addition to these improvements, several businesses along Clearwater-Largo Road have improved their facades with the aid of the City's Business Assistance Programs and the Downtown Largo Mainstreet 50/50 Facade Improvement Grant.

Although these improvements are contributing to the transformation from an automobile dominant environment to a pedestrian oriented environment, there are still many areas throughout the CLR-CRD that are aesthetically deficient and negatively impact market potential. In certain parts of the CLR-CRD, especially north of Rosery Road, there are several properties which are cluttered with debris and junk. There are also several vacated buildings which lack maintenance. The CLR-CRD has a higher amount of substandard commercial and residential structures when compared to the rest of the City and receives a proportionally larger share of code violation citations.

The aesthetic appeal of the CLR-CRD is marred by incompatible building facades and site designs. The CLR-CRD lacks visual character. Besides having incompatible facades, the setbacks vary dramatically from site to site in most sections of the CLR-CRD area. The streetscape lacks landscaping and is cluttered with a multitude of diverse, nonconforming freestanding signs. Outdoor storage of materials and equipment is also a detriment to aesthetic appeal and is not permitted. Outdoor displays of goods should be limited.

### **B. Inadequate Parcel Size**

Site design problems have resulted from the unplanned development of the CLR-CRD over time. Most of the subdivisions in the Clearwater-Largo Road area were platted prior to the commercialization which developed along the road over the past several decades. Because commercial uses require a greater amount of land for parking and building area, most of the lots in the CLR-CRD are not of sufficient size or layout for conducting business activity. Therefore, in order to expand or locate businesses throughout the years, most property owners in the area purchased and developed several lots in a piecemeal fashion. Because of the awkward layout and lack of sufficient lot depth, poor internal traffic circulation is a common occurrence for business sites along Clearwater-Largo Road.

On-site stormwater retention requirements are a major impediment to redeveloping properties. The inadequate size of sites makes placement for required parking, landscaping, and retention a challenge. On-site retention could go in underground vaults, but that is cost prohibitive for many small business owners. For example, in discussions at the community meetings with property owners, the owners of Touch of Bliss Day Spa mentioned that they wanted to redevelop their property; however, the cost to provide the required on-site retention was in excess of \$30,000. One-site retention also impedes larger projects from reaching the maximum densities and intensities set forth in this plan. Often twenty (20) percent of the site must be used for on-site stormwater retention.

### **C. Speculation**

As properties throughout the CLR-CRD continue to redevelop and improve the area, speculators serve as an impediment to redevelopment as well. The impediment lies in the perceived value of property being much higher than the market value. Often, when a neighboring property redevelops and surrounding property owners start to realize the potential for the area, they hold out from selling their property or inflate prices. Properties with Clearwater-Largo Road frontage have a development value of between nine (9) and thirteen (13) dollars a square foot, however property owners are asking as much as twenty-three (23) dollars a square foot.

### **D. Nonconforming Uses**

Another condition which impedes redevelopment in the CLR-CRD is the high number of nonconforming uses. Nonconforming properties such as a warehouses that do not redevelop make it difficult for neighboring properties to redevelop. Potential townhome and condominium buyers do not want a view of an industrial facility.

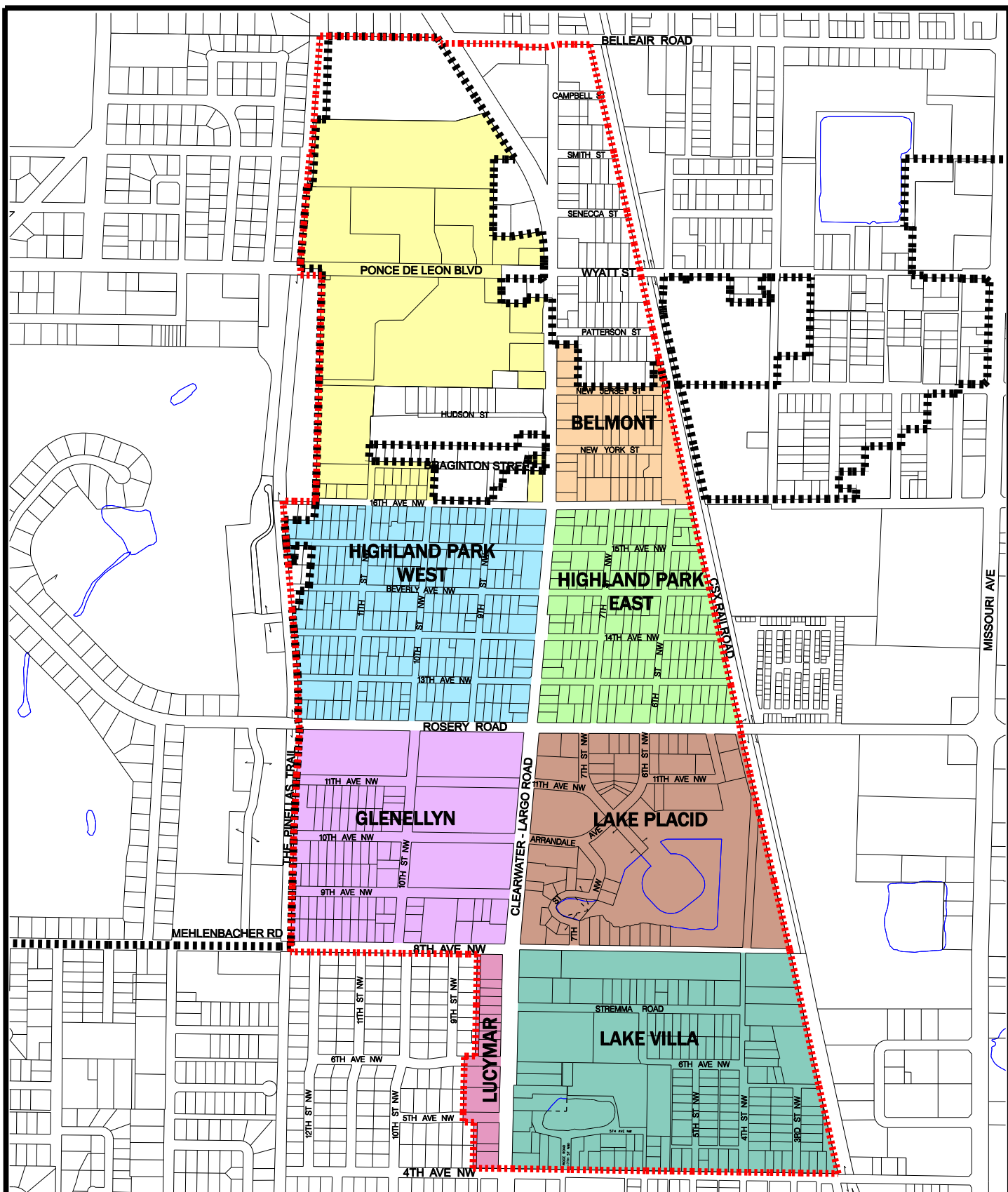
Nonconforming uses along the corridor may be permitted to make aesthetic improvements to their sites and/or structures provided they are consistent with the intent of the CLR-CRD Plan. This allows nonconforming businesses the opportunity to conform to the acceptable building and site design standards set forth in the Plan while maintaining the existing use. However, they will not be permitted to expand their floor area greater than twenty-five (25) percent of the current floor area.












Of the seventy (75) businesses on the commercial corridor, twenty-eight (28) do not conform to the land use designation (see Figure 2.12). The majority of these nonconforming businesses are located between Rosery Road and 16<sup>th</sup> Avenue Northwest. The expanded CLR-CRD also has nonconforming industrial uses near residential properties.

<b>Figure 2.13. Nonconforming Uses in the CLR-CRD</b>	
<b><i>Uses Not Permitted</i></b>	<b>Number of Nonconforming Uses</b>
Mechanical Repair Shops (Outdoor)	14
Bars/Taverns	3
Gas Stations with more than 4 pumps	4
Wholesale Businesses	2
Trade Shops	5
<b>Total</b>	<b>28</b>

### **E. Nonconforming Structures**

Many buildings in the CLR-CRD are over forty (40) years old and have become functionally obsolescent. However there is still economic value in the structures, such as rental income from mobile homes. The remaining economic value in substandard structures often impedes redevelopment.



- |  |   |
|--|---|
|  Belmont            |  Lucymar                               |
|  Belleair Place     |  Lake Villa                            |
|  Highland Park West |  Clearwater – Largo Road CRD           |
|  Highland Park East |  Clearwater – Largo Road Planning Area |
|  Glenellyn          |  Largo City Limits                     |
|  Lake Placid        |   |

MAP 2.1

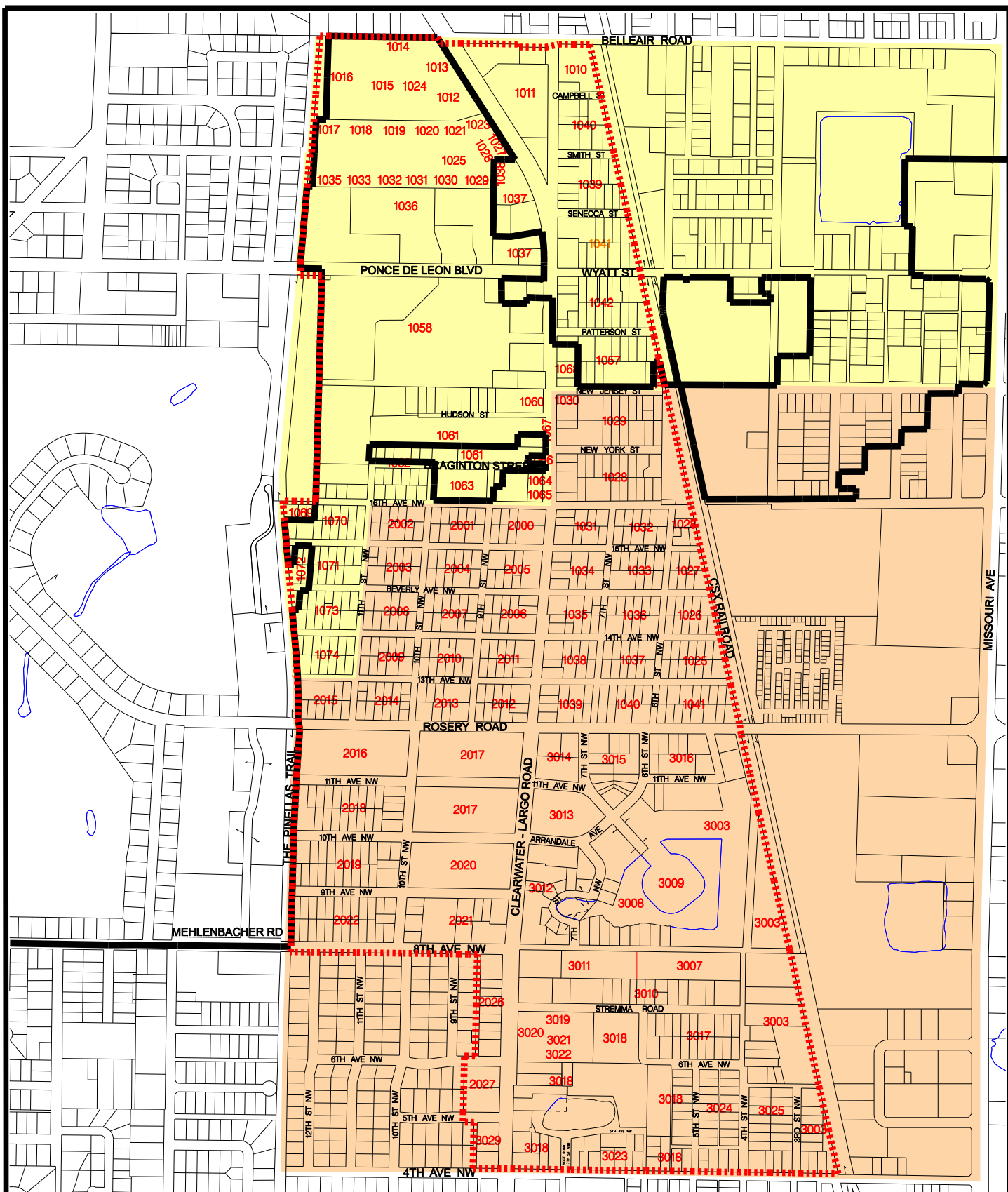
# CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT DISTRICT NEIGHBORHOOD MAP

Date: July, 2006

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



Scale: 1" = 800'



- Census Tract 255.04
- Census Tract 256.02
- 1000 Census Block Number

- Largo City Limits
- Clearwater - Largo Road Planning Area

MAP 2.2  
**CLEARWATER-LARGO ROAD  
 COMMUNITY REDEVELOPMENT DISTRICT  
 CENSUS TRACTS**

Date: July, 2006  
 This map was prepared by the City of Largo  
 Community Development Department.







1. Seven-Eleven, Pawnshop, Laundry
2. Happy Feet Plus
3. Montessori Prep School
4. Midtown Apartments
5. Grillmarks Restaurant
6. Grillmarks Office, Dave Peckham, Area TV
7. Class Appliance Center
8. Miah's Amoco
9. Healthsouth Parking Lot
10. Kast Orthotics & Prosthetics
11. Healthsouth
12. Belleair Village Motel
13. Vacant Building
14. Ted's Luncheonette
15. Cleaning Service, Giros America \$ Express, Mini Mart
16. Largo Country School
17. Tippy Turtle Day Care
18. H.R.C. Batteries
19. Don Norcross Automotive Broker
20. Curtis Brothers Furniture Depot
21. King Neptune Enterprises
22. Largo Glass
23. Sunoco
24. Greek Island Restaurant (under construction)
25. Lee Johnson Specialty Auto
26. Advanced Engine & Transmission
27. D & H Auto
28. Pastino's Restaurant
29. Goodyear Tire
30. Proposed Belleair Apartments, Existing Offices
31. Alfano's Restaurant
32. Shell Station, Subway, & Carwash
33. Auto Repair (under construction)
34. Rodgers Brothers
35. The Candle Factory
36. Ritchie's Generator Shop
37. Largo Restaurant Equipment
38. Florida Inspection Assoc., Rental Units
39. Greenbaum Antiques & Design, Documents on Call
40. Durable Coatings
41. Vacant Land
42. Garden Apartments
43. Rodriguez Lock & Key
44. Single Family Residence
45. Jillian's Photos (proposed)
46. Single Family Residence
47. Vacant Building
48. ABCO Tree Service
49. Single Family Residence
50. C. Lacey Plumbing Supply
51. Aegean Market & Deli, Apartments
52. Martini's Store Fixtures
53. Supreme Pools & Spas
54. European Antiques
55. JJ's Sports Lounge
56. Untouchable Pizza
57. The Fox
58. Florida Behavior Medicine
59. Moore Realty, Walter Moore Place Apts.
60. Avantaggio, Designer Wigs, Design 940, Lady's Fashion Boutique
61. Garden's By Design Landscaping
62. Bay Area Appliance
63. Francesca's Grill
64. Health South Parking
65. Shettle Eye Clinic, Network People, & Offices
66. Virginia Apartments, Brenda's Hairstyling
67. Masjid Al-Hamza Clearwater Dawa Center
68. Bisetis Bakery, Mindy's Gone to Pot, Rental Units
69. The Skinny Rooster
70. Holland Associates
71. Public Parking Area
72. Creative Kitchens
73. Proposed Medical Office
74. Belleair Surgical Center
75. Belleair East Healthcare Center

MAP 2.3

CLEARWATER-LARGO ROAD  
COMMUNITY REDEVELOPMENT DISTRICT  
EXISTING BUSINESS MAP

Date: October, 2004

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



Scale: 1" = 900'

- Clearwater-Largo Road Businesses
- Redeveloped Properties
- Clearwater-Largo Road Redevelopment District
- Clearwater-Largo Road Planning Area

3

## *District Plan*

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## **3.0 Clearwater-Largo Road Community Redevelopment District Plan**

### **3.1 GOALS, OBJECTIVES, AND POLICIES**

All development, redevelopment, and public action in the CLR-CRD will be guided by the following goals, objectives, and policies:

#### **Place Making**

*Goal 1: Create a vibrant mixed-use district with a positive and distinct image that attracts visitors and gives neighborhood residents a safe and pleasant environment to live, work, and shop in.*

Objective 1.1: Create flexible regulations that allow the blending of uses within the district.

Policy 1.1.1: The CLR-CRD Character District Map and the City of Largo Comprehensive Development Code shall define the location, type and intensity/density of development in a way that provides a broad range of housing and employment opportunities.

Policy 1.1.2: Develop a clear list of permitted uses within the district.

Policy 1.1.3: Nonconforming industrial development shall be encouraged to relocate within industrial parks having adequate access to transportation facilities and public utilities.

Objective 1.2: Incorporate the Florida Vernacular architectural theme and pedestrian orientation into the design of public and private projects.

Policy 1.2.1: Provide assistance for architectural and engineering services only to redevelopment projects designed in the Florida Vernacular style.

Policy 1.2.2: Review buffer and parking requirements to allow best use of the land.

Policy 1.2.3: Coordinate with Downtown Largo Main Street Association concerning bus shelters, as well as entry and directional signs for the district.

Policy 1.2.4: Review and amend the City of Largo Comprehensive Development Code to limit sign clutter in the district.

Policy 1.2.5: Complete construction of the Clearwater-Largo Road Streetscape Plan which includes landscaping, decorative street lighting, bus shelters, and brick banding on sidewalks and mid block crossings.

## **Economic Vitality**

*Goal 2: Ensure the economic vitality of the district through provision of infrastructure, flexible development regulations, business incentives, and a diverse workforce.*

**Objective 2.1:** Provide necessary public facilities at acceptable levels of service to accommodate existing needs as well as new demands as proposed development occurs within the redevelopment district.

**Policy 2.1.1:** Capital improvements shall be provided to correct existing deficiencies, to replace worn-out or obsolete facilities, and to accommodate desired future growth, as indicated in the CLR-CRD Public Improvements Plan.

**Policy 2.1.2:** The Capital Improvements Element of the City of Largo Comprehensive Plan shall be amended to include elements of the CLR-CRD Public Improvements Plan, as appropriate, and as resources allow.

**Policy 2.1.3:** Conduct infrastructure systems assessment to determine deficits in supply.

**Policy 2.1.4:** Conduct a parking study to guide the location and number of parking spaces needed.

**Policy 2.1.5:** Alleviate the requirement of businesses to provide on-site drainage facilities through installation of a regional drainage system.

**Policy 2.1.6:** Identify projects to be funded by the CLR-CRD Tax Increment Financing using the capital improvements program process.

**Objective 2.2:** Remove regulatory and financial barriers to redevelopment.

**Policy 2.2.1:** Amend the residential equivalency calculation in the Comprehensive Development Code so that actual square footage is used in calculating the floor area ratio of multifamily and mixed-use projects within the CRDs.

**Policy 2.2.2:** Incorporate into the Comprehensive Development Code the goals, objectives, and policies of this Plan.

**Policy 2.2.3:** Increase allowable densities in the district.

**Policy 2.2.4:** Establish relationships with financial institutions to encourage investment in the district and aid businesses

seeking loans for redevelopment.

Objective 2.3: Provide public incentives for private investment to expand the economic base.

Policy 2.3.1: Provide development review fee waivers for projects consistent with this Plan.

Policy 2.3.2: Continue the use of the Business Assistance Program.

Objective 2.4: Provide a broad range of housing affordable to all income groups so that households of various incomes are able to reside in the district and support the local economy.

Policy 2.4.1: Plan for the housing needs of those who are susceptible to displacement by redevelopment. This includes those living in modestly priced homes on valuable real estate that will be under pressure to be converted to other uses due to market forces. Through the Neighborhood Residential Character District preserve such dwellings in order to ensure that housing remains affordable to all income groups.

Policy 2.4.2: The City of Largo Comprehensive Development Code may allow a different density bonus for affordable housing developments within the CLR-CRD than available in other areas of the city.

Policy 2.4.3: Establish partnerships with private and public nonprofit groups, private developers, and other affordable housing providers for the creation of affordable housing.

Policy 2.4.4: Fully participate with any county-wide initiative to adopt mandatory inclusionary zoning.

## **Mobility**

*Goal 3: Create a multi-modal transportation system that reduces the dominance of the automobile in the district by providing appropriate parking, mass transit options, and a safe, pedestrian friendly environment.*

Objective 3.1: Maximize the potential of pedestrian/bicycle trails by encouraging planning/design for redevelopment to recognize the trail system as an additional transportation network.

Policy 3.1.1: Construct sidewalks and bike trails to interconnect the Pinellas Trail, neighborhoods, businesses, and parks.

Objective 3.2: Coordinate with Pinellas Suncoast Transit Authority for bus shelter location siting, bus routes, and the possibility of

trolley service and bus rapid transit (BRT).

Objective 3.3: Promote joint access easements and shared parking arrangements between businesses.

Objective 3.4: Complete construction of the Clearwater-Largo Road Streetscape Plan to increase pedestrian safety and aesthetic appeal by 2007-2008.

Policy 3.4.1: Study lowering the speed limit to 30 MPH on Clearwater-Largo Road from 4<sup>th</sup> Avenue Northwest to Ponce De Leon Boulevard to promote pedestrian safety.

## **Neighborhoods**

*Goal 4: Engage neighborhoods in the planning process and ameliorate blighting conditions.*

Objective 4.1: As neighborhood participation and CRA staff time allows prepare neighborhood plans for Belleair Place, Belmont, Highland Park West, Highland Park East, Glenellyn, Lake Placid, and Lake Villa.

Policy 4.1.1: Neighborhood plans should include a community policing or neighborhood watch element.

Objective 4.2: Encourage CLR-CRD neighborhoods to apply for the Good Neighbors Partnership and Neighborhood Cleanup Assistance.

Objective 4.3: Improve neighborhood recreational facilities in coordination with neighborhood associations, Pinellas County, organizations specializing in the delivery of recreational services, and the the City of Largo Recreation, Parks, and Arts Department.

Objective 4.5: Increase housing assistance and code enforcement efforts to improve unsafe living conditions.

Policy 4.5.1: Continue the designation of the CLR-CRD as part of a target area in which SHIP and CDBG funds are utilized to assist moderate-income first-time home buyers or homeowners in purchasing and/or rehabilitating their homes.

Policy 4.5.2: Coordinate with nonprofit groups to provide technical assistance and information to residents of mobile home developments organized for the purpose of purchasing the developments in which they live.

Policy 4.5.3: Coordinate with nonprofit groups to help a neighborhood based Community Development Corporation or Community Land Trust gain access to capital and expertise in housing development and commercial revitalization.

## **Administration**

Objective 5.1: Work with outside agencies, including the Florida Department of Transportation and the US Department of Housing and Urban Development, taking advantage of all possible resources to improve the quality of the built environment in the CLR-CRD.

Policy 5.1.1: Leverage City resources with lending institutions, the development community, and community organizations to support affordable housing.

Objective 5.2: Encourage the acquisition, demolition, and reuse of those properties that by virtue of their location, condition, or value no longer function at their highest potential economic use.

Policy 5.2.1: The CRA may purchase land for the purpose of re-marketing land once it has been assembled into parcels suitable for redevelopment.

Policy 5.2.2: The CRA may purchase land for future parking facilities, parks, and other public purposes.

Policy 5.2.3: The CRA may manage acquired properties prior to re-marketing the property.

Policy 5.2.4: The CRA will employ a “willing seller only” policy to assemble parcels within the CLR-CRD and will not use the power of eminent domain.

Policy 5.2.5: Pursue redevelopment opportunities for industrial uses, nonconforming uses, and substandard housing, either through working with the owner or developer.

Policy 5.2.6: Any CRA sponsored or assisted redevelopment activities involving the acquisition of land by the CRA or local government will provide payment and/or reimbursement of actual reasonable relocation expenses for displaced low and moderate income residential tenants as described in Pinellas County's Ordinance No. 93-95, the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, Public Law 91-646, or the City of Largo Mobile Home Park Transition Program (Ordinance 2006-15).

Policy 5.2.7: The CRA will coordinate with the Pinellas County Housing Authority to help residents find replacement housing when displaced by a CRA sponsored or assisted redevelopment activity involving land acquisition by the CRA or local government.

Policy 5.2.8: To ensure the enforcement of this Plan, the CRA or City Commission may establish restrictions or covenants to run with any land sold or leased by the CRA or City Commission for private use. Conditions and time period may be established as deemed necessary to safeguard the intent of this Plan.

Objective 5.3: Minimize disruption to area businesses during infrastructure improvements, such as the Clearwater-Largo Road Streetscape Project.

### **3.2 CHARACTER DISTRICTS**

Four distinct character districts guide development and redevelopment within the CLR-CRD (see Map 3.1). These districts are needed to acknowledge the differences between the commercial corridor and the neighborhoods that support the corridor. The districts allow compatible diversity in permitted uses, densities, intensities, and design guidelines within the district for the purpose of creating a functional live, work, shop and play environment. The four character districts overlay the Future Land Use designation of Community Redevelopment District. The City of Largo utilizes a one map approach which means the Future Land Use Map designation also serves as a zoning designation. Because zoning is not available, character districts are utilized so that neighborhoods may have different requirements than the commercial corridor. The following character districts are established within the CLR-CRD as overlay designations:

#### **A. Neighborhood Residential**

The Neighborhood Residential Character District is designed to preserve older residential neighborhoods containing single-family homes on small lots.

#### **B. City Home**

The City Home Character District is designed to provide a variety of downtown housing opportunities, such as town homes and condominiums. The district is intended to develop at an urban density, promote pedestrian activity, and stimulate reinvestment.

#### **C. Mixed Use CLR-CRD**

The mixed-use CLR-CRD Character District is designed to provide dining, entertainment and shopping opportunities at the pedestrian level with offices and residences above at urban densities and intensities. Infill standards will promote compatibility with adjacent land uses. Provision of public spaces such as pedestrian plazas and

courtyards is encouraged to promote shopping, social interaction, and pedestrian activity. Lots and parcels may be used for a single use, or may contain a mixture of uses within a single development site.

**D. Professional Office**

The Professional Office Character District is designed to provide locations for development of business and professional offices, hospitals, medical and dental facilities. Limited retail uses normally associated with office or institutional uses are also permissible.

**3.3 OTHER DESIGNATIONS**

The character district map also includes the following designations:

**A. Recreation/Open Space (R/OS)**

**B. Transportation/Utility (T/U)**

**C. Residential Medium (RM)**

**D. Industrial Limited (IL)**

These other designations will follow the same standards as the Future Land Use Designations with the same name.

**3.4 ALLOWABLE USES**

The following table shows the permitted uses within each character district.

A = allowable, subject to the standards, regulations and criteria of this Plan and the Comprehensive Development Code (CDC).

N = not allowable

S = allowable subject to the standards, regulation and criteria of this Plan and the CDC, as well as supplemental standards to be developed in the CDC. Until such standards are developed the conditionally allowed (Class 2) process will be followed. Supplemental standards are needed for certain uses that require the imposition of development standards in addition to those otherwise required. For instance a daycare may need a certain amount of play area per child, a standard which is not generally applicable to other types of businesses.

<b>Figure 3.1. Allowable Uses within Character Districts</b>				
<b>A = Allowed N = Not Allowed S = Supplemental Standards</b>	<b>Neighborhood Residential</b>	<b>City Home</b>	<b>Mixed Use Corridor</b>	<b>Professional Office</b>
<b>RESIDENTIAL</b>				
Single-family dwellings (detached)	A	A	N	N
Single-family dwellings (attached)	S	A	A	N
Accessory dwelling units (such as mother-in-law suites, guest houses, caretaker's house)	S	S	N	N
Manufactured / Modular Home	N <sup>1</sup>	N	N	N
Mobile Home	N	N	N	N
Manufactured / Mobile Home Park	N	N	N	N
Multifamily	N	A	A	N
<b>LODGING PLACES</b>				
Bed and breakfast	N	S	A	N
Boarding houses	N	S	A	N
Campgrounds, commercial	N	N	N	N
Dormitories	N	N	A	N
Hotels	N	N	A	N
RV Parks	N	N	N	N
<b>COMMERCIAL USES</b>				
Adult Uses	N	N	N	N
Banks, credit unions	N	N	A	A
Drive-through establishments	N	N	S	N
Food services, bar or nightclub	N	N	S	N
Food services, caterer,	N	N	A	A
Food services, restaurants, delicatessen	N	N	A	A
Office building over storefront	N	N	A	A
Office or store building with residence on top	N	N	A	N
Office, medical	N	N	A	A
Office, professional (including architect, insurance, legal, real estate, travel)	N	N	A	A
Office, veterinary (no outside runs)	N	N	A	A
Personal service (including dry cleaning pick-up, hair stylist, shoe, repair, tailor, nail salon)	N	N	A	A

1 Existing mobile/manufactured/modular homes in existing mobile/manufactured home parks may be replaced with new manufactured/modular homes.



<b>Figure 3.1. Allowable Uses within Character Districts</b>				
<b>A = Allowed</b> <b>N = Not Allowed</b> <b>S = Supplemental</b> <b>Standards</b>	<b>Neighborhood Residential</b>	<b>City Home</b>	<b>Mixed Use Corridor</b>	<b>Professional Office</b>
Rental, large goods (such as cars, industrial machinery)	N	N	N	N
Rental, small goods (such as videos, tents, consumer goods)	N	N	A	N
Services to buildings and dwellings businesses (such as extermination, janitorial, landscaping)	N	N	S	N
Shopping, consumer goods (such as art gallery, bookstore, clothing, florist, and jewelry)	N	N	A	A
Shopping, large consumer goods (such as hardware and lumber)	N	N	S	N
Shopping, grocery (bakery, convenience store, grocery store, liquor store, specialty food store)	N	N	A	N
Shopping, health and personal care (such as pharmacy, drug store, beauty supplies, optical)	N	N	A	A
Shopping, pet store	N	N	S	N
Shopping, power center (category-dominated anchors with few small tenants)	N	N	N	N
Shopping, theme or festival center (leisure, tourist-oriented, restaurants)	N	N	S	N
Shopping, warehouse store	N	N	N	N
Vehicle sales and repair, small (including bicycle)	N	N	A	N
Vehicle sales, large (including car and boat)	N	N	N	N
Vehicle gasoline service	N	N	S	N
Vehicle, large repair	N	N	S	N
Vehicle/car wash	N	N	N	N
<b>INDUSTRIAL, MANUFACTURING, AND WASTE-RELATED ACTIVITIES</b>				
Construction contractors (such as electrical, plumbing, roofing)	N	N	N	N
Food processing or package plants	N	N	N	N
Fuel oil and propane bulk sales	N	N	N	N

<b>Figure 3.1. Allowable Uses within Character Districts</b>				
<b>A = Allowed</b> <b>N = Not Allowed</b> <b>S = Supplemental</b> <b>Standards</b>	<b>Neighborhood Residential</b>	<b>City Home</b>	<b>Mixed Use Corridor</b>	<b>Professional Office</b>
Industrial parks	N	N	N	N
Plants, mills, refineries (including dry cleaning plants and lumber yards)	N	N	N	N
Solid waste management (including recycling centers, landfills)	N	N	N	N
Trade shops (including cabinetry, carpentry, furniture upholstery, machine shops)	N	N	N	N
Warehouse or storage facilities (including self-storage)	N	N	N	N
Wholesale trade establishment	N	N	S	N
<b>PUBLIC, INSTITUTIONAL, OR INFRASTRUCTURE-RELATED ACTIVITIES</b>				
Assisted living facilities (including group care homes, recovery homes, residential treatment facilities, nursing homes)	S	S	A	S
Cemeteries	N	N	N	N
Clubs, lodges, and fraternal orders	N	N	A	A
Colleges/universities	N	N	A	A
Community/youth center	N	N	A	A
Correctional facilities	N	N	N	N
Day Care	S	S	A	A
Emergency response/public safety	N	S	A	A
Freestanding broadcast facility	N	N	N	N
Funeral homes, crematoriums	N	N	A	A
Hospital, clinic, medical/dental laboratory	N	N	A	A
Library, museum, auditorium	N	N	A	A
Religious institution	N	S	A	S
Schools, commercial/trade (including dance, diving, crafts)	N	N	A	N
Schools, public/private	N	N	A	A
Schools, technical	N	N	A	A
Utility distribution (including electric lines, phone lines, cable lines, water pipes)	A	A	A	A

<b>Figure 3.1. Allowable Uses within Character Districts</b>				
<b>A = Allowed</b> <b>N = Not Allowed</b> <b>S = Supplemental</b> <b>Standards</b>	<b>Neighborhood Residential</b>	<b>City Home</b>	<b>Mixed Use Corridor</b>	<b>Professional Office</b>
Utilities (including electrical substations, lift stations)	S	S	S	S
Wireless Communication Facilities	S	S	S	S
<b>TRAVEL OR MOVEMENT ACTIVITIES</b>				
Airport/heliport	N	N	N	N
Parking lot/structure (commercial)	N	N	A	A
Terminals, Bus	N	N	S	N
Terminals, Truck	N	N	N	N
Water transportation (dock, pier)	N	N	N	N
<b>RECREATION ACTIVITIES</b>				
Firing Range	N	N	N	N
Race track	N	N	N	N
Recreation, indoor (such as bowling, game room, movie theater, pool hall, theaters)	N	N	A	N
Recreation, outdoor active (including golf course, miniature golf, go cart track, pools)	N	N	A	N
Recreation, outdoor passive (parks, playgrounds, jogging, picnicking, nature areas)	A	A	A	A
Sports arenas and stadiums	N	N	N	N
<b>NATURAL RESOURCE-RELATED ACTIVITIES</b>				
Greenhouse/nursery	N	N	S	N
Kennels	N	N	N	N
Livestock processing, feedlots, pasturing, grazing	N	N	N	N
Mining/Mineral extraction	N	N	N	N
Stables	N	N	N	N

### 3.5 ACCESSORY USES AND STRUCTURES

**A.** A use, shown in Figure 3.1 above, is not allowed as a principal use may be allowed as an accessory use or structure provided:

- 1.The accessory use or structure is incidental and subordinate to the principal use of the land or structure and located on the same parcel with the principal use or structure;
- 2.The accessory structure is lower in height than the principal structure;
3. The gross floor area of all accessory structures is less than fifty (50)

percent of the principle structure; and

**4.**The use or structures meets all requirements of the this Plan, the CDC, and the Comprehensive Plan;

**B.**The following accessory uses and structures may be permitted in all character districts:

**1.**Gazebos, greenhouses, noncommercial workshops, cabanas, dressing rooms, recreational buildings and restrooms;

**2.**Ham, citizens band, and satellite service antennas in compliance with the CDC;

**3.**Home office of convenience (HOC) subject to the approval of a HOC permit in compliance with the CDC;

**4.**Private garages;

**5.**Swimming pools, spas and saunas; and

**6.**Tennis, paddleball, badminton, volleyball, and similar courts.

### **3.6 OUTDOOR DISPLAYS**

Limiting the size of outdoor displays of merchandise will also add to the aesthetic appeal in the CLR-CRD. The display area should be no greater in length than twenty-five (25) percent of the linear frontage of the building and no greater in depth than ten (10) percent of the linear depth of the building. Outdoor displays should meet all building setbacks and should not obstruct walkways or sight triangles.

### **3.7 GENERAL DEVELOPMENT GUIDELINES**

Considerable attention was given to the development of the Clearwater-Largo Road Redevelopment District Plan through numerous public meetings, workshops and City Commission meetings. Special attention was given to establishing an identifiable image, or character for the District by members of the Clearwater-Largo Road Community. To accomplish this, the area must develop commercial sites that promote a pedestrian friendly atmosphere and support the surrounding residential community. The eight neighborhoods of the district must begin to identify and define themselves.

Four key design elements will be used to develop identity of the Clearwater-Largo District over time:

- Dimensional Standards;
- Architectural Building and Design Guidelines;
- Pedestrian Access; and
- Public and Open Spaces

By focusing on these four key design elements this community will shift toward a more pedestrian friendly environment. Therefore, promoting mixed use developments, improving existing businesses, and creating new business development opportunities.

The following standards are for property in all character districts:

#### **A. Dimensional Standards**

##### **1. Site Design Standards**

Maximum density, minimum lot size, and maximum intensity shall be as described in Figure 3.2.

##### **2. Residential Equivalency**

The residential equivalency calculation in Chapter 6 of the Comprehensive Development Code (CDC) will not apply in the CLR-CRD. Mixed Use and multifamily projects will use the actual square footage of residential units when calculating the floor area ratio (FAR) for a project. Both residential and commercial square footage will count towards the FAR. All projects must meet both density and intensity standards.

<b>Figure 3.2. Site Design Standards</b>				
<b><i>Character District</i></b>	<b><i>Maximum Density (dwelling units/acre)</i></b>	<b><i>Minimum Lot Size (square feet)</i></b>	<b><i>Maximum Intensity (FAR)</i></b>	<b><i>Maximum Intensity (ISR)</i></b>
Neighborhood Residential	7.5*	5,000	N/A	0.85
City Home	15*	4,000**	N/A	0.85
Mixed Use Corridor	15*	7,500	1.0	0.85
Professional Office	0	7,500	0.6	0.85
<b>Other Designations</b>				
Recreation/Open Space	Per Code			
Transportation/Utility	Per Code			
Residential Medium	Per Code			
Industrial Limited (IL)	Per Code			

\* See **Section 4.5 Other Redevelopment Incentives** for residential density bonuses available through participation in relocation of mobile home park residents and affordable housing.

\*\* Smaller lots are allowed for single-family attached development such as fee simple townhomes.

##### **3. Setbacks**

Building setbacks provide for privacy and building separation for fire protection/security, building maintenance, sun light and air

circulation. Setbacks can also promote human-scale design and encourage the use of extra-wide sidewalks and pocket parks in front of commercial and civic areas. Buildings placed close to the street when designed with large windows and porches or pedestrian plazas, can promote a sense of enclosure, defensible space and connection to the neighborhood.

Setbacks from the street frontage will be minimal. Buildings will be located close to the street and/or at an average setback of the adjacent properties on the same street. Rear setbacks in Mixed-Use Corridor and Professional Office will be at least twenty (20) feet to encourage parking in the rear.

#### 4. Building Heights

<b>Figure 3.3. Building Height</b>	
<b>Character District</b>	<b>Building Height</b>
Neighborhood Residential	Maximum height standards may be tailored to specific neighborhoods. The height standard in Neighborhood Residential will be lower than any other character district.
City Home	The maximum building height shall be six (6) stories not to exceed seventy (70) feet. The City Home District often acts as a buffer between Neighborhood Residential and Mixed Use Corridor. Taller buildings in the the City Home District should step-down to provide a height transition to nearby single-family homes, as applicable.
Mixed Use Corridor	The maximum building height shall be six (6) stories not to exceed seventy (70) feet.
Professional Office	The maximum building height shall be six (6) stories not to exceed seventy (70) feet.

### B. Architectural Building and Design Guidelines

#### 1. Architectural Image

The desired architectural image within the CLR-CRD is Florida Vernacular. The past CLR-CRD named Key West as the architectural theme. The theme was chosen through a series of meetings directed by the Florida Center for Community Design and Research. However, since the adoption of the Plan few businesses have redeveloped in this style. Alfano's, Greek Isles, Grillmarks, and the Skinny Rooster property have developed with a Mediterranean Revival Style. Happy Feet is Art Deco or Florida Modernism. Lee Johnson Specialty Auto used Key West Colors but is not Key West style. Pastino's and Ted's Luncheonette have come the closest to developing in a Key West style.

The Key West style commonly incorporates gabled roofs with overhanging eaves. The roofing material is commonly standing seam metal roofing. Many of the businesses currently have flat roofs and have found it cost prohibitive to convert to a gabled roof. Roof style and material have been major barriers to redeveloping in

the Key West style. In addition the CDC does not mandate the Key West style it is only required when incentives are offered. There is also no Architectural Review Board to ensure that the style is followed before incentives are offered.

This Plan requires that all projects receiving any City of Largo or CRA incentive must be designed using the vernacular architecture of Florida as described below. All projects will be reviewed by the Development Controls Officer or designee to ensure that this policy is strictly adhered to. As funds become available a pattern book will be developed to aid staff and developers in understanding the architectural elements and materials common to the Florida Vernacular Style. The vernacular architecture of Florida has four main styles:

**a) Key West / Caribbean**

The Key West style generally has a wood or masonry facade and includes awnings and shutters; multi-pane windows; porches with ornamental railings; gabled roofs with overhanging eaves and decorative brackets; and standing seam metal roofing. Structures in this style are often multistory with a three (3) to four (4) foot high white picket or wrought iron fence.

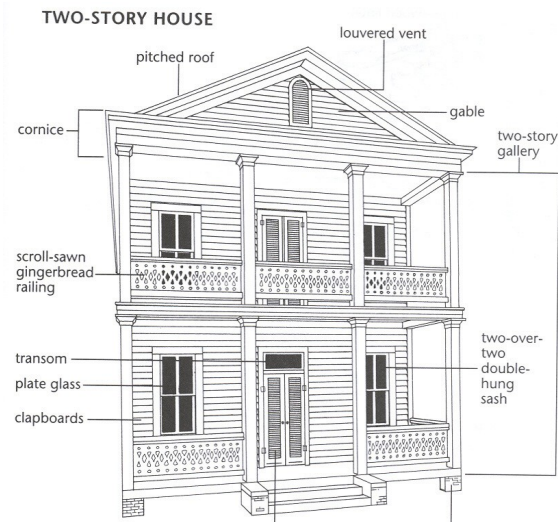


Figure 3.4 Key West Style

**b) Frame Vernacular / Cracker**

The Frame Vernacular or Cracker Style is usually associated with “wood-frame construction, an elevated first floor, a large attached front porch, a revealed fireplace, horizontal wood siding in both the exterior and interior, double-hung vertical windows and a steep roof”<sup>2</sup>. The Johnson Building (also called the Pinellas Hotel), even though masonry, shows all the characteristics of this style,

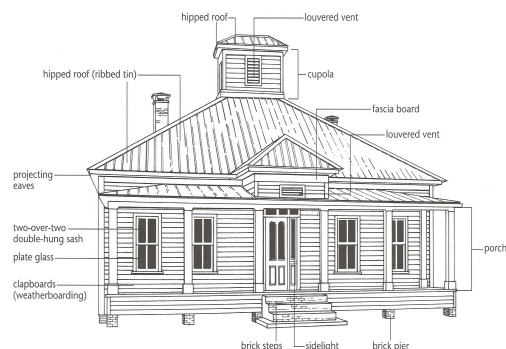


Figure 3.5. Cracker Style

2 Valle, Eric. “Florida Vernacular Architecture, accessed at [www.TNDhomes.com](http://www.TNDhomes.com), Dec. 10, 2004.



simple boxy massing, lack of ornament, and a large two (2) story front porch.

### c) Mediterranean Revival

The Florida Mediterranean style is influenced by Spanish and Moorish architecture. The style is usually associated with arched facade opening, decorative tile detailing, wrought iron balconies and railings with door and window screens. Tower and chimney with decorative caps, different types and sized of windows add asymmetry to the facade. Common materials are masonry and stucco. The John S. Taylor, Sr. House (1913) located at 405 7<sup>th</sup> Avenue Southwest is an example of Mediterranean Revival.

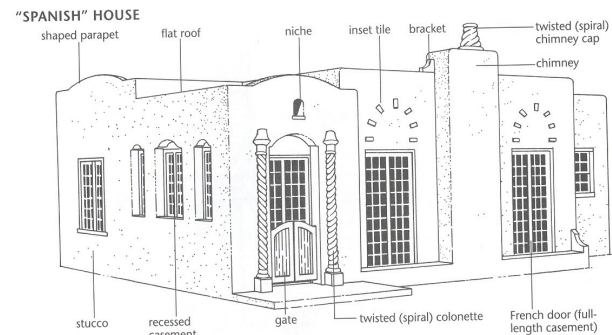


Figure 3.6. Mediterranean Revival Style

### d) Craftsmen or Bungalow Style

The Craftsmen or Bungalow style is usually associated with the one story bungalow, but large two and three story houses were also built in this style. Bungalows typically have low pitched gable roofs with wide overhangs

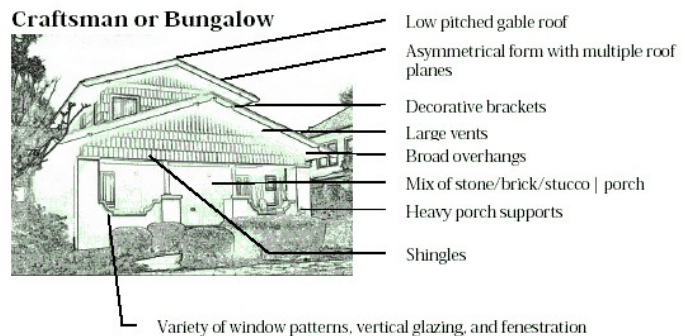


Figure 3.7. Craftsmen or Bungalow Style

Source: [www.st.pete.org](http://www.st.pete.org)

often decoratively supported by simple wood braces. Dormers are a common feature and are often finished in a decorative manner. The predominant exterior sheathing is weather boarding, but stucco over lath, wood shingles, and brick are uses on a few bungalows in Largo. Brick chimney are located on the exterior walls of the houses' gable ends, just like the vernacular style houses. Wooden double hung window are the most common type, although casement windows do occur. A common sash treatment on Craftsman style houses is dividing the upper sash vertically into three, four, or five lights while leaving the lower sash a single light. The most characteristic decorative feature of this style is the use of large, squat, tapering, square pillars that rest on brick piers. A charming and practical feature unique to bungalows is the "aeroplane" room or sleeping loft. This is a small second story room that projects

above the roof, surrounded by window on all sides, designed to catch the light and breezes on hot summer nights.

## **2. Color Scheme**

- a) The color scheme is pastels and earth tones highlighted with two different colors for trim. The first of the trim colors is similar in hue to the background pastel, only a bit lighter or darker in shade. The second trim color is a complimentary color to the background pastel, but not necessarily a pastel.
- b) Prohibited primary color schemes include neon, black and extremely dark colors, zebra stripes, camouflage patterns, checkerboard patterns, polka dots, metallic or chrome, and polka dots and spots. These colors may be used as trim in moderation.

## **3. Materials**

Materials should be compatible with the surrounding character. Materials such as concrete, masonry, stucco, and wood are preferred.

## **4. Prohibited Materials and Architectural Features**

The following materials and architectural features are prohibited:

- a) Internally illuminated awnings;
- b) Blank, unarticulated exterior walls adjacent to public streets;
- c) Mansard, Chalet, or Quonset roofs;
- d) Metal siding;
- e) Metal security shutters;
- f) Vertical wood siding;
- g) Unfinished or untreated concrete block; and
- h) Unfinished silver aluminum sash or door frame.

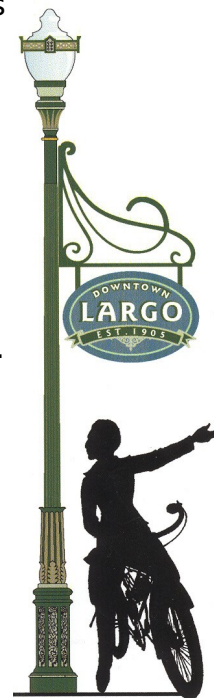
## **5. Encouraged Architectural Features**

The following architectural features are strongly encouraged:

- a) Awnings;
- b) Fountains;
- c) Pedestrian plazas; and
- d) Public art;

## **C. Pedestrian Access**

Pedestrian activity invigorates the district with movement. Movement can be encouraged by creating sight lines and vistas to allow visibility of destinations and by allowing and encouraging shortcuts across spaces. Design elements such as street furniture and landscaping should be studied carefully to reinforce natural circulation patterns. Physical barriers, such as large areas of planting or water, should be avoided or frequently interrupted with crossings.



Source:  
Shaughnessy Hart  
& Assoc.

For commercial, mixed-use, and multi family development a walkway is required from the public sidewalk to at least one entrance of the building. In addition, parking lots will be designed with pedestrian safety in mind. For instance it is preferred that a walkway be provided in front of parked cars so that pedestrian access does not interfere with cars backing out of parking spaces.

#### **D. Public and Open Spaces**

Open space should be provided in commercial, mixed-use, and multifamily developments. By designing open space in coordination with adjacent properties, a larger public amenity can be created. The creation of plazas at transit stops and other key locations is encouraged. Plazas may include outdoor displays, vendors, and outdoor seating.



Figure 3.8. Public Spaces

##### **1. Size of Open Spaces**

Urban open spaces vary greatly in size from large city parks to entry plazas to tiny courtyards. Most small spaces have a single specific use which is generally related to the use and users of adjacent buildings. Larger spaces, by comparison, are perceived as more civic and can offer a wide variety of uses and experiences which can change over time. The size of the urban open spaces should relate to the width and scale of adjacent streets and buildings, to the activities and events which are encouraged there, and to the intended users.

##### **2. Activity in Open Spaces**

A variety of activities can generate vitality, appropriate usage, and safety within urban open spaces. Open spaces provide spatial relief within the dense development of an urban area, but they can be dull and lifeless if they are not used and activated by people. The primary function of open space may simply be visual, for example an entry plaza. However, many open spaces also have supporting activities and can encourage a variety of uses which are both predictable and spontaneous. Well-designed outdoor spaces draw users for eating, resting, meeting a friend, and just enjoying the outdoor ambiance.

#### **E. Landscaping**

All development shall comply with the landscaping and tree preservation standards established in the CDC.

### **3.8 RESIDENTIAL DESIGN GUIDELINES**

Single-family homes are not required to follow the Florida Vernacular architectural style described in this chapter. However, only homes constructed or significantly renovated in the Florida Vernacular style may receive the fee waivers set forth in Section 4.5(C) or participate in the housing assistance programs set forth in 4.4(A). Housing assistance rehabilitations not involving major exterior renovation are exempt, for example emergency roof repair and ADA retrofits.

### **3.9 MULTIFAMILY, COMMERCIAL, AND MIXED-USE DESIGN GUIDELINES**

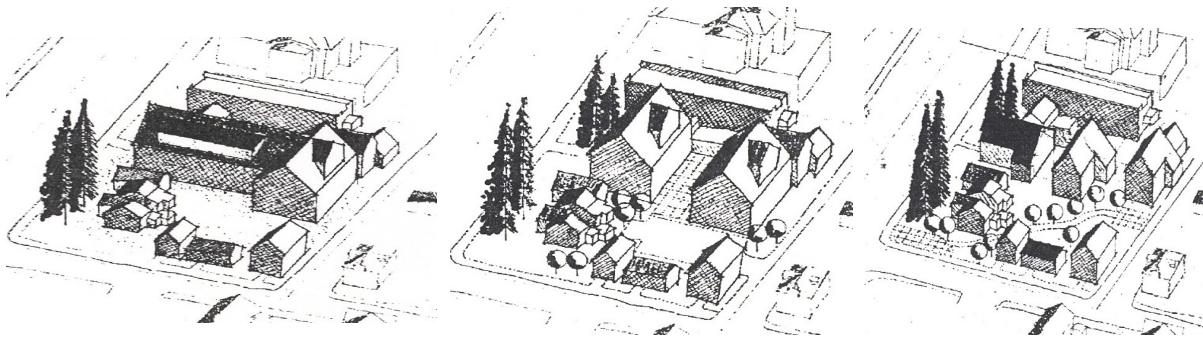
A generous allowance of uses within the Mixed-Use Corridor and Professional Office Character Districts will generate shopping, service, employment and residential opportunities within walking distance of the single-family neighborhoods that surround the district. Due to the close proximity to surrounding residential areas, the scale and character of developments in the Mixed-Use Corridor and Professional Office should blend in with that of the nearby residential neighborhood. In addition multifamily projects adjacent to a single-family home should be buffered or end units stepped down in height to minimize impacts on the single-family home.

The following standards apply to all multifamily, commercial and mixed-use developments:

#### **A. Massing**

Massing refers to a buildings basic exterior form or void created by its structure.

1. All buildings over 40,000 square feet gross floor area will be multistory or mixed-use.
2. Massing of a multifamily, commercial, or mixed-use structures adjacent to a single-family home will modulate the building mass and use windows, covered entrances, and facade treatments to help maintain a sense of human scale to new development. Massing should be more like the example on the right of Figure 3.9 and less like the large single building on the left.



**Figure 3.9**  
**Massing**

Massing will be compatible in regards to the following when adjacent

to a single-family home:

- (a) **Height to building ratio** Comparison of building proportion; is the building compatible with the single-family home?
- (b) **Roof line** Is the pitch of the roof sloped similarly to adjacent buildings?
- (c) **Facade arrangement** Is the pattern created by openings for doors and windows as compared to the solid surface between them compatible to adjacent buildings?
- (d) **Rhythm** Are the repetitions of openings, etc. on the built form at regular intervals comparable to adjacent buildings.

#### **B. Neighborhood Compatibility Meeting**

Proposed multifamily, commercial, and mixed-use development subject to site plan review as defined in the Comprehensive Development Code (CDC) located adjacent to residential property shall have a meeting with surrounding property owners and following the guidelines in Section 5100 of the CDC.

#### **C. Compatibility Review**

Compatibility of proposed multifamily, commercial, and mixed-use projects will be assessed based on the ability of the proposed development to resolve differences and avert negative impacts created upon surrounding properties, including impacts to neighborhood character. The criteria in Section 5200 of the CDC will be used to determine compatibility. Where Section 5200 and the intent of CLR-CRD Plan to promote mixed-use conflict, the Plan will be used to determine compatibility.

#### **D. New Buildings as Infill**

New buildings should be designed in character with existing rehabilitated structures or the Florida Vernacular Style described in Section 3.7(B). This does not imply that new buildings must mimic their older neighbors but rather that their design should stress the importance of scale, horizontal layering, range of materials, and level of detail and ornamentation found in older buildings. This approach should result in an appropriate integration without eliminating a range of architectural options.

Because most of the buildings in the CLR-CRD are detached in form, they often have primary and secondary facades. The overall building design should be carried throughout all of the facades. Unlike attached building forms, primary and secondary facades are not usually differentiated by a change in material but in the degree of architectural embellishment. New detached buildings should have a high degree of architectural embellishment.

#### **E. Flat Roofs**



Buildings with a flat roof shall provide:

A parapet which wraps around the entire building;

1. A parapet which is of adequate height to hide all rooftop equipment and rooftop parking from adjacent public rights-of-way;
2. A decorative parapet with appropriate architectural detailing; and
3. A decorative parapet employing a stepped (vertical) appearance.

### **3.10 MULTIFAMILY DESIGN GUIDELINES**

#### **A. Parking**

Parking requirements for residential uses shall be one (1) space for a one-bedroom, 1.75 spaces for a two-bedroom, and two (2) spaces for three or more bedrooms. Multifamily development designed exclusively for senior citizens may reduce the required off-street parking spaces by twenty-five (25) percent of what would otherwise be required for multifamily development.

#### **B. Screening of Service and Garbage Areas**

Mechanical equipment, service, and garbage areas shall be screened with a structure and landscaping.

#### **C. Laundry Facilities**

Laundry facilities shall be provided to serve all dwelling units on a lot. Such laundry facilities, washer and dryer appliances connected to utilities. Laundry facilities shall either be provided in the individual dwelling units or in a common laundry room.

#### **D. Private Outdoor Space**

A minimum private outdoor space of forty (40) square feet shall be provided for each dwelling unit. Such private outdoor space shall be designed as a patio, deck, or balcony and shall have a minimum length or width of four (4) feet and shall be directly accessible and an integral part of the dwelling unit which it serves. Affordable housing units are exempt from this requirement.



### **3.11 COMMERCIAL AND MIXED-USE DESIGN GUIDELINES**

#### **A. Orientation**

The commercial portion of any building shall be oriented toward the primary pedestrian street front with the primary entrance located on this street. Ground floor spaces (or a portion thereof) are intended for retail and commercial uses only, while the upper floor(s) may be commercial or residential. Entrances to the residential portion may be located along the major street, the sides, or from the rear. Separate entrances for commercial and residential uses are encouraged.

#### **B. Ground Floor Facades**

Differentiate the ground floor facades of buildings from upper stories in recognition of the differences in the character of activities at pedestrian level. Such horizontal demarcation on the faces of buildings also permits entrances, service access, parking access, and other special features to be integrated with design of facades. This concept is an important reflection of the pedestrian emphasis found in urban areas. Ground floor facades should include windows, awnings and overhangs.

Cornices, change of materials, and other architectural devices have traditionally been used to differentiate the ground floor of buildings that often have retail or other commercial uses from the upper stories which usually contain office or residential use. This tradition permits flexibility at the ground level where tenants may change frequently. The differentiation of ground floor facades allows signs, awnings, exterior lighting, arcades, display windows, and other devices to occur and to change without affecting upper facades.

#### **C. Commercial Storefronts**

Commercial storefronts (the primary facade) shall be at least fifty (50) percent windows and the glazing shall be non reflective, non-tinted, or lightly tinted. Window frames and mullions color and style should be considered in relation to other wall and storefront elements.

#### **D. Blank Walls**

Primary facades or any wall adjacent to a street or a public sidewalk are not to exceed 400 square feet. Facade treatments such as projections and recesses, murals, material changes, textured surfaces, and similar architectural treatments shall be used for walls in excess of 400 square feet.

#### **E. Parking**

The planning and design of parking will consider the movement patterns and destinations of pedestrians. Public parking facilities will be located to attain a “park once” then walk strategy.

### **1. Location of Off-Street Parking**



Based upon specific site configuration, the parking shall be located either on the side or behind the building. Parking lots are not to be placed between building and the street. Structured parking below upper floors of the building is permitted, but parking may not occupy the major pedestrian street frontage.

## **2. Required Parking**

One parking space per 300 square feet gross floor area is required.

## **3. Shared Parking**

The Development Controls Officer may authorize a reasonable reduction in the total number of parking spaces for two (2) or more nearby developments which provide off-street parking when the hours of maximum parking demand of the developments do not normally overlap.

## **4. Maximum Parking**

A maximum of one parking space per 150 square feet of gross floor area is allowed. Commercial multistory parking structures are exempt from the maximum parking allowance.

## **5. Cross Access**

Joint access and cross access easements are required where physically feasible and adjacent uses are compatible.

## **F. Access and Curb Cuts**

Reducing driveway curb cuts to diminish conflicts between automobiles and pedestrians is encouraged. Direct pedestrian access from the street is required. Adjacent developments are encouraged to link parking lots and access ways in order to encourage combining of shopping trips and pedestrian activity and reducing redundant driveways.

Parking is encouraged along streets, access drives, and alleys in commercial areas in order to provide convenient access and buffer pedestrians from traffic. On-street parking serves also to slow down traffic, making the area safer for pedestrians as well as reducing the need for more paved parking spaces. Not all sections of Clearwater-Largo Road will have sufficient width to support on-street parking. In these cases, on-street parking may be located on one side of the street where there is commercial activity to support it.

## **G. Trash Collection Areas**

Trash collection areas shall be enclosed within a building or screened with masonry walls having a minimum height of five and one half (5' 6") feet and with an evenly distributed semi-enclosed roof covering at least forty (40) percent of the trash collection area. Access gates or doors shall be of opaque material. If a trash collection area is to be within fifty (50) feet of a street right-of-way line or within the front fifty (50) percent of the lot, the access gates or doors shall not directly

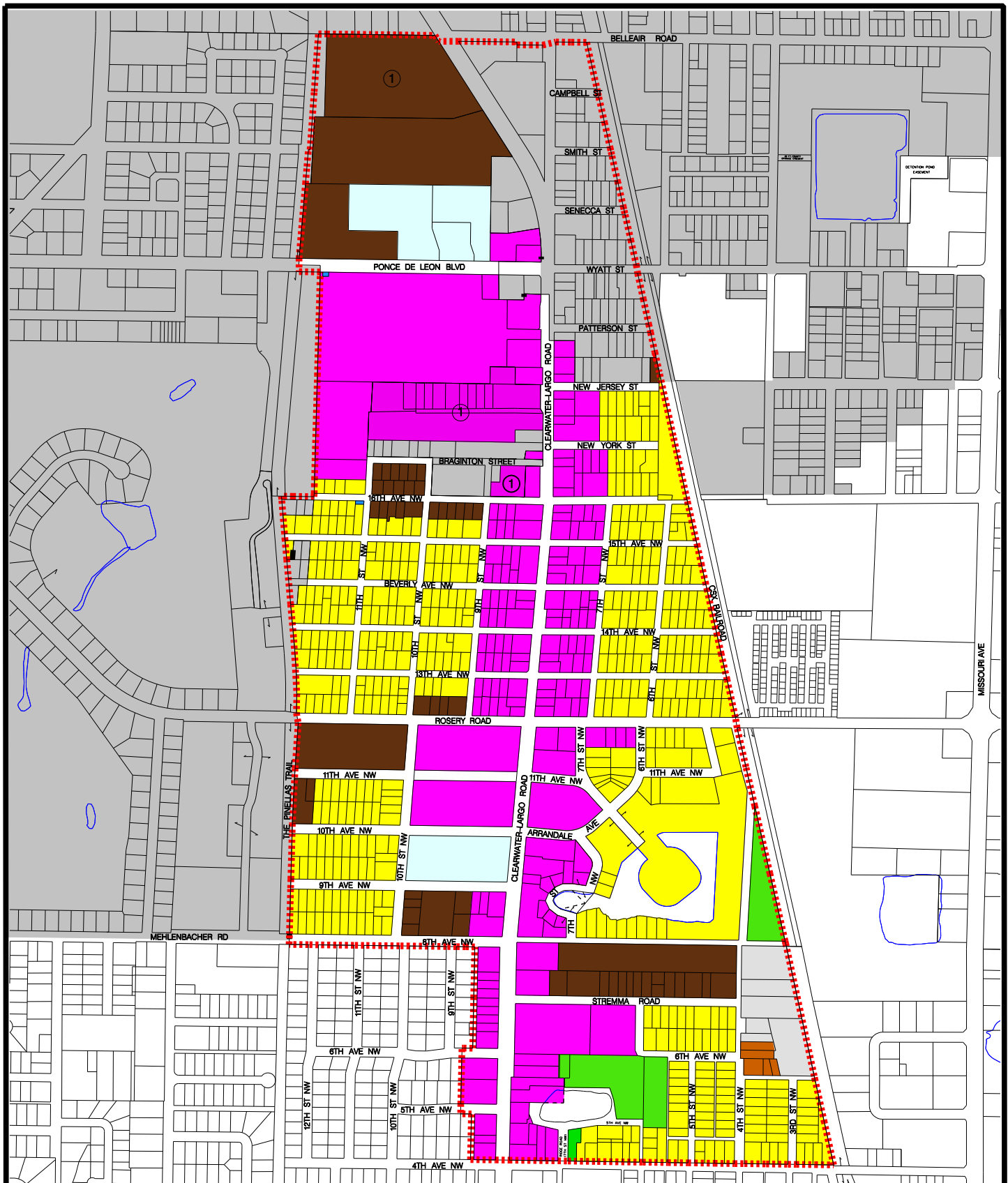
face the public street. Trash collection areas shall be designed, located, or screened so as not to be readily identifiable from adjacent streets.



### 3.12 Sign Guidelines

As established in the Comprehensive Development Code.





#### Character Districts

- Neighborhood Residential (up to 7.5 units/acre)
- City Home (up to 15 units/acre)
- Mixed Use Corridor (up to 15 units/acre)
- Professional Office (0 units /acre)

#### Other Designations

- Recreation/Open Space (ROS)
- Transportation/Utility (TU)
- Industrial

- Residential Medium (up to 15 units/acre)
- Clearwater-Largo Road Community Redevelopment District
- Clearwater-Largo Road Planning Area
- Outside Largo City Limits
- 1 In City of Largo Pending FLUM

MAP 3.1

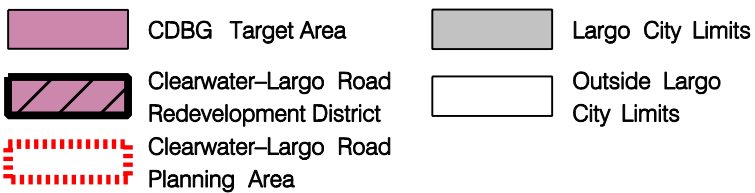
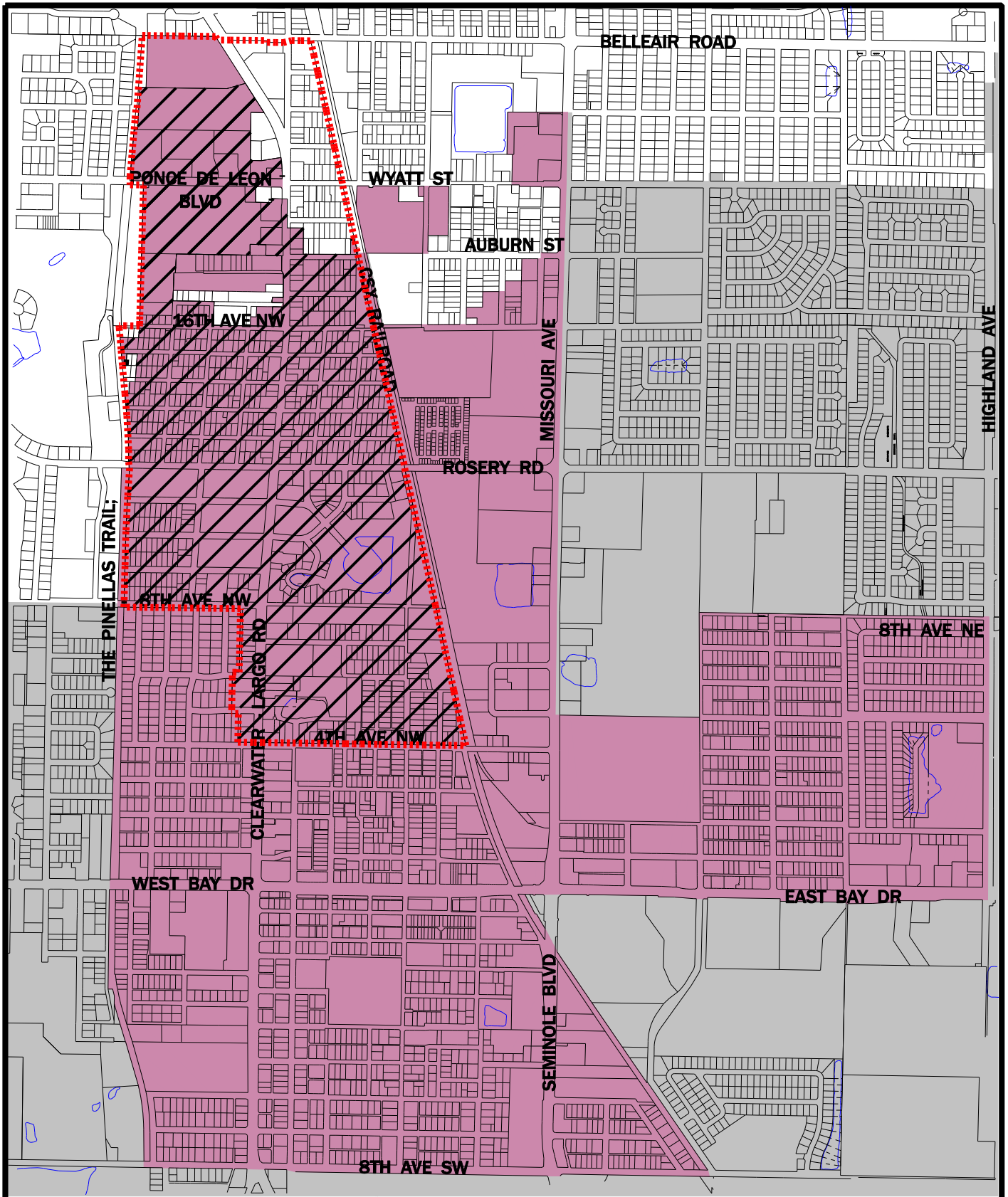
### CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT CHARACTER DISTRICT MAP

Date: July, 2006

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



Scale: 1" = 800'



MAP 3.2  
CLEARWATER-LARGO ROAD  
COMMUNITY REDEVELOPMENT DISTRICT  
CDBG TARGET AREA MAP

Date: JULY, 2006  
This map was prepared by the City of Largo  
Community Development Department.



4

## *Implementation*

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## **4.0 IMPLEMENTATION**

### **4.1 RELATIONSHIP OF PLAN TO COMPREHENSIVE CODE**

The Comprehensive Development Code (CDC) will be amended to implement the design guidelines from Chapter 3 of the CLR-CRD Plan. The application and review procedures required for the development of land in the CLR-CRD are established in the Comprehensive Development Code.

### **4.2 CLR-CRD PROJECT FUNDING SOURCES**

The following have been identified as possible funding sources to implement the goals, objectives and policies of this CLR-CRD Plan and fund any projects identified in Chapter 5:

#### **A. Community Development Block Grant (CDBG)**

CDBG is currently the main funding source for the proposed public improvement projects in Chapter 5. Increased funding from the State Housing Initiative Partnership (SHIP), has given the City the ability to use more CDBG funds for economic development rather than housing based initiatives.

#### **B. Transportation Impact Fee (TIF)**

The Transportation Impact Fee has been identified as a revenue source to fund the mid block and side street pedestrian crosswalks. In addition, these funds may be utilized for upgrading roads, drainage, sidewalks and curbs throughout the CLR-CRD and neighborhood areas.

New development produces increased trip generation on existing roadways and therefore should bear a proportionate share of the cost of capital expenditures necessary to meet transportation needs of the City of Largo. This fee is based on the number of dwelling units or rooms for residential development; the number of beds for medical and assisted living facilities; the number of parking spaces for recreation and park areas; and a business pays the impact fee based on their square footage.

#### **C. Local Option Sales Tax (LOST)**

Local Option Sales Tax (LOST) is a ten (10) year revenue stream based on an additional penny (.01) sales tax throughout Pinellas County generated between 2000-2010 for capital improvement projects within the City of Largo. Several CLR-CRD capital improvement projects are funded through this source according to the 2005-2010 Capital Improvement Program. There are efforts to extend this funding source beyond the year 2010 and if attained, the majority of drainage improvements planned for the CLR-CRD will be accomplished.

#### **D. CLR-CRD Tax Increment Financing (C-TIF)**

Tax Increment Financing (C-TIF) is a unique tool available to cities and counties for redevelopment activities. It is used to leverage public funds to promote private sector activity in the targeted area. The dollar value of all real property in the Community Redevelopment Area is determined



as of a fixed date and considered a base value. Any tax revenue in excess of the base value, referred to as the increment, is allocated to the Community Redevelopment Agency Trust Fund and dedicated to the redevelopment area. As this fund grows it will become a primary source of redevelopment funding (see Section 4.3).

### 4.3 C-TIF IMPLEMENTATION

#### A. Establishment of Redevelopment Trust Fund

The City intends to establish a Redevelopment Trust Fund in accordance with Chapter 163.387, *FS*. The trust fund's dedicated funding source will be Tax Increment Financing (C-TIF). C-TIF is calculated by setting a base year and measuring the increase in the dollar value of all real property within the CLR-CRD each year thereafter. Any increase to the taxable assessed value is appropriated by the Tax Collector for the Redevelopment Trust Fund. The CRA then dedicates funds to improvements within the CLR-CRD.

The original redevelopment plan did not utilize tax increment financing. Lack of a dedicated funding source has made it difficult to complete the public improvements described in the previous plan. This plan is based on receiving C-TIF funding for properties within the CLR-CRD at the time of establishment of the redevelopment trust fund.

The following process will be utilized to establish the trust fund:

<b>Figure 4.1. CLR-CRD Tax Increment Financing (C-TIF) Approval Process</b>	
<b>Target Date</b>	<b>Procedural Process</b>
October 2005	Received certified taxable values for the CLR-CRD from 1996-2005 and the estimated taxable value for 2005 from the Pinellas County Property Appraiser's Office. Projections were made based on the information provided see Figures 4.2 and Figure 4.3.
November 2006	The CLR-CRD Plan is adopted by the Largo City Commission and outside agency review is complete.
January 2007	Largo City Commission adopts an ordinance to establish a Redevelopment Trust Fund per Chapter 163.387, <i>F.S.</i>
February 2007	Pinellas County Commission adopts an ordinance providing for the funding of the Redevelopment Trust Fund.
2007-2037	The CRA publishes an annual report summarizing the projects completed with C-TIF funds and the amount of C-TIF funds that have been appropriated to future projects. A copy of the report will be made available to residents, business owners, and taxing authorities.

#### B. C-TIF Projections



Projections for C-TIF funding during the thirty year planning period total \$71,449,664 (see Figure 4.3). This projection is based on the following assumptions:

1. The Pinellas Board of County Commissioners will authorize a ninety-five (95) percent C-TIF funding level;
2. The base year will be established as 2007, which is utilized to project all future years incremental growth as compared to the base;
3. Property values will increase at a steady six (6) percent annual growth rate. This is a conservative growth rate estimate based on the average growth rate since 1996 when the Plan was adopted (see Figure 4.2); and
4. Pinellas County and the City of Largo estimate a project flat millage rate of 6.1410 and 4.28 through the thirty (30) year term.

Projections will need to be adjusted if any of the above assumptions become false, such as either commission changing their millage rate or changes in property values, that are greater or less than the six (6) percent projected growth rate.

<b>Figure 4.2. CLR-CRD Taxable Value Growth Rate, 1996-2004</b>			
<b><i>Tax Year</i></b>	<b><i>Taxable Value</i></b>	<b><i>Change</i></b>	<b><i>% Change</i></b>
1996	\$51,119,200		
1997	\$50,567,000	-\$552,200	-1.08%
1998	\$51,495,700	\$928,700	1.84%
1999	\$52,741,800	\$1,246,100	2.42%
2000	\$54,649,600	\$1,907,800	3.62%
2001	\$58,121,400	\$3,471,800	6.35%
2002	\$63,351,900	\$5,230,500	9.00%
2003	\$68,577,100	\$5,225,200	8.25%
2004	\$80,020,700	\$11,443,600	16.69%
			Average 5.89%
<b>Total</b>		\$28,901,500	

**Figure 4.3. Clearwater-Largo Tax Increment Financing Projections, 2007-2037**

	[A]	[B]	[C]	[D=(.000BxC) * .95]	[E]	[F=(.000BxE) * .95]	[G=(D+F)]
Tax Calendar Yr	Taxable Value	Increment	Pinellas Mil Rate*	Pinellas Tax 95%	Largo Mil Rate	Largo Tax 95%	Total TIF
2006	\$118,381,007						
2007	\$125,483,867						
2008	\$133,012,899	\$7,529,032	6.1410	\$43,924	4.28	\$30,613	\$74,537
2009	\$140,993,673	\$15,509,806	6.1410	\$90,483	5.00	\$73,672	\$164,155
2010	\$149,453,294	\$23,969,426	6.1410	\$139,836	5.00	\$113,855	\$253,691
2011	\$158,420,491	\$32,936,624	6.1410	\$192,151	5.00	\$156,449	\$348,600
2012	\$167,925,721	\$42,441,854	6.1410	\$247,604	5.00	\$201,599	\$449,202
2013	\$178,001,264	\$52,517,397	6.1410	\$306,384	5.00	\$249,458	\$555,842
2014	\$188,681,340	\$63,197,473	6.1410	\$368,691	5.00	\$300,188	\$668,879
2015	\$200,002,220	\$74,518,353	6.1410	\$434,736	5.00	\$353,962	\$788,699
2016	\$212,002,354	\$86,518,486	6.1410	\$504,745	5.00	\$410,963	\$915,707
2017	\$224,722,495	\$99,238,628	6.1410	\$578,953	5.00	\$471,383	\$1,050,337
2018	\$238,205,845	\$112,721,977	6.1410	\$657,614	5.00	\$535,429	\$1,193,044
2019	\$252,498,195	\$127,014,328	6.1410	\$740,995	5.00	\$603,318	\$1,344,313
2020	\$267,648,087	\$142,164,220	6.1410	\$829,379	5.00	\$675,280	\$1,504,659
2021	\$283,706,972	\$158,223,105	6.1410	\$923,066	5.00	\$751,560	\$1,674,625
2022	\$300,729,391	\$175,245,523	6.1410	\$1,022,374	5.00	\$832,416	\$1,854,790
2023	\$318,773,154	\$193,289,287	6.1410	\$1,127,640	5.00	\$918,124	\$2,045,764
2024	\$337,899,543	\$212,415,676	6.1410	\$1,239,222	5.00	\$1,008,974	\$2,248,197
2025	\$358,173,516	\$232,689,648	6.1410	\$1,357,500	5.00	\$1,105,276	\$2,462,776
2026	\$379,663,927	\$254,180,059	6.1410	\$1,482,874	5.00	\$1,207,355	\$2,690,229
2027	\$402,443,762	\$276,959,895	6.1410	\$1,615,770	5.00	\$1,315,560	\$2,931,330
2028	\$426,590,388	\$301,106,521	6.1410	\$1,756,640	5.00	\$1,430,256	\$3,186,896
2029	\$452,185,811	\$326,701,944	6.1410	\$1,905,963	5.00	\$1,551,834	\$3,457,797
2030	\$479,316,960	\$353,833,093	6.1410	\$2,064,245	5.00	\$1,680,707	\$3,744,952
2031	\$508,075,978	\$382,592,110	6.1410	\$2,232,023	5.00	\$1,817,313	\$4,049,336
2032	\$538,560,536	\$413,076,669	6.1410	\$2,409,869	5.00	\$1,962,114	\$4,371,983
2033	\$570,874,169	\$445,390,301	6.1410	\$2,598,385	5.00	\$2,115,604	\$4,713,989
2034	\$605,126,619	\$479,642,751	6.1410	\$2,798,212	5.00	\$2,278,303	\$5,076,515
2035	\$641,434,216	\$515,950,348	6.1410	\$3,010,029	5.00	\$2,450,764	\$5,460,793
2036	\$679,920,269	\$554,436,401	6.1410	\$3,234,554	5.00	\$2,633,573	\$5,868,127
2037	\$720,715,485	\$595,231,617	6.1410	\$3,472,551	5.00	\$2,827,350	\$6,299,902
TOTAL:				\$39,386,411		\$32,063,252	\$71,449,664

Source: 2006 Estimated Taxable Value provided by the Pinellas County Property Appraiser, July 2006

## C. Redevelopment Trust Fund Expenditures (C-TIF)

Expenditures paid by the City of Largo's portion of the C-TIF program have been prioritized, as shown in Figure 4.4, based on importance to the CLR-CRD and the City of Largo. The City of Largo portion is projected in Figure 4.3, column "F". Priority projects were established by looking at three areas: 1) projects that have no other available funding source; 2) capital projects; 3) non-capital or operating expenses such as special events. Priority projects for the county portion of C-TIF funding will be public capital projects only.

<b>Figure 4.4. Priority Rating for C-TIF Funding</b>		
<b>Project Name</b>	<b>Project Description</b>	<b>Priority Rating</b>
Burying Utilities	Improve and add to the neighborhood areas	Low
Community Policing	Dedicated to the CLR-CRD district for four (4) years	Moderate
Clearwater-Largo Road Corridor Beautification Grant	New program to improve business streetscape	Moderate
CRA Administration	Future consideration for staffing the CLR-CRD	Low
Drainage Improvements	Support drainage fund for ongoing projects within CLR-CRD	Low
Neighborhood Improvements	Improve infrastructure as illustrated in Figure 5.14	High
Professional Services	Funding for relocation studies, parking studies, appraisals, property management services, and other professional services as necessary	Low
Property Acquisition & Assembly	Public parking and development inventory	High
Public Parking Lots	Support businesses in the District	High
Redevelopment Revenue Bond Interest	Bond revenues to be spent only on capital projects identified in the CLR-CRD Plan	Moderate
Relocation Counseling	Relocation counseling will be provided as needed during the period covered by the CLR-CRD Plan. Counseling will be provided either by City of Largo staff or through a local non-profit housing agency.	High

## D. CLR-CRD Projects

### 1. Burying Utilities

Part of the Clearwater-Largo Road district has had utilities relocated underground. The Plan calls for completing this project along the Clearwater-Largo Road corridor as well as several neighborhood roads throughout the CLR-CRD.

Funding Sources – LOST, C-TIF (City portion only)

## **2. Community Policing**

Since this area of the City of Largo has been and still is undergoing increased crime and code violations, a focused four (4) year program would be initiated to substantially impact both areas and raise awareness, increase property values and reduce crime.

Funding Sources: C-TIF (City portion only)

## **3. Clearwater-Largo Road Corridor Beautification Grant**

This is an annual reimbursement grant for the purpose of enhancing the overall business corridor of the CLR-CRD through business and residential improvements that benefit the public good. Construction invoices of \$5,000 or five (5) percent of the projects total cost up to a maximum of \$25,000 are acceptable through an application process. Public benefit is defined as improved streetscaping such as facades, landscaping, public art, public spaces, etc. Applications will be due on October 1<sup>st</sup> of each year. Submitted applications will be reviewed for consistency with the CLR-CRD Plan. A total of \$25,000 annually will be available for this reimbursement program.

Funding Sources: C-TIF (City portion only), CDBG

## **4. CRA Administration**

C-TIF may be used to pay for administrative and overhead expenses necessary or incidental to the implementation of the CLR-CRD Plan. According to the Florida Redevelopment Association (FRA), seventy-five (75) percent of all CRA's have an Executive Director.

Funding Sources: C-TIF (City portion only)

## **5. Drainage Improvements**

Implement the projects outlined in the Clearwater-Largo Road Drainage District Study to improve drainage in the commercial corridor between 4<sup>th</sup> Avenue NW and Ponce de Leon Boulevard. Projects are broken down into four categories: detention, culvert, ditch, and miscellaneous. The County portion of the C-TIF shall be used for drainage improvements that address regional stormwater issues for flooding or water quality.

Funding Sources: LOST, Drainage Fund, CDBG, C-TIF

## **6. Neighborhood Improvements**

To support the concept of a live, work, and shop neighborhood area, the City must invest within the neighborhoods throughout the redevelopment area. Within the CLR-CRD Plan, eight (8) distinct neighborhood areas have been identified: Belmont, Belleair Place, Highland Park East, Highland Park West, Glenellyn, Lake Placid, Lucymar, and Lake Villa. Neighborhood improvements would include street resurfacing, brick road construction, burying utilities, reclaimed water,

sidewalk construction, curbing, neighborhood signage, landscaping, lighting, neighborhood park development, and increased sewer, water, and stormwater capacity.

**Funding Sources:**

Streets & Curbing:	CGT, Grants, C-TIF*
Lighting:	CGT, C-TIF*, LOST
Landscaping:	C-TIF*, Tree Fund, Grants
Entry Signs:	C-TIF*, Grants
Reclaimed Water:	Sewer Fund
Sidewalks:	C-TIF*, CGT, TIF
Sewer Lines:	Sewer Fund, LOST
Drainage:	Drainage Fund, LOST
Park Development:	C-TIF*, LOST, Grants, Parkland Dedication, Tree Fund

\*City portion of C-TIF only

## **7. Professional Services**

The City engages several consulting companies to study specific needs for particular projects. These services would be within the CLR-CRD and are listed as Professional Services for departmental budget purposes. Professional Services may include services related to the design or implementation of capital projects, relocation studies, parking studies, appraisals, and property management services.

Funding Sources: CGT, LOST, Drainage, CDBG, C-TIF (City portion only)

## **8. Property Acquisition and Assembly**

With the anticipated success of the CLR-CRD area, there will be a strong demand for public parking. One public lot has been developed along the corridor north of 4<sup>th</sup> Avenue Northwest. The City will need to purchase additional parcels on or in close proximity to the corridor and near crosswalk locations for public parking facilities. In addition, the CRA will purchase inadequate sized lots for assembly and re-marketing for redevelopment.

Funding Sources: CDBG, LOST, C-TIF (County and City portion)

## **9. Public Parking Facilities**

Development and construction of public parking facilities to support the CLR-CRD area.

Funding Sources: CDBG, LOST, C-TIF (County and City portion)

## **10. Redevelopment Revenue Bonds**

The City of Largo would like the option to issue redevelopment bonds for large scale community projects within the CLR-CRD. Anticipated revenues from the C-TIF would be utilized to secure the bonds.

Sources: C-TIF (City portion only)

### **11. Relocation Counseling**

The City of Largo will budget \$50,000 annually for relocation counseling during the period covered by the CLR-CRD Plan as needed. For FY 2006 relocation counseling is an alternate CDBG project. Counseling will be provided either by City of Largo staff or through a local non profit housing agency. Counseling will be made available to any resident displaced due to a change in existing land use.

Sources: CDBG, C-TIF (City and County portion)

### **12. Special Events & Promotion**

To support the live, work and shop concept, funding should be made available to support special events and promotions within the CLR-CRD. Such funding can be used for neighborhood block parties, public art projects, CLR-CRD area special events, holiday promotions, event/seasonal pole flags, banners, and brochures. In addition, trolley services can be utilized to support area businesses and visitor attractions.

Funding Sources: General, Grants

### **13. Streetscape/Landscape Maintenance, Repairs, Replacement**

After the \$1.8 million streetscape project is complete, a funding source must be identified for necessary maintenance, repair and replacement.

Funding Sources: General

## **4.4 REDEVELOPMENT INCENTIVES**

The following redevelopment incentives are offered to encourage private investment in the district:

### **A. Housing Assistance Programs**

Properties within the CLR-CRD are also located within Largo's CDBG Target Area. The Florida Housing Finance Corporation provides median income levels, adjusted for household size, for the Tampa-St. Petersburg Metropolitan Statistical Area (MSA) on an annual basis. To obtain down payment assistance under current citywide criteria, individuals or families cannot earn in excess of eighty (80) percent of the median household income figure. For individuals and families living in the CLR-CRD, they can earn up to 120% of the citywide median household income figure and be eligible for down payment assistance through the State Housing Initiative Partnership (SHIP) program. Within the expanded area of the CLR-CRD, the City of Largo has assisted seventy-eight (78) individual residences through seven (7) different housing assistance programs shown on Map 4.1 located at the conclusion of this chapter.

#### **1. Sold On Largo**

This is a first time homebuyers assistance program. If a resident is income eligible, Largo can provide the down payment and closing cost assistance up to \$35,000. The loan carries a zero (0) percent interest and does not require repayment until the recipient sells the home,

pays off the first mortgage, no longer occupies the home (renting) or the twenty (20) year term of the loan has concluded.

**Figure 4.5. Sold on Largo Program Example**

<b>Housing Affordability</b>	<b>Median Income</b>	<b>Family Size</b>	<b>Down Payment Assistance</b>
50% of median income	\$27,200	4	\$35,000 citywide
80% of median income	\$43,500	4	\$25,000 citywide
120% of median income	\$65,280	4	\$10,000 CLR-CRD only

Source: The Florida Housing Finance Corporation 2004

## **2. Down Payment Program**

This is the same program as Sold on Largo but administered through a nonprofit housing service (Tampa Bay Community Development Corporation (TBCDC), Clearwater Neighborhood Housing Services or other approved provider). Once processing is reviewed, the City of Largo will provide the down payment and closing cost up to \$35,000 and pay the TBCDC \$800.

## **3. Housing Rehabilitation Program**

People would like to repair or improve their homes but finding the financing to do so is troublesome. This program provides low interest loans, zero (0) to four (4) percent for income eligible homeowners earning below 120% of the citywide median income to make improvements to their homes. The City of Largo will determine the approximate costs of the improvements, help the owner select a contractor and supervise the work in progress. The loan may be deferred or have a twenty (20) year payback period with a minimum monthly payment of twenty-five dollars (\$25). The maximum loan amount is \$50,000.

## **4. Housing Replacement Program**

If it is determined that rehabilitating a house is not cost-effective, the City of Largo could provide low interest loan financing assistance to help demolish the existing home and build a new home on the existing property. The recipient must have substantial equity in their home and the minimum bid of construction cannot exceed a value of \$150,000. Temporary relocation is included with this program while the home is under construction. Moving an existing house to a cleared lot, after demolition of the existing structure, is also an option for this program.

## **5. Rental Rehabilitation Program**

The Rental Rehabilitation Program is designed to assist landlords who provide housing to persons of low/moderate income to obtain/maintain an affordable, safe, and sanitary place to live. The program is designed to improve the condition of the housing stock by rehabilitating structures rented to very low, low, and moderate income individuals and families. The City of Largo can provide financing assistance through low interest loans for owners of income-eligible



rental property. The City of Largo will determine the approximate costs of the improvements, help the owner select a contractor and supervise the work in progress.

## 6. Urban Homesteading

This program allows homeownership for low and very low income households that have a total family income of eighty (80) percent or less of the Citywide median income. Homes are acquired by the City, then rehabilitated and provided to eligible families at the appraised value through the City of Largo Housing Division. The only closing costs the buyer is responsible for is the first year's hazard insurance. The City of Largo provides the down payment and will finance the second mortgage in order to guarantee that mortgage payments are no more than thirty (30) percent of the buyer's monthly income.

## 7. Affordable Housing Assistance

This is a program to provide incentives in the creation of new affordable housing units by private and nonprofit developers. The developer must follow the affordability parameters of 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. After documentation is approved, the City of Largo may pay on behalf of the builder/developer impact fees consisting of transportation, sewer, water, parkland dedication, community facilities, and radon.

Within the CLR-CRD, the Richman Group of Florida utilized this program to build Belleair Place Apartments. The 180 unit apartment complex built on a vacant Winn Dixie strip mall location has 126 affordable units (see Figure 4.6).

<b>Figure 4.6. Belleair Place Apartments Affordable Units</b>		
<b>Unit Type</b>	<b>2 bedroom/2 bath</b>	<b>3 bedroom/2 bath</b>
<i>Affordable to households earning 30% or less of median income</i>		
Number of Units	15	9
Monthly Rent	\$283	\$316
<i>Affordable to households earning 60% or less of median income</i>		
Number of Units	67	35
Monthly Rent	\$634	\$723
<i>Market Rate</i>		
Number of Units	34	20
Monthly Rent	approximately \$850	approximately \$1,100
<b>Total Units</b>	<b>116</b>	<b>64</b>

## B. Business Assistance Programs

The City of Largo Business Development Program is intended to positively

affect the physical environment in which economic activity is conducted. This is particularly true within those areas which have been identified as requiring special attention, including low/moderate income areas, areas designated as having slum or blight characteristics, and a Community Redevelopment District (CRD). Efforts made to improve the business operating climate include code enforcement, the provision of public improvements, the provision of financial incentives, and other appropriate activities. This program is intended to maintain and preserve the existing relationship between businesses located in the CLR-CRD and those financial institutions with which they currently maintain a business relationship.

### **1. City of Largo CRD Interest Subsidy Program**

The City of Largo will provide an interest subsidy for insured lending institution loans made to businesses located in the CLR-CRD. The City will pay 100% of the interest on loans for eligible improvements. The interest subsidy will be structured as a principal reduction of the original loan amount. The maximum loan that a business can borrow under this program is \$105,000. The purpose of this program is to encourage individual property owners to upgrade their property by improving the appearance of their businesses and to encourage reinvestment in their operations. The intended result of such an effort is to stop deterioration, stabilize and improve property values, increase job opportunities for low and moderate income persons, upgrade the appearance of the area, and facilitate and encourage redevelopment activity in the CLR-CRD.

All exterior improvements are eligible for the program and must be implemented prior to any interior improvements. Interior improvements alone are not eligible. Exterior improvements which may be financed by this program are:

Re-roofing	Doors	Landscaping
Shutters	Painting	Windows
Awnings	Siding	Signage
Fencing	Driveway Paving	ADA/Life Safety
Irrigation Systems	Exterior Modifications	Exterior Lighting
Heating & A/C	Electrical	Plumbing
Rotten Wood Replacement		

### **2. Architectural/Engineering Services Program**

Application for Architectural/Engineering Services grant may be made through the City of Largo for projects consistent with this Plan. Payment for these services will be forgiven, provided that the redevelopment work proceeds in accordance with the program requirements. Failure to proceed with the redevelopment work will cause the City to place a lien on the property in the amount of the cost of architectural services provided. Applicants will be required to sign an affidavit which acknowledges the lien against their property should redevelopment not commence. These services range from a base of \$6,000 to a maximum of \$20,000 based on the number of employment opportunities the

business will create.

<b>Figure 4.7. Architectural/Engineering Service Assistance Matrix</b>		
Baseline Architectural and Engineering Assistance		\$6,000.00
<b><i>Number of Employment Opportunities Created</i></b>	<b><i>Assistance Increment</i></b>	<b><i>Total Assistance</i></b>
1-3 Employees	\$2,800.00	\$8,800.00
4-6 Employees	\$5,600.00	\$11,600.00
7-9 Employees	\$8,400.00	\$14,400.00
10-12 Employees	\$11,200.00	\$17,200.00
12+ Employees	\$14,000.00	(cap) \$20,000.00
<b>Total Assistance Available</b>		<b>\$20,000.00</b>

Source: SOP Manual Economic Development Division 2002

### **3. Clearwater-Largo Road Beautification Grant**

See Section 4.3(C)(3)

## **4.5 OTHER REDEVELOPMENT INCENTIVES**

### **A. Mobile Home Park Relocation Assistance Program**

The following program was developed to provide dislocated mobile home park residents aid in relocating. Mobile home parks eligible for this program are shown on Map 4.2. Residents from the Kakusha and Lake Placid Mobile Home Parks asked to be excluded from this program.

Chapter 723.0612, F.S. states that with clear title owners of single-wide units will receive \$1,375 and owners of double-wide units will receive \$2,750 through the Florida Mobile Home Relocation Trust Fund. If the units are in good condition and movable, the Trust Fund will pay the owner of a single-wide unit \$3,000 and the owner of a double-wide unit \$6,000. Tenants do not receive any compensation for dislocation, defined as disconnection and reconnection fees for utilities and cable.

The Largo City Commission has determined that Chapter 723.0612, FS does not adequately reimburse residents of mobile home parks that are affected by redevelopment. The City Commission, at the May 16, 2006 regular meeting and by Ordinance No. 2006-15, established a relocation assistance program for both tenants and owners of mobile home park units within a Community Redevelopment District. The program provides a density bonus to developers that follow the Mobile Home Park Relocation Assistance Program. The density bonus is 5 units per acre (for a total density of 12.5 units per acre for any site designated Neighborhood Residential or a total possible density of 20 units per acre for any site designated either City Home or Mixed Use Corridor). At least 50% of the mobile home park capacity must be occupied in order to be eligible for the density bonus. The program is comprised of the following elements:

## **1. Determination of Suitable Facilities for Relocation**

The City of Largo shall not approve any site plan application, which would result in the removal or relocation of mobile home owners residing in a mobile home park without a determination by the Community Redevelopment Agency (CRA) that adequate mobile home parks or other decent, safe, and sanitary dwelling accommodations exist for the relocation of the mobile home owners within their means and without undue hardship to such families. Therefore the determination will be required regardless of if the mobile home park owner utilizes the density bonus. It shall be the responsibility of the applicant to provide the CRA with a study demonstrating that adequate mobile home parks or other suitable facilities exist .

## **2.Compensation**

a) **Owner occupied** mobile homes will receive replacement housing payments under Chapter 723.0612, *F.S.* as follows: clear title owners of single-wide units will receive \$1,375 and owners of doublewide units will receive \$2,750 through the Florida Mobile Home Relocation Trust Fund. In addition, if an eligible mobile home owner elects to participate in the City of Largo Mobile Home Transition Plan (MHTP), then the following benefits shall be made available to the owner, as stated in (ordinance 2006-15):

- 1) The applicant shall deposit with the City of Largo Supplemental Rental Assistance Payment funds as specified in Section 1.B(2) (Applicant's Responsibilities) of the City of Largo Mobile Home Transition Plan (MHTP) (ordinance 2006-15) to assure that identified mobile home parks or other suitable facilities are affordable to the mobile home owners;
- 2) For each mobile home owner within the subject property who requests rental assistance payments, the applicant will identify a replacement unit in a mobile home park or suitable facility located within ten (10) miles of the subject property;
- 3) No notice of eviction for change of use of property shall be given or effective unless the mobile home park owner shall have first paid to the City and amount equal to the City's actual out of pocket cost to qualify mobile home owners and provide initial counseling times the number of owner-occupied mobile homes located in the park.

If an eligible mobile home owner elects not to participate in the Chapter 723, *F.S.* Florida Mobile Home Relocation Corporation payments then the entire compensation amount of \$2,500 and \$5,000, respectively, will be paid by the responsible developer or mobile home park owner.

b) **Third party owners** such as the park itself or out of state owners receive the same compensation as specified in Chapter 723.0612, *F.S.* Third party owners receive funding for surrender of a clear title

which is \$1,375 for single-wide units and \$2,750 for doublewide units or \$3,000 for single-wides and \$6,000 for double-wides will be paid from the Florida Mobile Home Trust Fund to relocate the mobile home. Non-occupant owners will not receive housing replacement expenses.

- c) **Tenants** in third party ownership rental units will receive Housing and placement counseling as provided for in the City of Largo Community Development Block Grant (CDBG) Alternate Projects List based on a continuous residency of at least one (1) year.

## **2. Relocation Counseling**

Developers will hold a meeting for displaced residents within thirty (30) days of notifying residents the mobile home park will change use. Developers will coordinate with the City of Largo Housing Division and the Pinellas County Housing Authority to provide counseling at the meeting. The meeting will inform residents of programs to aid them in home ownership and rental assistance. In addition a list of mobile home parks with vacancies in Largo will be provided to residents.

The City of Largo will budget \$50,000 annually in CDBG or tax increment funds for relocation counseling as needed during the period covered by the CLR-CRD Plan. Counseling will be provided by a local non-profit agency.

## **B. Affordable Housing Density Bonus**

The City of Largo understands the importance and need for affordable housing for some of its existing and future residents. Therefore, there is opportunity for developers to earn a density bonus on the percentage of affordable housing units set aside, in 4 units per acre increments for each 5% of the total number of units set aside up between 10% and 20%.

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.

Also, since a developer may receive a density bonus of 5 units per acre by participating in the voluntary City of Largo Mobile Home Park Assistance Program, if the developer also participates in the Affordable Housing Program and the 80% Program as defined below, maximum densities of up to 30 units per acre could be achieved on sites in the CLR-CRD designated Neighborhood Residential and 40 units per acre on sites designated either City Home or Mixed Use Corridor. Bonus housing

densities are shown in the table below:

<b>Figure 4.8: Housing Density Bonuses in the Clearwater-Largo Road Community Redevelopment District</b>					
		<b>FLUM Designation/Mobile Home Park on Site</b>			
		Neighborhood Residential	Neighborhood Residential	City Home/Mixed Use Corridor	City Home/Mixed Use Corridor
		Mobile Home Park	No Mobile Home Park	Mobile Home Park	No Mobile Home Park
Density Bonuses (units per acre)					
Base Density		7.5	7.5	15	15
MHTP	5	12.5	N/A	20	N/A
10% AHD*	4	16.5	11.5	24	19
15% AHD*	4	20.5	15.5	28	23
20% AHD*	4	24.5	19.5	32	27
80% Program	Up to max. allowable density	30**	30**	40**	40**

\*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 50% 1 bedroom and 50% two bedroom units, then the units set aside under AHD should reflect these percentages (50% of the AHD units should be 1 bedroom and 50% should be two bedroom). These percentages should also be maintained for units under the 80% program.

\*\*Additional bonus density of up to maximum allowable density as shown above for setting aside units to households earning 80% or less of area median income. The following formula is used for this program: in order to attain the maximum allowable density, 30% of the set aside AHD units must be (further) set aside to households earning 80% or less of area median income. In order to participate in this program, at least 20% AHD must already be set aside.

The MHTP, AHD or 80% Program do not change the base density under current residential land use designations of 7.5 units per acre; none of these programs require a land use change and they are voluntary for a property owner or developer.

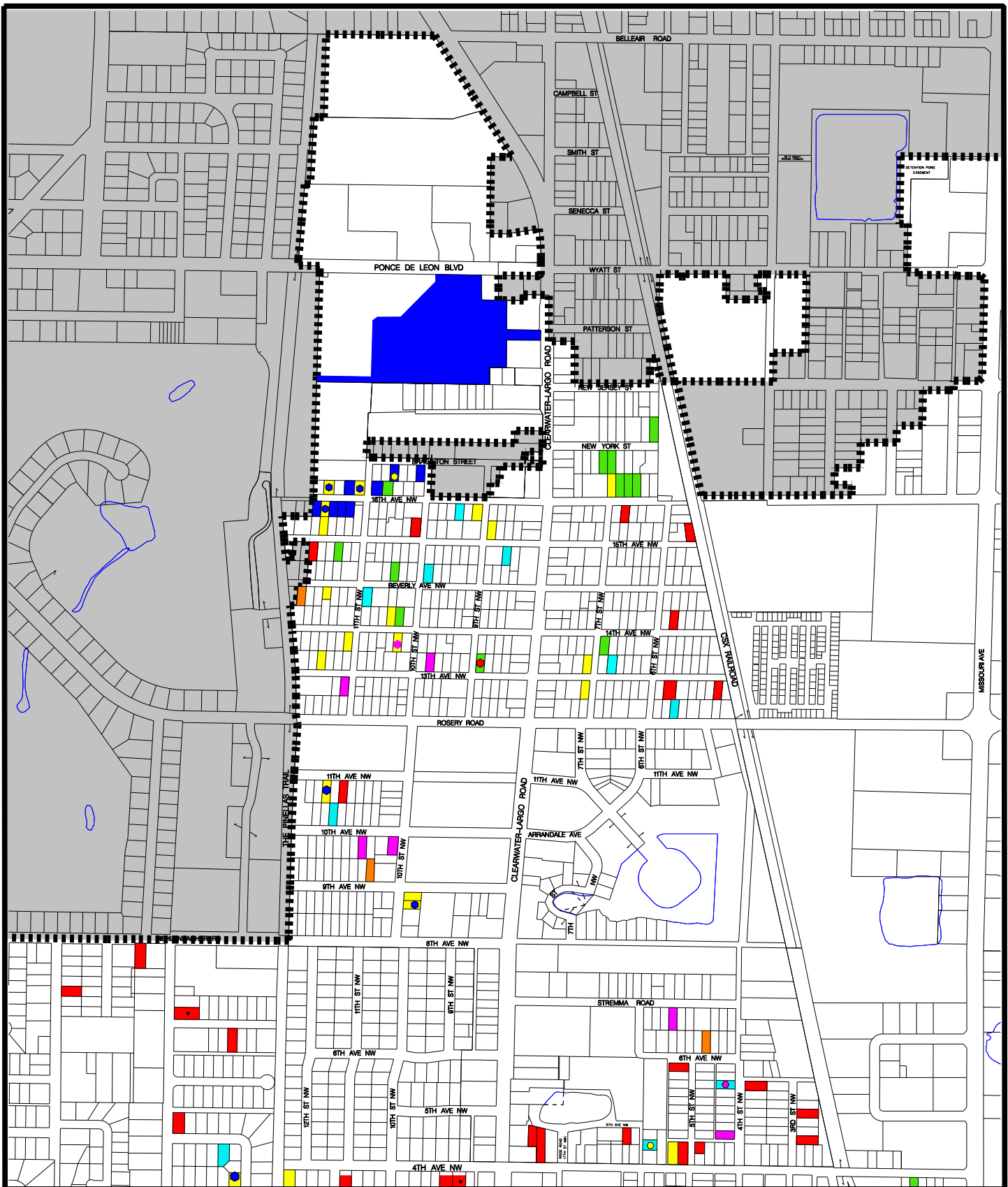
### **C. Development Review Fee Waivers**

Businesses and residential property owners who redevelop their properties consistent with the CLR-CRD Plan are eligible to have site plan fees waived.

### **D. Enterprise Florida Tax Credits**

The CRA will research the feasibility of designating the CLR-CRD as an enterprise zone through Enterprise Florida. This would allow tax credit incentives for business owners.

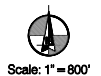




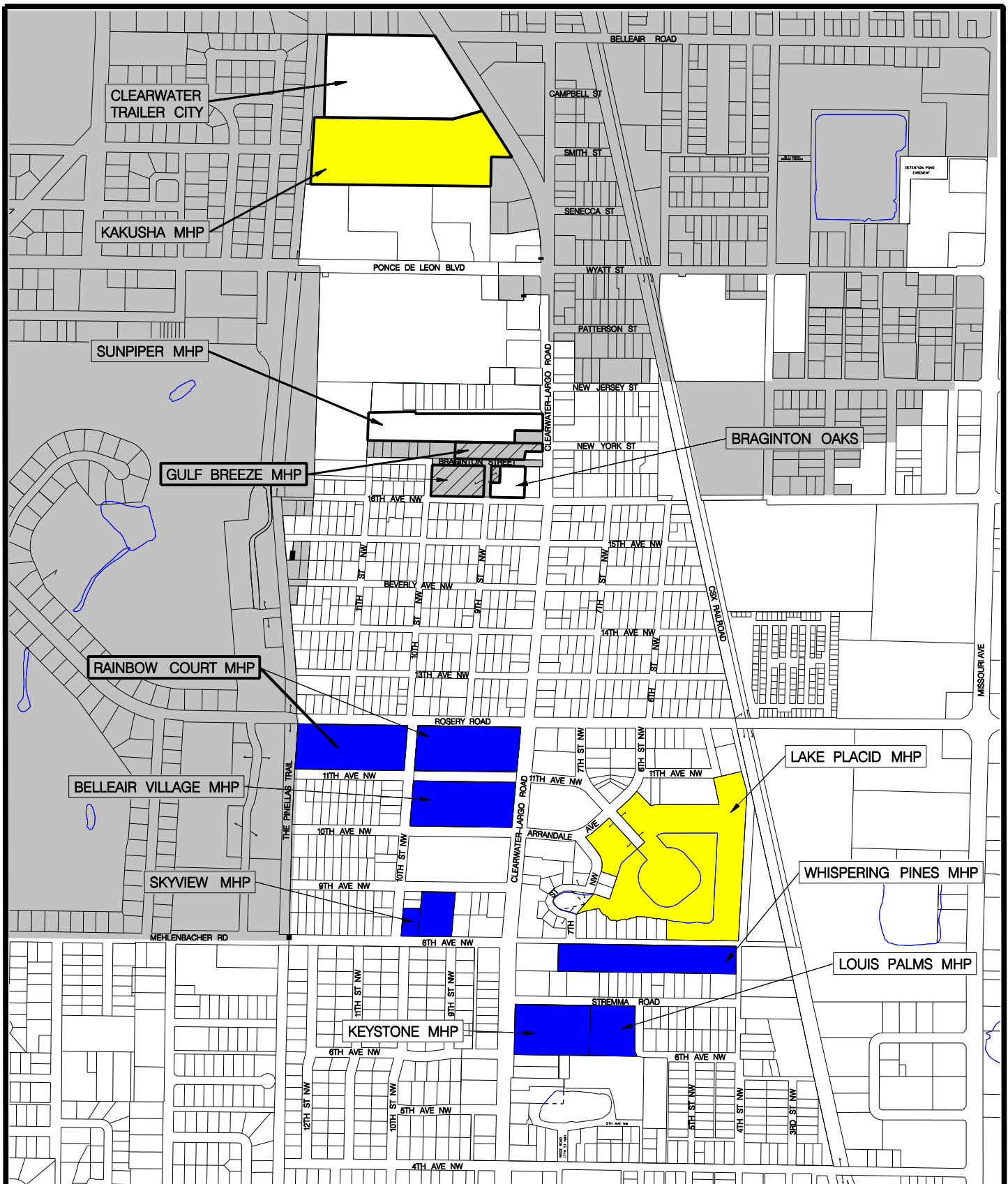
- |  |  |                                     |  |  |
|--|--|-------------------------------------|--|--|
|  |  | Sold on Largo (20)                  |  | Homestead (12)                                     |
|  |  | TBCDC-Downpayment (8)               |  | City of Largo                                      |
|  |  | Owner/Occup Rehabs (18)             |  | Clearwater-Largo Rd Community Development District |
|  |  | Rental Rehabs (9)                   |  | Areas outside City of Largo                        |
|  |  | Affordable Housing Development (13) |  |  |
|  |  | Replacement (3)                     |  |  |

MAP 4.1  
 CLEARWATER-LARGO ROAD  
 COMMUNITY REDEVELOPMENT DISTRICT  
 HOUSING PROGRAM LOCATOR MAP

Date: July, 2005  
 This map was prepared by the City of Largo  
 Community Development Department.







Mobile Home Park Eligible  
for Relocation Assistance  
Density Bonus



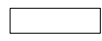
Mobile Home Park Ineligible  
for Density Bonus



Mobile Home Park Outside  
the CRD Eligible for  
Density Bonus if Included



Clearwater-Largo Road  
Community Redevelopment District



Largo City Limits



Outside Largo City Limits

MAP 4.2

# CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT PLAN MOBILE HOME PARK RELOCATION ASSISTANCE DENSITY BONUS ELIGIBILITY

Date: July, 2006

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



Scale: 1" = 800'

5

## *Capital Projects*

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## 5.0 CAPITAL PROJECTS

### 5.1 INTRODUCTION

This chapter of the CLR-CRD Plan provides assessments of infrastructure and services. The chapter also provides cost estimates and a schedule for correcting deficiencies in infrastructure and services.

### 5.2 INFRASTRUCTURE AND SERVICE ASSESSMENTS AND RECOMMENDED PROJECTS

#### A. Roadways Functionality Assessment

The functionality of the roadway is measured on a Level of Service (LOS) scale utilizing the LOS determination process set forth in the Florida Department of Transportation LOS Standards and Guidelines manual for Planning and the procedures established by the Pinellas County MPO. These standards indicate the amount of congestion on a roadway and range from A, free flowing traffic, to F, carrying more traffic than can be served.

Clearwater-Largo Road traverses north to south and is considered a four-lane arterial roadway with a current LOS "C" from West Bay Drive to Rosery Road and a LOS "B" from Rosary Road to Belleair Road. Figure 5.1 provides additional transportation data from a 2004 Levels of Service Report based on the 2003 conditions and data. The study was provided by Tindale-Oliver and Associates.

**Figure 5.1. CLR-CRD Roadway Level of Service Report**

<b>Segment</b>	<b>AADT</b>	<b>Volume</b>	<b>Physical Capacity</b>	<b>Volume to Capacity</b>	<b>Travel Time</b>	<b>Posted Speed</b>	<b>LOS</b>
4800-West Bay DR to 8th Ave NW	25,084	1,311	1,681	0.78	76.9	40	C
4790-8th Ave NW to Rosery RD	25,084	1,311	2,222	0.59	36.4	40	C
4780-Rosery RD to Ponce de Leon	22,249	1,163	2,194	0.53	53.7	40	B
4770-Ponce de Leon to Belleair RD	19,414	1,014	2,028	0.50	34.8	40	B

In 2015 the road is projected to become a LOS "D." Other major roadways within the CLR-CRD that traverse east to west are Rosery Road, considered a collector roadway with a LOS "D" and Ponce de Leon, a minor arterial roadway with a LOS between "A-C."

#### B. Roadway Improvements

In order for the CLR-CRD to have a distinct image and sense of place common architectural elements for buildings and a consistent streetscape will be needed. A streetscape is defined as the view a driver or pedestrian has from street level. The streetscape will promote a pedestrian friendly corridor that will include landscaping and irrigation, sidewalk improvements, brick banding, decorative lighting, side street

crosswalks, mid block crosswalks, community rest areas, and public transportation enhancements.

The streetscape improvements will be initiated after the Florida Department of Transportation (FDOT) re-designates Clearwater-Largo Road as a City Road rather than a State Road. FDOT will re-designate when the City of Clearwater completes their improvements to Myrtle Avenue: Missouri Avenue will then receive the Alternate Highway 19 designation in 2006.

Pursuing the re-designation strategy will allow street trees and crosswalks to be installed without being subjected to FDOT review procedures. Because FDOT places a great emphasis upon efficient traffic flow, some improvements proposed to improve aesthetics and increase the pedestrian orientation on the corridor may be difficult to coordinate with FDOT.

The streetscape project is scheduled to start and be completed in FY 2006-07. The construction will be scheduled in two phases to provide as little disruption as possible to businesses and residents in the area. The break is at Rosery Road because the right-of-way narrows considerably from this intersection to Ponce De Leon Boulevard. The entire project will cost approximately \$1.8 million generally broken down as follows:

Phase 1a	West Bay Drive to 4 <sup>th</sup> Ave NW	\$250,000
Phase 1	4 <sup>th</sup> Ave NW to Rosery Road	\$782,500
Phase 2	Rosery Rd. to Ponce De Leon Blvd.	\$736,700

### **C. Streetscaping Program Components**

#### **1. Plant Sabal Palm trees every 25' to 50' to line the length of the corridor.**

The Sabal Palm has been selected to line Clearwater-Largo Road on each side of the right-of-way. The trees are to be planted every twenty-five (25) to fifty (50) feet, taking into account the required ten (10) foot clear sight triangles for driveways and thirty-five (35) foot clear sight triangles for cross-streets. Due to the narrowness of the right-of-way north of the Rosery Road intersection, most of the trees in this area will require planting on private property which may require easements.

The Sabal Palm is considered to be the most durable type of palm tree for the corridor environment. Nevertheless, an additional twenty-five (25) percent has been included in the tree installation cost to replace dead trees beyond the warranty period (warranties vary from ninety (90) days to one (1) year.)

Upon planting, the Sabal Palms will require daily watering for the first month, bi weekly for the next three months, and once per week for the next three-month period. Watering and other maintenance costs have

not been included in the estimate.

*Cost @ approximately \$150 per tree installed plus twenty-five (25) percent replacement.*

**2. Install low-level landscaping south of Rosery Road.**

The native, drought resistant *Lantana spp.* hedge is selected to line the length of the corridor. Each hedge should be planted at 2 to 3 foot intervals between the sidewalk and roadway. The right-of-way north of the Rosery Road is narrow causing landscaping to be limited in that area.

*Cost @ approximately \$3.50 per linear foot of sidewalk.*

**3. Install pedestrian-scaled lamp posts.**

The lamps, featuring ten to twelve (10-12) foot poles, will be erected at seventy (70) foot intervals. This would dictate about 150 poles be placed in the corridor area. Banner attachments may be retrofitted to the electrical street light poles at a later date. Therefore, the cost of the banners has not been incorporated into the following estimate.

*Cost @ approximately \$2,000.00 per post (includes installation, fixture, pole, and trenching).*

**4. Create community areas containing street benches and litter receptacles.**

Two landscaped community places will enhance natural vistas within the corridor. One area is proposed to be located west of Lake Villa Park, overlooking the lake. A second location is yet to be determined. Each area should consist of street benches, litter receptacles, and landscaping. Labor for installation and maintenance costs have not been included in the estimates. Easement(s) may be required to place the community areas on private property.

*Cost @ approximately \$400 per litter receptacle.*

*Cost @ approximately \$300 per street bench.*

**5. Install a "Welcome to Largo" sign near Belleair Place Shopping Center.**

The entrance sign may be incorporated into a lamp post design or be a monument sign surrounded by a planter and landscaping. An easement on private property may be required if a monument sign is chosen.

*Cost @ approximately \$1,400 for installation of a "Welcome to Largo" sign.*

**6. Construct three mid block pedestrian crosswalks with caution signals at key intersections (5<sup>th</sup> Avenue NW, South of 10<sup>th</sup> Ave NW, and South of 16<sup>th</sup> Ave NW).**

Three mid block crosswalks with caution signals are proposed. A crosswalk at these locations are intended to connect public parking areas to businesses, as well as provide safe access across Clearwater-Largo

Road, based on community input of existing high pedestrian crossing areas.

*Cost @ approximately \$30,000 per crossing.*

#### **7. Addition of Public Transportation Bus Shelters**

The City of Largo will coordinate with the Pinellas Suncoast Transit Authority (PSTA) to provide four (4) bus shelters along the Clearwater-Largo Road streetscape similar to those installed along West Bay Drive. Proposed locations include South of 4<sup>th</sup> Avenue SW, South of 8<sup>th</sup> Avenue NW, South of Rosery Road and South of 14<sup>th</sup> Avenue NW.

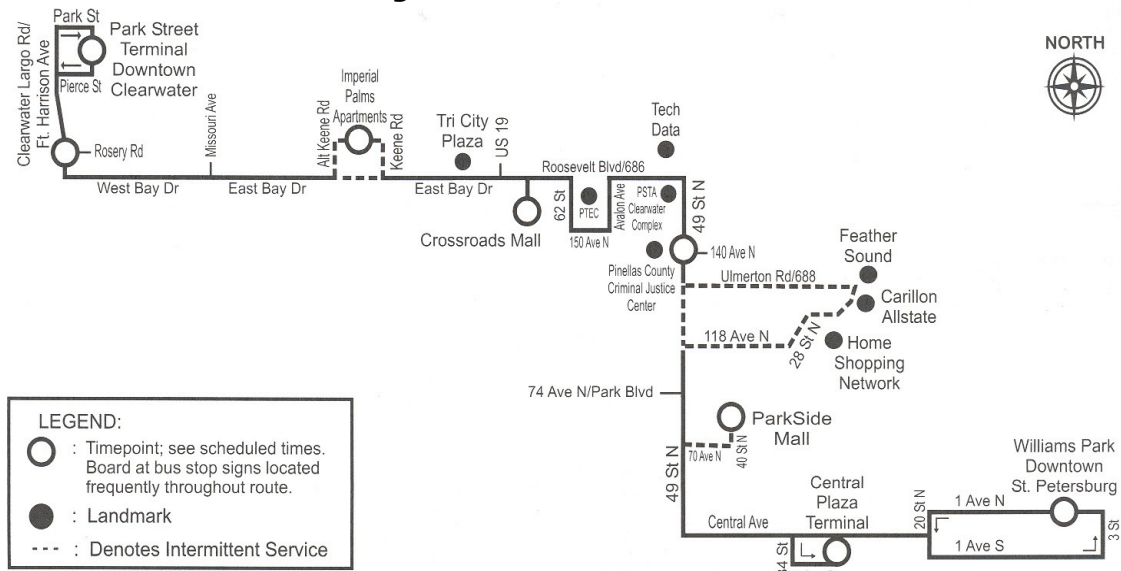
*Cost @ approximately \$7,000 each to complete the proposed shelters.*

#### **D. Public Transportation Assessment**

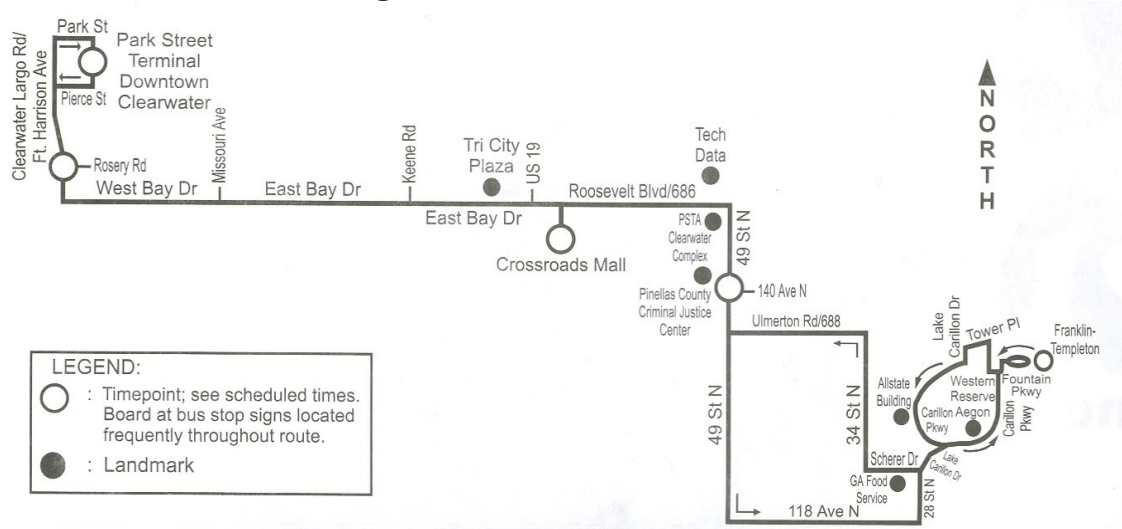
Within the existing Clearwater-Largo Road, the Pinellas Suncoast Transit Authority (PSTA) provides two (2) bus routes. Route 52 and Route 98 both stop at Rosery Road (see Figures 5.2a and 5.2b). Route 98 travels only Monday through Friday while Route 52 travels seven (7) days a week including holidays.

According to Mr. Jim Byers, PSTA Planning Department, Route 98 is a limited run for commuter service, estimated to transport 25,200 commuters in 2003-04, a five (5) percent increase from the previous year. Route 52 is estimated to transport 951,880 commuters for the 2003-04 fiscal year, a six (6) percent growth over the previous year. A detailed schedule for both routes can be found in the Appendix, Figure A.5. Once the streetscaping is complete, four (4) PSTA bus shelters will be provided for passenger's comfort and protection against the Florida weather.

**Figure 5.2a. PSTA Route 52**



**Figure 5.2b. PSTA Route 98**



In addition, to assist with the limited parking in this business corridor, the City of Largo may purchase or lease a trolley in the future. The purpose of the trolley is to provide a fifteen (15) minute loop of the downtown area. This will also encourage the public to visit the businesses and restaurants along the corridor by taking advantage of predetermined loading/exiting locations along Clearwater-Largo Road.

It is anticipated that one (1) new and one (1) used trolley would be required due to maintenance and/or repairs. For passenger loads of twenty-five (25) to to thirty-five (35), a mini-trolley would be needed which sells for approximately \$110,000 and for passenger loads of twenty (25) to fifty (50), a maxi-trolley would be necessary at a purchase price of



approximately \$120,000. Used trolleys vary in price but most likely for a trolley three (3) to five (5) years old, the cost would be \$55,000 to \$75,000. It is also possible to lease a trolley through PSTA.

#### **E. Parking Assessment**

The City of Largo developed one (1) public parking area on Clearwater-Largo Road adjacent to Holland Realty which has fifteen (15) general parking spaces and one (1) handicap parking space. The parking area is located 100 feet north of 4<sup>th</sup> Avenue NW on the east side of Clearwater-Largo Road. A parking study will be conducted to assess current and future parking needs.

#### **F. Potable Drinking Water Assessment**

The City of Largo purchases the majority of its potable water from Pinellas County but some residents are serviced by the City of Clearwater. Water distribution infrastructure is in place to meet current and future needs of the area according to the Pinellas County Water Utilities Department.

The Potable Water Section of the City of Largo Comprehensive Plan (Policy 2.1.2 and 2.1.3) calls for the cooperation and enforcement of Pinellas County's Concurrency Management System in enforcing the Level of Service (LOS) standards of 125 gallons per capita per day until 2005 and 120 gallons per capita per day thereafter. Our current demand per capita is below 100 gallons and according to the County Water Utility Operations Division, there is no concern about capacity meeting demand over the next thirty years in the CLR-CRD.

#### **G. Fire Hydrant Service Assessment**

New six (6) inch water lines were installed along Clearwater Largo Road resulting in good water pressure. A *Hydrant Flow Test by Hydrant* conducted by Largo Fire Prevention during fiscal year 2003-04 shows water system capacity for the eighty-two (82) fire hydrants throughout the CLR-CRD could accommodate additional demand attributed to redevelopment.

<b>Figure 5.3. CLR-CRD Fire Hydrant Classification Summary</b>		
<b><i>Hydrant Classification</i></b>	<b><i>Number of Hydrants</i></b>	<b><i>Percentage of Total</i></b>
A Green, 1000-1499 gpm@20psi	64	78.0
AA Blue, 1500+ gpm@20psi	14	17.1
B Orange, 500-999 gpm@20psi	3	3.7
U Undetermined	1	1.2

City of Largo fire Department 2004

For testing purposes twenty (20) pounds per square inch (psi) is the minimum standard the fire department utilizes for fighting fires, though they will go to zero if necessary to get maximum flow. The 82 hydrants within the CLR-CRD have static pressure between 42psi to 60psi.

#### **H. Stormwater Drainage Assessment**

The CLR-CRD is serviced by three drainage basins: McCay Creek (west of CLR), Belleair Creek (north from 8<sup>th</sup> Ave NW) and Starkey Road (east of CLR). The basins utilize creek and pipe conveyance. The intersection of Ponce de Leon and the Pinellas Trail in the Belleair Basin, has been a concern for flooding, but was corrected by design improvements through grading and enlarging swales at specific locations. This area was identified in a Clearwater-Largo Road Drainage Study in 1999.

The stormwater system does not utilize lift stations to pump water at this time but through retention, detention, over land creeks and swales, as well as the use of culverts, the stormwater drainage system is an efficient operation within the CLR-CRD area.

According to the City of Largo's 1999 Comprehensive Plan for Drainage (1.1), the city will enforce adopted stormwater quantity Level of Service (LOS) standards for each drainage basin through an annual assessment of drainage basin compliance with adopted quantity Level of Service standards based upon field observations, tracking of implemented stormwater management projects, and maintenance of the citywide stormwater conveyance system. The existing Level of Service for basins within the City of Largo is a C, though the adopted standard is level B for the 100 year storm event.

<b>Figure 5.4. Level of Service Standards for Stormwater Basins</b>					
<b>Type of Storm Event for All Basins</b>	<b>Level of Service (LOS) Standards</b>				
	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
Ten (10) year	x				
Twenty-five (25) year		x			
One Hundred (100) year			x		

Level A (Superior) – maximum water level below the tops of curbs and all traffic lanes open.

Level B (Excellent) – partial yard flooding and standing water on the shoulder traffic lanes.

Level C (Standard) – yards flooded, first floor of buildings dry, road flooded except for crown.

Level D (Substandard) – first floor of buildings flooded, water level up to six inches over the crown of the road.

Level E (Uncontrolled) – essentially no flood protection.

## **I. Stormwater Drainage Improvements.**

Based on a drainage study conducted by Tampa Bay Engineering and approved by the City Commission on September 21, 1999, drainage improvements in the amount of \$2.3 million are scheduled in the CLR-CRD. Details of the projects are reflected in Figure 5.5. These recommended projects include land acquisition, design and construction of a system of culverts, ditches, and detention ponds, which are classified into three different categories including:

### **1. Economic Development (Detention Projects)**

Projects that involve construction of detention areas, enhancement of existing detention areas, and improvements of conveyance to these detention areas. These projects are proposed to compensate for the increase in stormwater discharges from properties in the CLR-CRD and

provide the necessary stormwater treatment.

## 2. Drainage Improvements (Culvert and Ditch Projects)

Projects that involve construction of new drainage culverts and inlets, replacement of existing culverts, extensions to existing drainage culvert systems, and expansion or renovation of existing swales and ditches conveying stormwater. These projects are proposed to improve the runoff conveyance capacity of existing culverts, to improve flow conveyance, and reduce high ditch velocities and scour.

## 3. Water Quality

Projects that involve water quality improvements through sediment control, sediment removal, and other pollutant removal processes. These projects generally comply with the parameters associated with cooperative funding from the Southwest Florida Water Management District (SWFWMD).

<b>Figure 5.5. Public Drainage Improvements</b>								
<b>Project</b>	<b>Fund</b>	<b>FY 05</b>	<b>FY 06</b>	<b>FY 07</b>	<b>FY 08</b>	<b>FY 09</b>	<b>FY 10</b>	<b>Total</b>
Design	CDBG	\$260						\$260
1-detention	CDBG/LOST		\$225					\$225
2-treatment	CDBG/LOST				\$295	\$245		\$540
3-detention	CDBG/LOST		\$325					\$325
9-culvert	CDBG				\$48		\$280	\$328
10-culvert	CDBG				\$46		\$270	\$316
11-culvert	CDBG				\$5	\$35		\$40
13-culvert	CDBG/LOST				\$76	\$420		\$496
16-culvert	CDBG/LOST		\$35					\$35
Ponce De Leon Blvd	LOST						\$300	\$300
<b>Total</b>		<b>\$260</b>	<b>\$585</b>	<b>\$0</b>	<b>\$470</b>	<b>\$700</b>	<b>\$850</b>	<b>\$2,865</b>

**(All funds are in thousands)**

\* Includes land purchase of \$470,000

LOST – Local Option Sales Tax

CDBG - Community Development Block Grant

## J. Sanitary Sewer Assessment

The existing Level of Service standard of the system is to process 100 gallons per person. The permitted capacity of the plant is eighteen (18) million gallons per day (mgd) while the annual average flow is 12.655 mgd (see Figure 5.6). Through concurrency, the future flow commitments is approximately three (3) mgd, allowing ample capacity. At some point in the future the plant will need to be upgraded as discussed in The Sanitary Sewer Evaluation Study (SSES) by Tampa Bay Engineering (TBE) dated November 1999. However, specifics have not been decided at this time. Map 5.4, located at the conclusion of this chapter, shows the sanitary sewer line distribution and lift stations within the CLR-CRD.

There are four (4) lift stations that are used to serve the area of the CLR-

CRD located at Ponce de Leon (#3), 16<sup>th</sup> Avenue NW (#6), Lake Villa Park (#4), and 8<sup>th</sup> Avenue SW (#12). The Ponce De Leon lift station (#3) is being upgraded to a master station called the Northwest Lift Station. The upgrade to this lift station will provide future capacity for redevelopment of the entire northwest portion of the City of Largo.

During construction, lift station (#2), east of the CLR-CRD on Lake Avenue, will be upgraded because the sewer flow from station (#3) will be redirected during the first phase of construction, which could be completed in 2006. The second phase of the project will remove lift station (#6) and gravity flow to station (#3), which could be completed by 2006 or 2007.

<b>Figure 5.6. Sanitary Sewer</b>					
Level of Service	Population (April 2004)	Maximum Capacity	Average Annual Flow	Reserved Flow Concurrency	Capacity Surplus
100g/person	73,902	18mgd	12.655mgd	2.920mgd	<b>2.424mgd</b>

#### **K. Gas Utility Service Assessment**

Clearwater Gas serves the northwest area of the City of Largo and has a two (2) inch main line running along Clearwater-Largo Road, 4<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW, 16<sup>th</sup> Avenue NW, Beverly Avenue, and 10<sup>th</sup> Street (Palmer). There is a 1.25-inch line running along Rosery Road and a four (4) inch line runs along Ponce de Leon due to the old Belleair Shopping Center.

There are feeder lines throughout the entire CRD with the exception of some connectors between 4<sup>th</sup> Avenue NW and 5<sup>th</sup> Avenue NW. Clearwater Gas believes they can meet future demand with their existing infrastructure. Business customers are offered a 5-year fixed rate while residential pricing is based month to month set by the open stock market fluctuations. Clearwater Gas services and maintains the system up to the meter for all customers. Map 5.3, located at the conclusion of this chapter, shows the gas service line infrastructure within the CLR-CRD.

#### **L. Recreation & Park Facilities Assessment**

The Recreation & Open Space Comprehensive Plan Element states an objective to provide 7.5 acres of open space per 1000 population for residential development. Within the CLR-CRD Lake Villa Park, with limited amenities, provides a total of six (6) acres to the surrounding area (see Figure 5.7). There is also an open space area of two (2) acres located at 8<sup>th</sup> Avenue NW and the railroad track. This park has a nice canopy of trees but no amenities except a walkway connecting to Rosery Road. In the near future this two (2) acre parcel will be designed as a retention pond as identified in the CLR-CRD drainage study. Locations of both of these green spaces is located on the Character District Map (Map 3.1).

Two (2) additional parks, as well as the Pinellas Trail, are in close proximity and serve the area, but are outside the CLR-CRD. Citywide, including

Largo Central Park, the City maintains 500 acres of parkland.

<b>Figure 5.7. Parks &amp; Open Space</b>				
<b>Name of Park</b>	<b>Location</b>	<b>Size</b>	<b>Type</b>	<b>Amenities</b>
Lake Villa Park	619 6 <sup>th</sup> Avenue NW	6.0 acres	Outdoor, Neighborhood, Passive	Picnic, Playground, Lake
Northwest Park*	1599 6 <sup>th</sup> Avenue NW (southwest of the CLR-CRD)	2.5 acres	Outdoor, Neighborhood, Passive	Picnic, Playground, Benches
Woodrow Avenue Park	290 3 <sup>rd</sup> Avenue NW (south of CLR-CRD)	1.2 acres	Outdoor, Neighborhood, Passive	Picnic, Basketball, Playground, Benches
Green space	8 <sup>th</sup> Avenue NW & Railroad Tracks	2.0 acres	Open, Passive, Designated Retention Area	Green Space, Shade Trees, Narrow Walkway
Total		11.7 acres		
Pinellas Trail	Western Border of CLR-CRD	1.25 miles	Passive/Active for Walking, Running, Biking	47 Mile Asphalt Trail through Pinellas County

#### **M. Capacity Assessment of Public Schools**

There are no public schools within the CLR-CRD although there are four in close proximity. Largo Central Elementary School located east on Missouri Avenue, Largo High School located east and adjacent to Largo Central Elementary on Missouri Avenue, Mildred Helms Elementary School located south on Clearwater-Largo Road at 5<sup>th</sup> Avenue Southwest, and Largo Middle School located east on 8<sup>th</sup> Avenue Southwest adjacent to the railroad tracks and Public Works Complex.

Each of the schools still have the ability to handle additional students (see Figure 5.8). The construction of Largo High School in 2008-09 will increase student capacity to 2,543 according to the current design plans.

<b>Figure 5.8. Pinellas County Public Schools</b>			
<b>Name of School</b>	<b>Student Capacity Current Maximum</b>	<b>2004 Enrollment</b>	<b>Future Construction</b>
Largo High	2,493	2,321	2008-09
Largo Middle	1,427	1,271	2003 Renovation
Largo Central Elem	479	440	None
Mildred Helms Elem	710	638	None

Source: Pinellas County School Board, 2004

### **5.3 NEIGHBORHOOD INFRASTRUCTURE AND SERVICES**

## **ASSESSMENTS AND RECOMMENDED IMPROVEMENTS**

Improvements for the eight (8) neighborhood areas within the expanded CLR-CRD will incorporate infrastructure needs such as street paving and curbing, brick road construction, lighting, entrance signage with landscaping and irrigation, sidewalks, updating sanitation lines, undergrounding utilities, and installing reclaimed water. These improvements will establish a solid neighborhood and business environment that will support the CLR-CRD. The recommended practice is to enhance a street with all necessary infrastructure upgrades while the street is under construction.

### **A. Roadway Improvement Needs Assessment**

The City of Largo does not utilize a revolving scheduling plan to address periodic resurfacing of its roadways. The majority of streets within the CLR-CRD have not been improved since 1976 to 1985 as illustrated on the road resurfacing legend found on Map 5.1, located at the conclusion of this chapter. A detailed assessment, Figure A.4, can be found in the Appendix. This assessment provides information such as street names, last resurfacing period, estimated year for improvement, linear feet, estimated cost of improvements, and the affected neighborhood. There are eleven (11) streets identified which are recommended to be constructed in brick, which are located in three (3) neighborhoods:

1. Lake Villa - due to the proximity of existing brick streets to the south and to support continuity and the City's Main Street program;
2. Highland Park West – east to west streets that provide a nice streetscape from Clearwater-Largo Road to the Pinellas Trail; and
3. Glenellyn – east to west main streets that provide a nice streetscape from Clearwater-Largo Road leading to the Pinellas Trail.

### **B. Sidewalk Improvement Needs Assessment**

The Engineering Division proposed a master sidewalk plan to the City Commission on September 28, 2004 for commission feedback and subsequent funding through the budget process. The plan calls for sidewalks to connect parks and schools within one-half (½) mile, which will encompass the majority of the CLR-CRD.

The only neighborhood with an existing sidewalk network is Lake Villa, which is due to the Lake Villa Park access. Glenellyn has some sidewalks established for access to Northwest Park but they are still minimal. All sidewalks will be five (5) feet wide. Existing walkways, such as in Lake Villa, that are four (4) feet wide will be replaced with five (5) foot wide walkways. At the end of this chapter is Map 5.2, which illustrates the existing sidewalk infrastructure within the CLR-CRD.

The unincorporated areas to the north, which are in the planning area, and proposed for the CLR-CRD do not have sidewalks, nor do any of the other six (6) neighborhood areas at this time.

During fiscal year 2003-04, a sidewalk extension from 4<sup>th</sup> Street NW to Stremma Road was completed. This project will also improve drainage by

eliminating roadside ditches, which will reduce localized flooding.

The total cost to complete sidewalks is \$731,908, broken down by neighborhood within the CLR-CRD (Figure 5.9). Due to budget constraints, the priority will be to promote greater connectivity throughout the neighborhoods.

<b>Figure 5.9. Neighborhood Sidewalk Construction Estimates</b>				
<b>Neighborhood</b>	<b>Square Feet</b>	<b>New</b>	<b>Replacement</b>	<b>Total Dollars</b>
Lake Villa	25,880		x	\$116,462
Lake Placid	24,195	x		\$84,683
Highland Park E	44,015	x		\$154,054
Belmont	6,255	x		\$21,893
Belleair Place	8,810	x		\$30,835
Highland Park W	58,130	x		\$203,456
Glenellyn	34,435	x		\$120,525
<b>Total</b>	<b>201,720</b>			<b>\$731,908</b>

New construction is based on \$3.50 per square foot

Replacement construction is based on \$4.50 per square foot

Estimates are based on one-side of the street

Figure 5.10 illustrates the priority sidewalk locations. Additional funding should be sought to expand this list.

<b>Figure 5.10. Priority Sidewalk Locations</b>							
<b>Location</b>	<b>From</b>	<b>To</b>	<b>Sq. Feet</b>	<b>New</b>	<b>Replace</b>	<b>Existing/Potential Funding Sources</b>	<b>Total</b>
10 <sup>th</sup> St. NW	8 <sup>th</sup> Ave. NW	16 <sup>th</sup> Ave. NW	14,030	x	x	LOST/TIF/C-TIF/ CGT	\$55,661
6 <sup>th</sup> St. NW	CLR	Rosery Rd.	5,555	x			\$19,443
6 <sup>th</sup> St. NW	Rosery Rd.	16 <sup>th</sup> Ave. NW	6,395	x			\$22,383
Beverly Ave. NW	CSX Railroad	Pinellas Trail	12,165	x			\$42,578
16 <sup>th</sup> Avenue NW	CSX Railroad	Pinellas Trail	10,880	x			\$38,080
<b>Total</b>							<b>\$178,145</b>

New construction is based on \$3.50 per square foot

Replacement construction is based on \$4.50 per square foot

C-TIF – Tax Increment Financing

CGT - County Gas Tax

## 5.4 NEIGHBORHOOD SERVICE IMPROVEMENTS



## A. CRIME

Crime within the CLR-CRD as compared to the entire city is higher in every category except assault (listed in Figure 5.11.a below).

<b>Figure 5.11.a CRIME STATISTICS PER 1,000 POPULATION, 2000-2001</b>		
<b>OFFENSE</b>	<b>CLR-CRD</b>	<b>CITY</b>
Assault	36	33
Burglary	50	45
Disturbing the Peace	171	139
Domestic Violence	93	56
Drugs/Narcotics	19	10
Family Offenses	34	24
Motor Vehicle Theft	14	10
Suicide	13	9
Suspicious Activity	118	111

## B. COMMUNITY POLICING

The City of Largo Police Department divides the City into three Patrol Sectors (west, central and east). The CLR-CRD is located in the West Patrol Sector which includes twenty-one (21) officers covering a twenty-four (24) hour shift.

<b>Figure 5.11.b West Sector Police Coverage</b>	
Seven (7) Officers	7:00 a.m. - 3:00 p.m.
Eight (8) Officers	3:00 p.m. - 11:00 p.m.
Six (6) Officers	11:00 p.m. - 7:00 a.m.

The Police Department has received a Federal Grant to cover expenses for six (6) additional community service officers beginning January 1, 2005 to cover the three (3) sectors, based on need. For purposes of a focused effort on the CLR-CRD, the Police Department recommends the addition of two (2) officers specifically designated to the CLR-CRD. Figure 5.12 shows that the annual cost would be \$174, 200. Backup would be provided by the West Patrol Sector and the community officers.

<b>Figure 5.12 CLR-CRD Designated Community Police Officer Cost</b>						
Payroll and Benefits 2005	Vehicle & Maint.	Admin. and Training	Uniforms and Equipment	Misc. Expenses	<b>Total Cost per Officer</b>	Number of Officers
\$53,600	\$39,400	\$4,100	\$8,500	\$1,200	<b>\$87,100</b>	2

Vehicle is for two (2) officers @ \$37,000, balance for maintenance.

Total figure includes 50% vehicle or \$19,700

Source: City of Largo Police Department

## 5.5 NEIGHBORHOOD IMPROVEMENTS

Neighborhood improvements are an important element of the CLR-CRD. The area is deficient in many of the infrastructure needs necessary to upgrade the area to a stable section of the City of Largo. Figure 5.13 and Figure A.4 identifies the various needs and associated costs for improving the neighborhoods in the CLR-CRD.

<b>Figure 5.13. Neighborhood Improvements, Phasing, and Cost Estimates</b>				
<b>Task</b>	<b>Phasing</b>	<b>Estimated Cost</b>	<b>Existing/ Potential Funding Source</b>	<b>Comment</b>
<b>Neighborhood Capital Improvements</b>				
Brick Street Construction	2011-30	\$2,777,000	CGT, C-TIF, Grants	Construction of eleven brick streets based on \$200 per linear foot.
Burying Utilities	2021-30	\$3,000,000	LOST, C-TIF	Estimated \$1m/mile; Recommended project is three (3) miles of the total 8.9 miles.
Curbing	2011-30	\$240,900	CGT, C-TIF	\$25/LF for replacement. Based on ten (10) percent of curb length on both sides of street. (9,636x \$25)
Neighborhood Signage and Landscaping	2007-10	\$24,000	C-TIF, Tree fund, Grants	Entrance signs and landscaping for each neighborhood district
Park/Open Space	2021-30	\$150,000	CDBG, Parkland, Grants, C-TIF	Create additional parks or add amenities or land to Lake Villa Park
Park/Open Space	2006-07	\$50,000	CDBG, Parkland, Grants	Amenities added to Lake Villa Park
Sidewalks	2011-30	\$731,908	TIF, C-TIF	Based on \$3.50 per square foot
Street Lighting	2011-20	\$500,000	CGT, LOST, C-TIF	Overhead Street lighting; based on \$100k/mile new; Recommended project is five (5) miles of the total 8.9 miles.
Neighborhood Capital Improvements		\$7,473,808		
<b>Neighborhood Capital Improvements Enterprise Funded</b>				
Reclaimed Water	2021-30	\$2,000,000	Sewer	There are four (4) service areas in the CLR-CRD with one (1) neighborhood having access/opportunity to receive reclaimed water. Section 29, 30, 31 do not have access currently, but may gain access in the future based on policy direction.
<b>Neighborhood Maintenance</b>				
Sanitary Sewer	2011-20	\$1,400,000	Sewer, LOST	Replacement is \$52/LF. TV Camera reviews the condition. Cost is \$30 per foot for 8" pipe for lining. (47,249 x \$30)
Street Resurfacing	2011-30	\$445,848	CGT, Grants	Based on \$13 per linear foot.
Neighborhood Maintenance Total		\$1,845,848		
<b>Total</b>		<b>\$11,319,656</b>		

C- TIF – Tax Increment Financing for the CLR-CRD allocation of City/County portion located in Section 4-3  
TIF – Transportation Impact Fees  
LOST – Local Option Sales Tax  
CDBG - Community Development Block Grant

## 5.6 SUMMARY OF BUDGET IMPACTS

### A. CLR-CRD Public Improvements Plan

The CLR-CRD Public Improvements Plan (Figure 5.14) reflects present value dollars and does not adjust for future inflation. The cost estimates may not account for all necessary expenditures to complete the proposed projects. For projects involving city-supplied labor, installation costs are not included. Also, future maintenance costs associated with the improvements as well as any operational costs have not been included in the schedule. Projects funded by Transportation Impact Funds are all located in Impact Fee District Seven (7).

Project scope, phasing, and funding sources may vary as determined during specific project budget and planning phase. Revisions to the CLR-CRD Public Improvements Plan may be made by the City Commission during their annual budget process and shall be reflected in the City's adopted Annual Operating and Capital Improvement Budget. All changes shall be consistent with the goals, objectives, and policies of the CLR-CRD Plan. Consistent changes will not require an amendment of the CLR-CRD Plan.

<b>Figure 5.14. CLR-CRD Public Improvements Plan</b>										
<b>Project Type</b>	<b>Cost Estimate</b>	<b>Existing/Potential Funding Source</b>	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY 11-20</b>	<b>FY 21-30</b>
<b>Capital Improvements</b>										
Burying Utilities (CLR)	\$1,000,000	LOST, CDBG, C-TIF							x	x
CLR-CRD Streetscaping	\$1,800,000	LOST, TTF, CDBG, TIF	x							
Drainage/Storm-water Improvements	\$2,865,000	C-TIF*, Drainage, LOST, CDBG	x	x	x	x	x	x		
Neighborhood Capital Improvements	\$7,469,158	CDBG, CGT, C-TIF, SHIP, Grants, HOME, Parkland Dedication, TIF, TTF			x	x	x	x	x	x
Property Acquisition	\$4,000,000	CDBG; C-TIF*	x	x	x					
<b>Project Type</b>	<b>Cost Estimate</b>	<b>Existing/Potential Funding Source</b>	<b>FY05</b>	<b>FY06</b>	<b>FY07</b>	<b>FY08</b>	<b>FY09</b>	<b>FY10</b>	<b>FY 11-20</b>	<b>FY 21-30</b>

<b>Figure 5.14. CLR-CRD Public Improvements Plan</b>										
Public Parking Facility Development	\$120,000	C-TIF*					x			
<b>Capital Improvements Total</b>	<b>\$17,254,158</b>									
<b>Capital Improvements - Enterprise Funded</b>										
Reclaimed Water	\$2,000,000	Sewer								x
Sanitary Sewer Expansion	\$2,800,000	Sewer, LOST	x							
Sanitary Sewer Lines	\$1,400,000	Sewer, LOST							x	
<b>Capital Improvements - Enterprise Funded Total</b>	<b>\$6,200,000</b>									
<b>Programs</b>										
Business Assistance Programs	\$2,700,000	CDBG, C-TIF	x	x	x	x	x	x	x	x
Community Policing	\$696,700	C-TIF			x	x	x	x		
Professional Services	\$200,000	C-TIF				x	x	x	x	x
Relocation Counseling	\$500,000	CDBG, C-TIF*		x	x	x	x	x	x	
Special Events & Promotion	\$20,000	General, Grants		x	x	x	x	x	x	x
Street Resurfacing	\$312,186	CGT							x	x
Transportation - Trolley	\$195,000	LOST								x
<b>Total Program Costs</b>	<b>\$4,623,886</b>									
<b>Total Costs</b>	<b>\$28,078,044</b>									

C-TIF – Tax Increment Financing  
CDBG - Community Development Block Grant  
TIF – Transportation Impact Fees

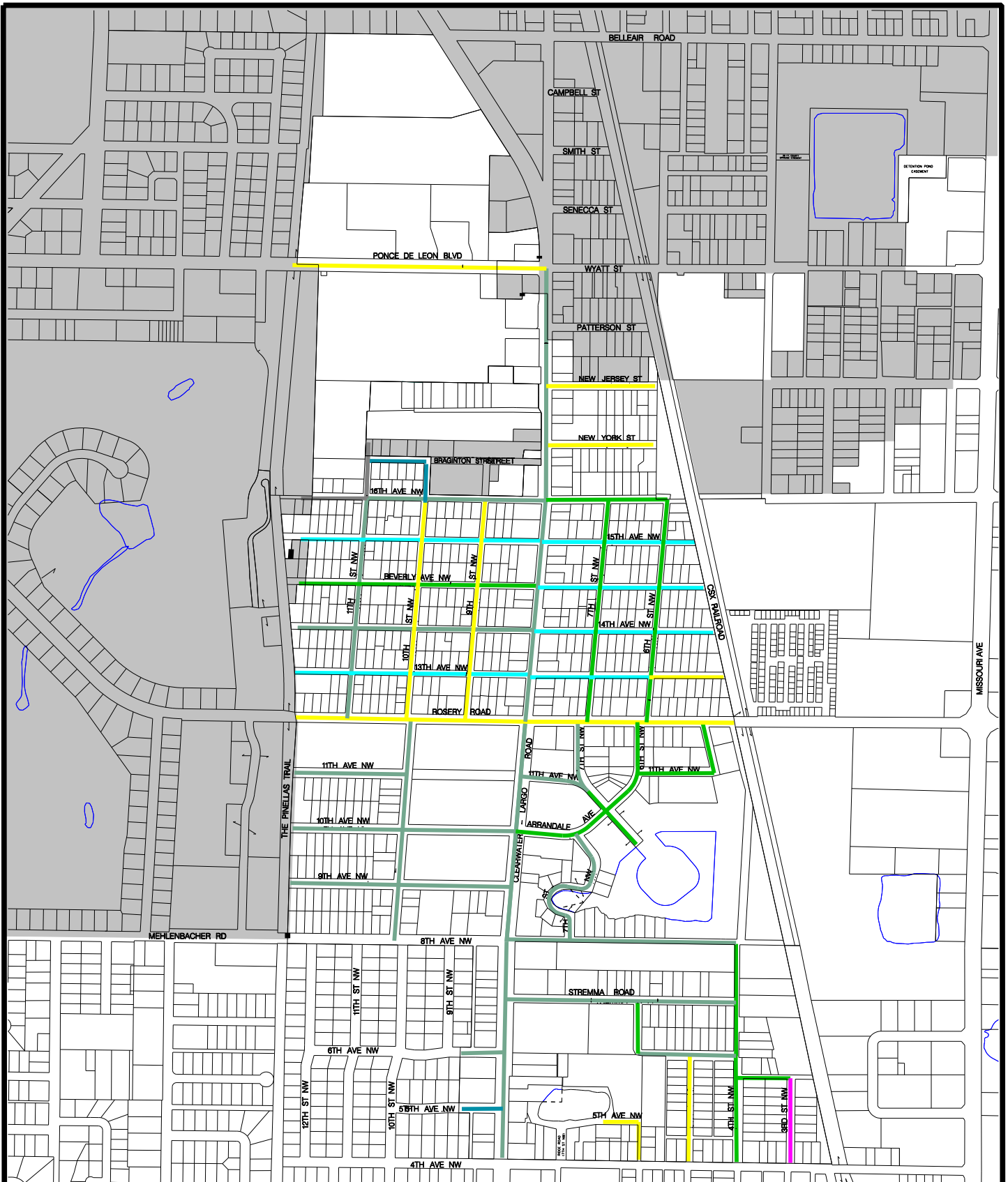
CGT - County Gas Tax (City Portion Only)  
LOST – Local Option Sales Tax (City Portion Only)  
TTF – Tree Trust Fund

\* The County portion of the C-TIF may only be used for these capital projects and relocation counseling. Neither the City or the County Portions of the C-TIF may be used for routine maintenance or enterprise funded systems.

## **B. Associated Annual Operating Expenses**

With several of the capital projects that will be accomplished, there will also be an element of ongoing operating expenses. These are identified in figure 5.15. Neither the City or the County portions of the C-TIF may be used to fund the the following annual operating expenses.

<b>Figure 5.15. Associated Operating Budget Impact</b>						
<b><i>Project</i></b>	<b><i>FY 2005</i></b>	<b><i>FY 2006</i></b>	<b><i>FY 2007</i></b>	<b><i>FY 2008</i></b>	<b><i>FY 2009</i></b>	<b><i>FY 2010</i></b>
Streetscaping		\$12,000	\$13,000	\$14,000	\$15,000	\$16,000
Public Drainage	\$7,000	\$8,000	\$9,000	\$10,000	\$11,000	\$12,000
Sidewalks/Landscaping	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000
Transportation/Trolley						\$18,000
<b>Total Operating Costs</b>	<b>\$17,000</b>	<b>\$30,000</b>	<b>\$32,000</b>	<b>\$34,000</b>	<b>\$36,000</b>	<b>\$56,000</b>



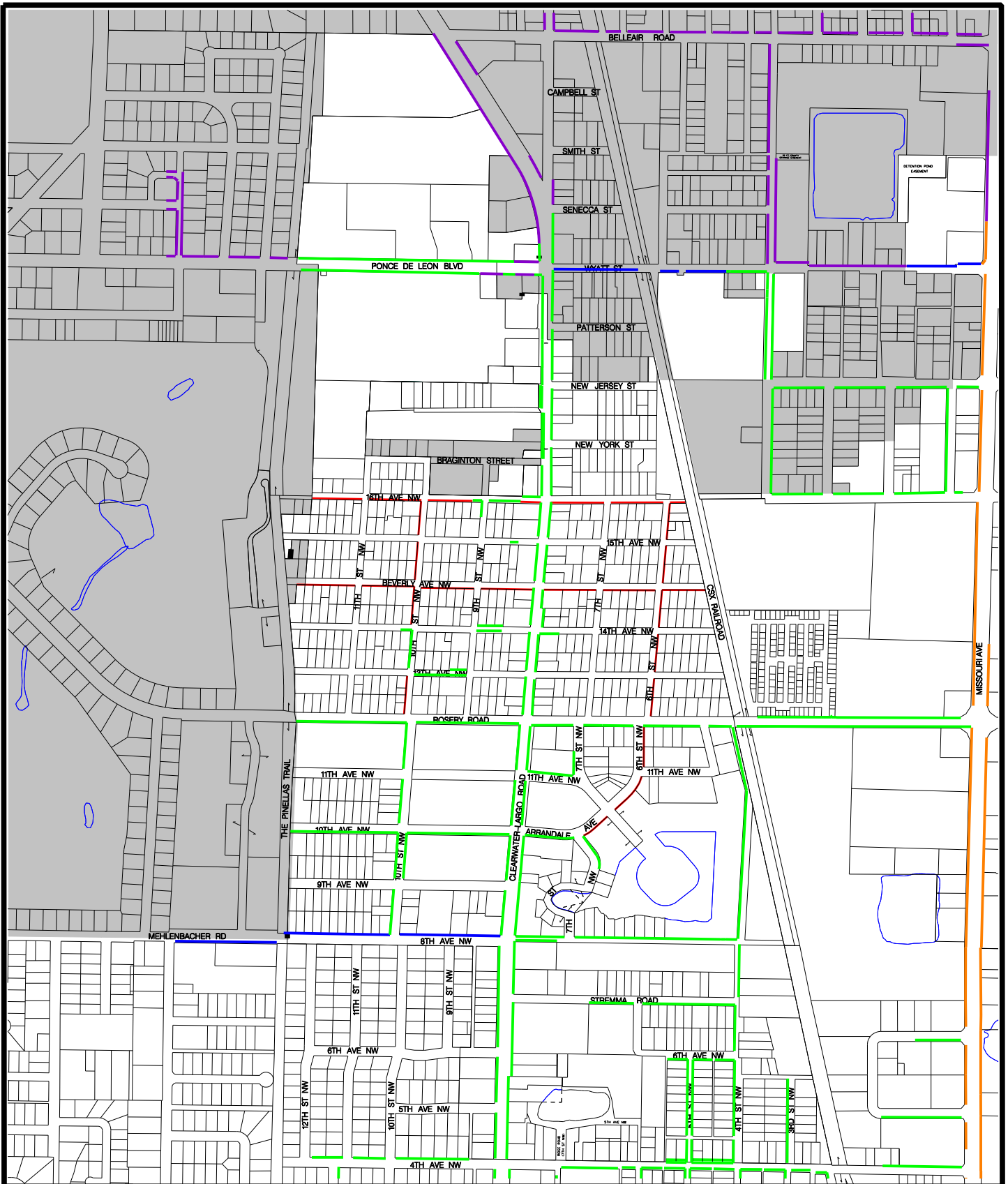
- |             |   |  |
|-------------|---|--|
| 2001 – 2003 | 1976 – 1980   | Clearwater-Largo Rd Redevelopment District |
| 1996 – 2000 | 1971 – 1975   |  |
| 1991 – 1995 | Unpaved Streets   | Largo City Limits                          |
| 1986 – 1990 |   | Outside Largo City Limits                  |
| 1981 – 1985 | NOTE:<br>THE LEGEND INDICATES THE APPROXIMATE PERIOD OF TIME IN WHICH THE STREET WAS LAST IMPROVED. |  |

MAP 5.1

## CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT DISTRICT ROAD RESURFACING MAP

Date: July, 2006  
This map was prepared by the City of Largo  
Community Development Department.





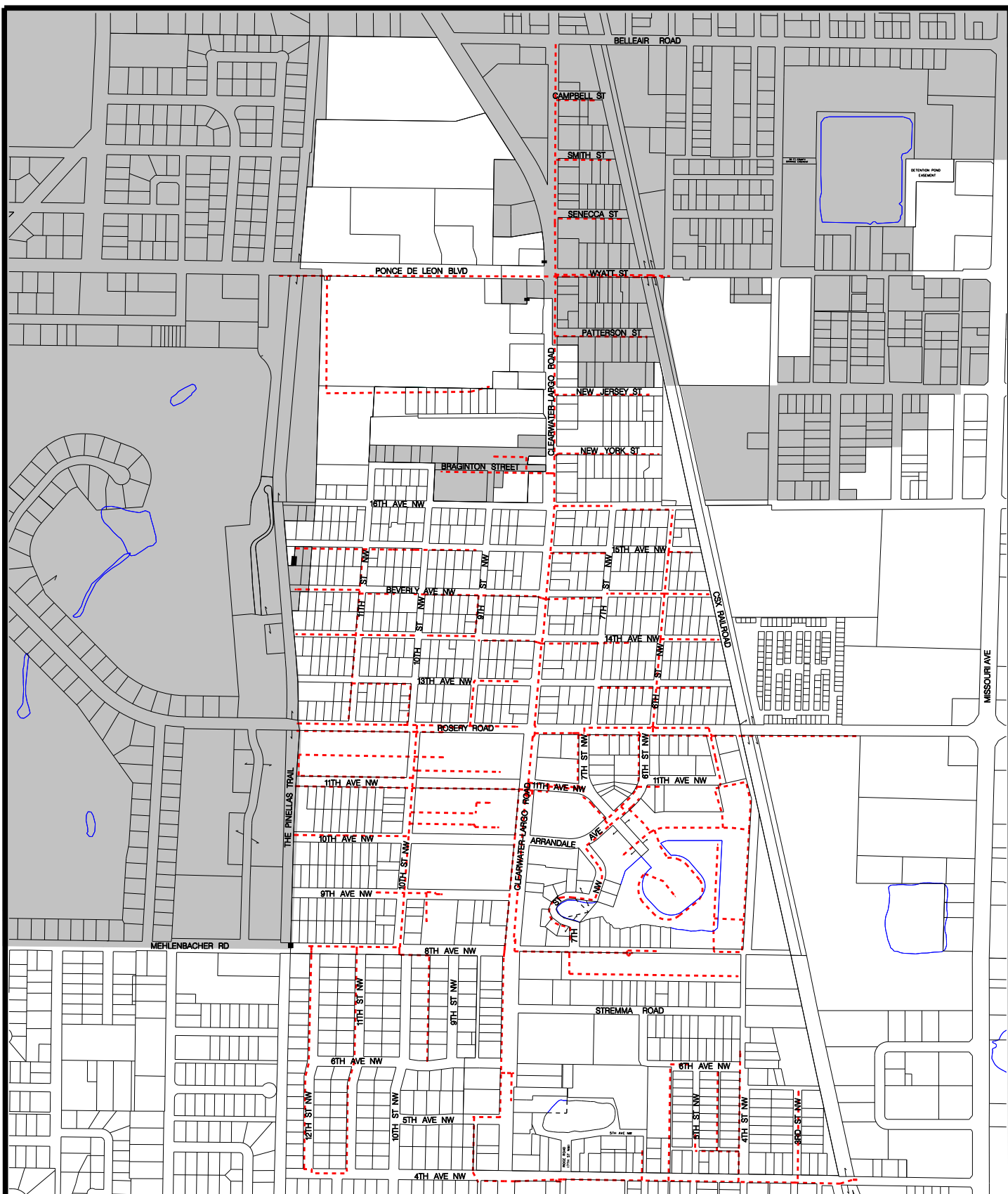
- |  |   |
|--|---|
| <span style="color: red;">—</span> CRD Priority Future Sidewalk Location | <span style="border: 2px solid black; display: inline-block; width: 20px; height: 10px;"></span> Clearwater-Largo Road Redevelopment District |
| <span style="color: green;">—</span> Largo Existing Sidewalk Location    | <span style="border: 1px solid black; display: inline-block; width: 20px; height: 10px;"></span> Largo City Limits                            |
| <span style="color: blue;">—</span> County Sidewalk Location             | <span style="background-color: gray; display: inline-block; width: 20px; height: 10px;"></span> Outside Largo City Limits                     |
| <span style="color: orange;">—</span> State Sidewalk Location            |   |
| <span style="color: purple;">—</span> Unknowns, St., Co., City           |   |

MAP 5.2  
**CLEARWATER-LARGO ROAD  
 COMMUNITY REDEVELOPMENT DISTRICT  
 SIDEWALK MAP**

Date: July, 2006  
 This map was prepared by the City of Largo  
 Community Development Department.







--- Gas Lines

□ Largo City Limits



Clearwater-Largo Road  
Redevelopment District

□ Outside Largo City Limits

MAP 5.3

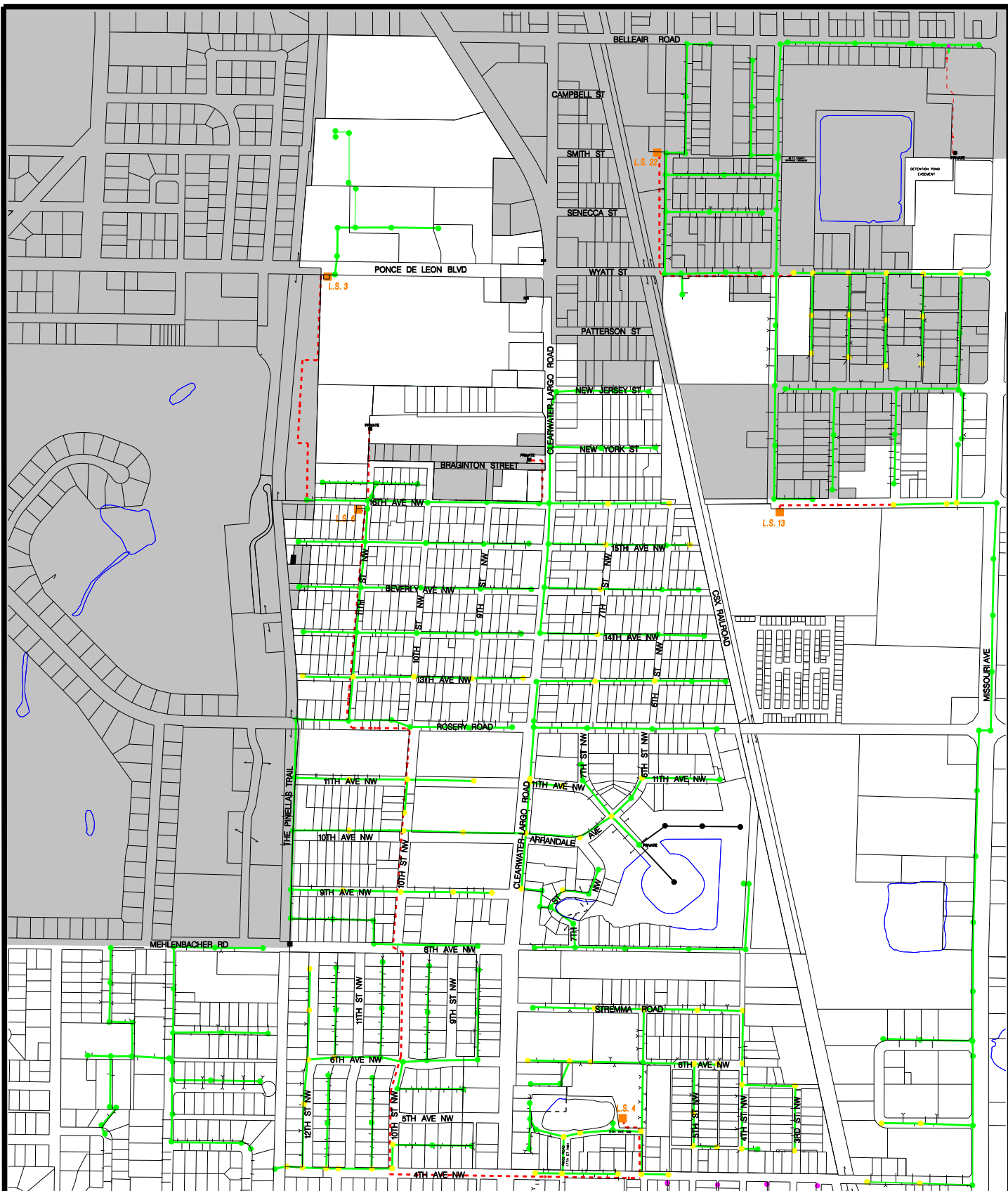
# CLEARWATER-LARGO ROAD COMMUNITY REDEVELOPMENT DISTRICT CLEARWATER GAS LINES MAP

Date: July, 2006

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



Scale: 1" = 800'

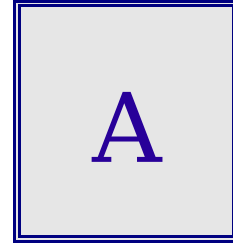


- |  |   |
|--|---|
| <span style="color: red;">---</span> Force Mains           | <span style="color: yellow;">●</span> Manholes (Fiberglass Lining)  |
| <span style="color: green;">—</span> Gravity Sewer Lines   | <span style="color: black;">●</span> Private Manholes   |
| <span style="color: black;">—</span> Private Sewer Lines   | <span style="border: 2px solid black; display: inline-block; width: 15px; height: 10px;"></span> Clearwater-Largo Road Redevelopment District |
| <span style="color: orange;">■</span> Lift Stations        | <span style="border: 1px solid grey; display: inline-block; width: 20px; height: 10px;"></span> Largo City Limits                             |
| <span style="color: black;">■</span> Private Lift Stations | <span style="background-color: lightgrey; display: inline-block; width: 20px; height: 10px;"></span> Outside Largo City Limits                |
| <span style="color: green;">●</span> Manholes              |   |

MAP 5.4  
CLEARWATER-LARGO ROAD  
COMMUNITY REDEVELOPMENT DISTRICT  
SANITARY SEWER DISTRIBUTION MAP

Date: July, 2006  
This map was prepared by the City of Largo  
Community Development Department.





## *Appendix*

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- A.1 Land Use**
- A.2 Buildout Scenario**
- A.3 Neighborhood Demographics**
- A. 4 Neighborhood Roadways**
- A. 5 Public Transportation**
- A.6 Legal Description**
- A.7 The Clearwater-Largo Road District (CLR-CRD) Plan Supplemental Package(CW 06-44)**
  - A.7.0. Cover letter to PPC staff referencing the content of the Supplemental Package**
  - A.7.1. Revised Boundary Description  
Revised Map 1.2**
  - A.7.2. “Traffic Impact Analysis for Clearwater-Largo Road”, prepared by Volkert & Associates, Inc.**
  - A.7.3. Mobility incentives contained in future Land Development Regulations (LDR's) and programmed streetscape improvements**
  - A.7.4. Portable drinking water assessment**
  - A.7.5 Stormwater drainage improvements**
  - A.7.6. Sanitary sewer improvements**
  - A.7.7. Legal description of the revised CLR-CRD Plan Area**
  - A.7.8. Additional Agreements**
  - A.7.9. Florida Department of Community Affairs Notice of Intent Letter**
  - A.7.10. Ordinance No. 2006-49**

## A.1 Land Use

<b>Figure A.1. CLR-CRD Land Use Designations</b>			
<b>Land Use</b>	<b>Land Area (Acres)</b>	<b>Percent of Land Area in CLR-CRD</b>	<b>Percent of Non-R.O.W. Land Area in CLR-CRD</b>
Neighborhood Residential	86.29	29.96%	38.58%
City Homes	38.30	13.30%	17.12%
Mixed Use	74.91	26.01%	33.49%
Professional Office	11.36	3.94%	5.08%
Recreation/Open Space	6.73	2.34%	3.01%
Transportation/Utility	0.04	0.01%	0.02%
ROW	64.38	22.34%	0.00%
Water	6.04	2.10%	2.70%
Total	288.05	100.00%	100.00%

Source: City of Largo Community Development Department and Pinellas County Property Appraiser's database, 2004

<b>Figure A.1.a Previous CLR-CRD Land Use Designations</b>			
<b>Land Use</b>	<b>Land Area (Acres)</b>	<b>Percent of Land Area in CLR-CRD</b>	<b>Percent of Non-R.O.W. Land Area in CLR-CRD</b>
Residential Low	1.12	0.39%	0.49%
Residential Urban	130.75	45.39%	56.67%
Residential Low Medium	1.94	0.67%	0.84%
Residential Medium	4.60	1.60%	1.99%
Community Redevelopment District	59.77	20.75%	25.91%
Residential/Office General	3.47	1.20%	1.50%
Commercial General	5.90	2.05%	2.56%
Institutional	3.61	1.25%	1.56%
Recreation/Open Space	6.51	2.26%	2.82%
Industrial Limited	5.24	1.82%	2.27%
Transportation/Utility	0.04	0.01%	0.02%
R-O-W	57.34	19.92%	0.00%
Water	7.76	2.69%	3.36%
Total	288.05	100.01%	100.00%

Source: City of Largo Community Development Department and Pinellas County Property Appraiser's database, 2004

<b>Figure A.1.b CLR-CRD Existing Land Use, 2004</b>				
<b>Land Use</b>	<b>Number of Parcels</b>	<b>2003 Taxable Value</b>	<b>Acreage</b>	<b>Percent of Non ROW Acreage</b>
<b>Residential</b>				
Apt house /boarding house (4-9 units)	10	\$1,206,400	3.47	1.6%
Apts (10-49 units)	3	\$1,065,000	1.15	0.5%
Duplex / triplex	86	\$6,548,200	14.00	6.3%
Mobile home co-op	100	\$947,700	6.15	2.7%
Mobile home park	9	\$6,139,000	27.00	12.1%
Mobile home in sub	2	\$38,800	1.68	0.8%
Other residential, garage, shed, workshop	1	\$25,800	0.16	0.1%
Retirement independent living	1	\$4,323,500	3.99	1.8%
Single-Family	478	\$17,443,800	74.61	33.4%
Single-Family more than one home on lot	44	\$2,734,800	9.12	4.1%
Vacant residential	25	\$655,700	4.08	1.8%
<b>RESIDENTIAL TOTALS</b>	<b>759</b>	<b>\$41,128,700</b>	<b>145.41</b>	<b>65.0%</b>
<b>Commercial</b>				
Auto garage / general repair	6	\$872,200	1.91	0.9%
Auto service center	1	\$461,000	0.77	0.3%
Bar	2	\$410,000	0.55	0.2%
Community Shopping Center	1	\$2,550,000	16.80	7.5%
Convenience Store	2	\$653,700	1.04	0.5%
Garage type rented to small business	3	\$1,595,200	4.32	1.9%
General non professional	5	\$588,000	0.80	0.4%
Hotel / motel	2	\$1,201,000	2.24	1.0%
Nursery/landscaping	1	\$156,500	0.54	0.2%
Professional office building	2	\$1,470,000	1.81	0.8%
Restaurant	6	\$1,765,000	2.96	1.3%
Store, freestanding	15	\$2,167,700	4.65	2.1%
Store, strip	5	\$1,006,500	1.53	0.7%
Store with office or apt above or rear	9	\$1,238,900	1.81	0.8%
Vacant commercial	29	\$1,607,600	8.84	4.0%
<b>COMMERCIAL TOTALS</b>	<b>89</b>	<b>\$17,743,300</b>	<b>50.57</b>	<b>22.6%</b>

<b>Figure A.1.b CLR-CRD Existing Land Use, 2004 (continued)</b>				
<b>Land Use</b>	<b>Number of Parcels</b>	<b>2003 Taxable Value</b>	<b>Acreage</b>	<b>Percent of Non ROW Acreage</b>
<b>Industrial</b>				
Food processing plant/bakery	1	\$38,100	0.13	0.1%
Lumber Yard	1	\$283,400	1.64	0.7%
Repair shop / not automotive	1	\$175,000	0.48	0.2%
Warehouse	3	\$522,000	1.56	0.7%
Vacant industrial	2	\$103,000	1.07	0.5%
<b>INDUSTRIAL TOTALS</b>	<b>8</b>	<b>\$1,121,500</b>	<b>4.88</b>	<b>2.2%</b>
<b>Public/Institutional</b>				
Assisted Living Facility	1	\$111,400	0.25	0.1%
Church/mission	3	\$169,700	0.72	0.3%
City owned	6	\$0	4.84	2.2%
Exempt properties (Red cross, res. & apt.	2	\$0	0.31	0.1%
Health center	1	\$2,234,000	4.16	1.9%
Home for aged	1	\$273,300	0.47	0.2%
Hospital	2	\$5,395,100	4.64	2.1%
Nursery school	1	\$400,000	0.73	0.3%
Sewage Disposal	1	\$100	0.65	0.3%
<b>PUBLIC/INSTITUTIONAL TOTAL</b>	<b>18</b>	<b>\$8,583,600</b>	<b>16.77</b>	<b>7.5%</b>
<b>Misc.</b>				
Right-of-Way	0	\$0	64.38	0.0%
Water	0	\$0	6.04	2.7%
<b>CLR-CRD TOTAL</b>	<b>874</b>	<b>\$68,577,100</b>	<b>288.05</b>	<b>100.0%</b>

SOURCE: Pinellas County Property Appraiser's database, 2003

## A.2. BUILDOUT SCENARIO

The following calculations provide for a buildout scenario on the basis of the base densities provided for within the Clearwater-Largo Road CRD and assume that in the Mixed Use Corridor Character District and the Community Redevelopment District FLUM Designation development will be comprised of sixty (60) percent residential and forty (40) percent commercial.

<b>Figure A.2. Buildout Scenario CLR-CRD Land Use Designations</b>					
<b>Land Use</b>	<b>Land Area (Acres)</b>	<b>Maximum Density per Acre</b>	<b>Maximum Housing Units</b>	<b>Maximum Intensity (FAR)</b>	<b>Maximum Commercial Square Footage</b>
	<b>(A)</b>	<b>(B)</b>	<b>(AxB=C)</b>	<b>(D)</b>	<b>(E=(A*43,560)x D)</b>
Neighborhood Residential	86.29	7.5	647.2	0.0	0.0
City Homes	38.3	15.0	574.5	0.0	0.0
Mixed Use	74.91	15.0	.6AxB=674.2	1.0	.4A x 43,560 = 1,305,231.8
Professional Office	11.36	0.0	0.0	0.6	296,905.0
Recreation/Open Space	6.73	0.0	0.0	0.0	0.0
Transportation/Utility	0.04	0.0	0.0	0.0	0.0
R-O-W	64.38	0.0	0.0	0.0	0.0
Water	6.04	0.0	0.0	0.0	0.0
<b>Total</b>	<b>288.05</b>		<b>1,895.9</b>		<b>1,602,136.8</b>



### A.2.a. BUILDOUT SCENARIO

The following calculations assume that the Neighborhood Residential and City Homes Districts will be completely builtout at maximum residential bonus densities and the Mixed Use Corridor Character District will be builtout at maximum densities at sixty (60) percent residential and forty (40) percent commercial.

<b>Figure A.2.a. Buildout Scenario CLR-CRD Land Use Designations</b>					
<b>Land Use</b>	<b>Land Area (Acres)</b>	<b>Maximum Density per Acre</b>	<b>Maximum Housing Units</b>	<b>Maximum Intensity (FAR)</b>	<b>Maximum Commercial Square Footage</b>
	<b>(A)</b>	<b>(B)</b>	<b>(AxB=C)</b>	<b>(D)</b>	<b>(E=(A*43,560)x D)</b>
Neighborhood Residential	86.29	30.0	2,588.7	0.0	0.0
City Homes	38.3	40.0	1,532.0	0.0	0.0
Mixed Use	74.91	40.0	.6AxB= 1,798.0	1.0	.4AX43,560= 1,305,231.8
Professional Office	11.36	0.0	0.0	0.6	296,905.0
Recreation/Open Space	6.73	0.0	0.0	0.0	0.0
Transportation/Utility	0.04	0.0	0.0	0.0	0.0
R.O.W.	64.38	0.0	0.0	0.0	0.0
Water	6.04	0.0	0.0	0.0	0.0
<b>Total</b>	<b>288.05</b>		<b>5,918.7</b>		<b>1,602,136.8</b>

<b>Figure A.2.b. Buildout Scenario Previous CLR-CRD Land Use Designations</b>					
<b>Land Use</b>	<b>Land Area (Acres)</b>	<b>Maximum Density per Acre</b>	<b>Maximum Housing Units</b>	<b>Maximum Intensity (FAR)</b>	<b>Maximum Commercial Square Footage</b>
	<b>(A)</b>	<b>(B)</b>	<b>(AxB=C) If mixed use *.60</b>	<b>(D)</b>	<b>(E=(A*43,560)x D) if mixed use*.40</b>
Residential Low	1.12	5.0	6	0.00	0.0
Residential Urban	130.75	7.5	981	0.00	0.0
Residential Low Medium	1.94	10.0	20	0.00	0.0
Residential Medium	4.60	15.0	69	0.00	0.0
Community Redevelopment District	59.77	15.0	539	0.60	624,859.5
Residential Office General	3.47	15.0	32	0.50	30,230.6
Commercial General	5.90	15.0	53	0.55	56,540.9
Institutional	3.61	12.5	45	0.75	0.0
Recreation/Open Space	6.51	0.0	0	0.00	0.0
Industrial Limited	5.24	0.0	0	0.65	148,365.4
Transportation/Utility	.04	0.0	0	0.00	0.0
R.O.W.	57.34	0.0	0	0.00	0.0
Water	7.76	0.0	0	0.00	0.0
<b>Total</b>	<b>288.05</b>		<b>1,745</b>		<b>859,996.4</b>

## A.3. Neighborhood Demographics

A.3. CLR-CRD Neighborhood Demographics															
NEIGHBORHOOD	Census Tract	Block Number	Population	% White	% Black	% American Indian	% Other	Median Age	Avg HH Size	Housing Units	Owner Occupied	Renter Occupied	Median Housing Value	Median HH Income	Per Capita Income
BELLEAIR PLACE <sup>1</sup>	255.04	1017	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1018	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1019	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1020	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1021	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1023	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1025	0	0	0	0	0	0	0	15	9	3	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1027	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1028	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1029	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1030	0	0	0	0	0	0	0	15	3	5	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1031	0	0	0	0	0	0	0	21	3	15	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1064	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1033	0	0	0	0	0	0	0	15	6	9	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1036	110	0.99	0.01	0	0	0	0	13	5	8	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1037	18	0.94	0.06	0	0	0	0	12	3	4	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1058	140	0.98	0	0	0.02	61.7	1.59	94	79	9	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1062	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1065	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1066	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELLEAIR PLACE	255.04	1035	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
<b>BELLEAIR PLACE TOTAL</b>			<b>268</b>	<b>0.97</b>	<b>0.02</b>	<b>0</b>	<b>0.01</b>	<b>61.7</b>	<b>1.59</b>	<b>195</b>	<b>110</b>	<b>61</b>	<b>\$34,000.00</b>	<b>\$21,486.00</b>	<b>\$17,105.00</b>
BELMONT	256.02	1028	61	0.79	0.14	0.01	0.08	37.8	2.6	30	17	10	\$34,000.00	\$21,486.00	\$17,105.00
BELMONT	256.02	1029	55	0.87	0	0	0.13	38.5	2.75	23	12	8	\$34,000.00	\$21,486.00	\$17,105.00
BELMONT	256.02	1030	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
BELMONT	255.04	1068	0	0	0	0	0	0	0	0	0	0	\$34,000.00	\$21,486.00	\$17,105.00
<b>BELMONT TOTAL</b>			<b>116</b>	<b>0.83</b>	<b>0.07</b>	<b>0.01</b>	<b>0.1</b>	<b>38.15</b>	<b>2.68</b>	<b>53</b>	<b>29</b>	<b>18</b>	<b>\$34,000.00</b>	<b>\$21,486.00</b>	<b>\$17,105.00</b>
GLENELLYN	256.02	2016	94	0.9	0.07	0	0.02	44.7	1.74	57	41	13	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2017	137	0.75	0.02	0	0.24	47.5	1.63	131	45	39	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2018	73	0.8	0.06	0	0.14	30.5	2.35	35	9	22	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2019	59	0.78	0.03	0	0.19	32.1	2.46	28	10	14	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2020	96	0.98	0.02	0	0	77.2	0	2	0	0	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2021	78	0.86	0.06	0	0.08	33	2	50	15	24	\$55,500.00	\$19,962.00	\$16,832.00
GLENELLYN	256.02	2022	78	0.87	0	0	0.13	39	2.69	29	19	10	\$55,500.00	\$19,962.00	\$16,832.00
<b>GLENELLYN TOTAL</b>			<b>615</b>	<b>0.85</b>	<b>0.04</b>	<b>0</b>	<b>0.13</b>	<b>43.43</b>	<b>2.15</b>	<b>332</b>	<b>139</b>	<b>122</b>	<b>\$55,500.00</b>	<b>\$19,962.00</b>	<b>\$16,832.00</b>
HIGHLAND PARK EAST	256.02	1025	42	0.88	0	0	0.12	23.3	3.5	15	9	3	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1026	26	1	0	0	0	44.5	2	13	7	6	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1027	10	0.6	0.4	0	0	35	2	6	4	1	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1028	61	0.79	0.14	0.01	0.08	37.8	2.6	30	17	10	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1031	37	0.78	0.22	0	0	33.5	2.06	21	3	15	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1032	24	0.54	0.33	0	0.13	36	2.4	10	2	8	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1034	15	1	0	0	0	31.5	1.88	15	6	9	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1035	12	1	0	0	0	46.5	2.4	7	3	2	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1036	31	0.97	0	0	0.03	30.5	2.38	13	5	8	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1037	18	0.94	0.06	0	0	33	2.57	12	3	4	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1038	17	1	0	0	0	45.5	2.13	9	4	4	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1039	11	1	0	0	0	30.5	2.2	7	2	3	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1040	34	0.79	0.21	0	0	29.5	1.79	19	1	18	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	1041	51	0.82	0.18	0	0	38.2	2.32	25	7	15	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK EAST	256.02	2026	152	0.9	0.03	0	0.07	35.5	2.05	90	35	39	\$55,500.00	\$19,962.00	\$16,832.00
<b>HIGHLAND PARK EAST TOTAL</b>			<b>541</b>	<b>0.87</b>	<b>0.1</b>	<b>0</b>	<b>0.03</b>	<b>35.39</b>	<b>2.29</b>	<b>292</b>	<b>108</b>	<b>145</b>	<b>\$55,500.00</b>	<b>\$19,962.00</b>	<b>\$16,832.00</b>
HIGHLAND PARK WEST	255.04	1070	30	0.93	0	0	0.07	32	2	15	12	3	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK WEST	255.04	1071	40	1	0	0	0	29.5	2.67	20	9	6	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK WEST	255.04	1073	31	0.9	0	0	0.1	37.3	2.21	15	9	5	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK WEST	255.04	1074	36	0.87	0	0	0.14	30.5	2.57	16	4	10	\$34,000.00	\$21,486.00	\$17,105.00
HIGHLAND PARK WEST	256.02	2000	13	1	0	0	0	36.5	1.86	7	3	4	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2001	28	0.75	0	0	0.25	27	2.8	12	3	7	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2002	53	0.32	0.49	0	0.19	17.8	3.53	18	3	12	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2003	24	0.92	0.04	0	0.04	42	1.6	17	7	8	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2004	29	0.76	0.03	0	0.21	27.5	2.07	16	7	7	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2005	4	0.75	0	0	0.25	43	1.33	5	1	2	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2006	15	0	0	0	0	24.8	2	7	2	3	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2007	17	0.88	0.06	0	0.06	56.5	1.42	13	8	4	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2008	26	0.69	0	0	0.31	45	1.82	13	7	4	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2009	24	0.83	0.08	0	0.08	38	1.85	13	7	6	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2010	16	1	0	0	0	46.5	1.6	14	7	3	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2011	13	0.69	0	0	0.31	44.5	2.6	6	4	1	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2012	25	0.88	0.02	0	0.08	35.8	1.79	19	14	5	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2013	19	0.95	0	0	0.05	53.5	1.58	17	5	7	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2014	35	0.83	0.09	0	0.09	37.3	2.33	17	3	12	\$55,500.00	\$19,962.00	\$16,832.00
HIGHLAND PARK WEST	256.02	2015	12	1	0	0	0	45	2	7	4	2	\$55,500.00	\$19,962.00	\$16,832.00
<b>HIGHLAND PARK WEST TOTAL</b>			<b>490</b>	<b>0.85</b>	<b>0.04</b>	<b>0</b>	<b>0.11</b>	<b>37.5</b>	<b>2.13</b>	<b>267</b>	<b>105</b>	<b>120</b>	<b>\$44,750.00</b>	<b>\$21,316.11</b>	<b>\$17,453.31</b>
LAKE PLACID	256.02	3003	160	0.94	0.04	0	0.02	62.7	1.73	116	74	19	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3008	78	1	0	0	0	75.6	1.42	87	51	4	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3009	0	0	0	0	0	0	0	0	0	0	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3012	26	0.96	0	0	0.04	46.3	1.73	17	3	12	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3013	17	0.88	0	0	0.12	51.5	1.21	29	1	13	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3014	6	0.86	0	0	0.14	35.5	1.2	8	0	5	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3015	41	0.73	0	0	0.27	24.5	3.42	15	7	5	\$16,700.00	\$20,219.00	\$14,653.00
LAKE PLACID	256.02	3016	30	0.9	0.03	0	0.07	42.5	2.31	14	3	10	\$16,700.00	\$20,219.00	\$14,653.00
<b>LAKE PLACID TOTAL</b>			<b>358</b>	<b>0.9</b>	<b>0</b>										

#### A.4 NEIGHBORHOOD ROADWAYS

The street resurfacing and brick reconstruction assessment does not include Clearwater-Largo Road since it is incorporated in the streetscape program. Curb pricing is based on ten (10) percent of the total liner footage multiplied by an estimated twenty-five (25) dollars per linear foot. This figure is multiplied by two (2) to include both sides of the street.

**Figure A.4 Roadway Improvement Needs Assessment**

<i><b>Street</b></i>	<i><b>Improvement</b></i>	<i><b>Year</b></i>	<i><b>Est. Year</b></i>	<i><b>LF</b></i>	<i><b>Cost/LF(\$)</b></i>	<i><b>Est. Cost</b></i>	<i><b>Neighborhood</b></i>
4 <sup>th</sup> Avenue NW	Asphalt	76-80	2006-10	2,000	13	\$26,000	Lake Villa
5 <sup>th</sup> Avenue NW	Asphalt	76-80	2006-10	415	13	\$5,395	Lake Villa
6 <sup>th</sup> Avenue NW	Asphalt	2001	2011-20	549	13	\$7,137	Lake Villa
Stremma Road	Brick Road	2003	2011-20	1,316	200	\$263,200	Lake Villa
3 <sup>rd</sup> Street NW	Asphalt	86-90	2006-10	504	13	\$6,552	Lake Villa
4 <sup>th</sup> Street NW	Brick Road	76-80	2006-10	1,303	200	\$260,600	Lake Villa
5 <sup>th</sup> Street NW	Asphalt	81-85	2006-10	607	13	\$7,891	Lake Villa
6 <sup>th</sup> Street NW	Asphalt	76-80	2006-10	302	13	\$3,926	Lake Villa
Ridge Rd NW	Brick Road	91-95	2006-10	180	200	\$36,000	Lake Villa
8 <sup>th</sup> Avenue NW	Asphalt	2003	2011-20	1,324	13	\$17,212	Lake Placid
6 <sup>th</sup> Street NW	Asphalt	76-80	2006-10	1,111	13	\$14,443	Lake Placid
11 <sup>th</sup> Ave NW	Asphalt	76-80 2003	2006-10	679	13	\$8,827	Lake Placid
5 <sup>th</sup> Street NW	Asphalt	76-80	2006-10	300	13	\$3,900	Lake Placid
7 <sup>th</sup> Street NW	Asphalt	76-80 01-03	2011-20	1,427	13	\$18,551	Lake Placid
Rosery Road	Asphalt			1,216	13	\$15,808	Highland Park E
13 <sup>th</sup> Ave NW	Asphalt	81-85 91-95	2006-10	1,334	13	\$17,342	Highland Park E
14 <sup>th</sup> Ave NW	Asphalt	91-95	2006-10	1,042	13	\$13,546	Highland Park E

**Figure A.4 Roadway Improvement Needs Assessment**

<b>Street</b>	<b>Improvement</b>	<b>Year</b>	<b>Est. Year</b>	<b>LF</b>	<b>Cost/LF(\$)</b>	<b>Est. Cost</b>	<b>Neighborhood</b>
15 <sup>th</sup> Ave NW	Asphalt	91-95	2006-10	882	13	\$11,466	Highland Park E
16 <sup>th</sup> Ave NW	Asphalt	76-80	2006-10	806	13	\$10,478	Highland Park E
Beverly Ave	Asphalt	91-95	2006-10	965	13	\$12,545	Highland Park E
6 <sup>th</sup> Street NW	Asphalt	76-80	2006-10	1,279	13	\$16,627	Highland Park E
7 <sup>th</sup> Street NW	Asphalt	76-80	2006-10	1,279	13	\$16,627	Highland Park E
New York Street	Asphalt	81-85	2006-10	626	13	\$8,138	Belmont
New Jersey Street	Asphalt	81-85	2006-10	625	13	\$8,125	Belmont
Patterson Street	Asphalt	Uninc.			13		Belmont
Wyatt Street	Asphalt				13		Belmont
Seneca Street	Asphalt	Uninc.			13		Belmont
Smith Street	Asphalt	Uninc.			13		Belmont
Campbell Street	Asphalt	Uninc.			13		Belmont
Clwtr Trailer City MHP	Asphalt				13		Belleair Place
Kakusha MHP	Asphalt				13		Belleair Place
Hudson Street	Asphalt	Uninc.		750	13	\$9,750	Belleair Place
Braginton Street	Asphalt	Uninc.		1,012	13	\$13,156	Belleair Place
16 <sup>th</sup> Ave NW	Brick Road	2003	2006-10	1,370	13	\$274,000	Highland Park W
15 <sup>th</sup> Ave NW	Brick Road	91-95	2021-30	1,514	200	\$302,800	Highland Park W
Beverly Avenue	Brick Road	76-80	2006-10	1,468	200	\$293,600	Highland Park W
14 <sup>th</sup> Ave NW	Brick Road	2003	2021-30	1,423	200	\$284,600	Highland Park W
13 <sup>th</sup> Ave NW	Brick Road	91-95	2011-20	1,380	200	\$276,000	Highland Park W
Clearwater-Largo Road	Asphalt			5,285	13	\$68,705	All Neighborhoods

**Figure A.4 Roadway Improvement Needs Assessment**

<b>Street</b>	<b>Improvement</b>	<b>Year</b>	<b>Est. Year</b>	<b>LF</b>	<b>Cost/LF(\$)</b>	<b>Est. Cost</b>	<b>Neighborhood</b>
9 <sup>th</sup> Street NW	Asphalt	81-85	2006-10	1,482	13	\$19,266	Highland Park W
10 <sup>th</sup> Street NW	Asphalt	81-85	2006-10	1,495	13	\$19,435	Highland Park W
11 <sup>th</sup> Street NW	Asphalt	2003	2011-20	1,494	13	\$19,422	Highland Park W
Rosery Road	Asphalt			1,345	13	\$17,485	Glenellyn
11 <sup>th</sup> Ave NW	Brick Road	2003	2011-20	1,329	200	\$265,800	Glenellyn
10 <sup>th</sup> Ave NW	Brick Road	2003	2006-10	1,311	200	\$262,200	Glenellyn
9 <sup>th</sup> Ave NW	Brick Road	2003	2021-30	1,291	200	\$258,200	Glenellyn
8 <sup>th</sup> Ave NW	Asphalt	2003	2011-20	1,346	13	\$17,498	Glenellyn
Palmer Street	Asphalt	2003	2011-20	265	13	\$3,445	Glenellyn
4 <sup>th</sup> Avenue NW	Asphalt	96-00	2006-10	150	13	\$1,950	Lucymar
5 <sup>th</sup> Avenue NW	Asphalt	96-00	2006-10	150	13	\$1,950	Lucymar
6 <sup>th</sup> Avenue NW	Asphalt	01-03	2011-20	250	13	\$3,250	Lucymar
Total Linear Feet				48,181			
CLR Linear Feet				5,285			
Total Brick						\$2,777,000	
Total Asphalt						\$445,848	
Curbing @ 10%						\$322,285	
Total Cost						\$3,545,133	

## A.5 PUBLIC TRANSPORTATION

The Pinellas Suncoast Transit authority services the CLR-CRD on a year round basis with two bus routes 52 and 98 respectively.

Figure A.5 Route 52 Weekly Service					
Mon - Fri	Mon - Fri	Saturday	Saturday	Sunday/Hol	Sunday/Hol
St. Pete/Clwr	Clwr/St. Pete	St. Pete/Clwr	Clwr/St. Pete	St. Pete/Clwr	Clwr/St. Pete
5:15 a.m.	5:40 a.m.	5:15 a.m.	5:40 a.m.	7:30 a.m.	8:10 a.m.
5:45 a.m.	6:10 a.m.	6:15 a.m.	6:40 a.m.	8:25 a.m.	9:10 a.m.
6:15 a.m.	6:40 a.m.	6:40 a.m.	7:10 .m.	9:25 a.m.	10:10 a.m.
6:40 a.m.	7:10 a.m.	7:35 a.m.	8:10 a.m.	10:25 a.m.	11:10 a.m.
7:10 a.m.	7:40 a.m.	8:25 a.m.	9:10 a.m.	11:25 a.m.	12:10 p.m.
7:35 a.m.	8:10 a.m.	9:25 a.m.	10:10 a.m.	12:25 p.m.	1:10 p.m.
8:00 a.m.	8:40 a.m.	10:25 a.m.	11:10 a.m.	1:25 p.m.	2:10 p.m.
8:25 a.m.	9:10 a.m.	11:25 a.m.	12:10 p.m.	2:25 p.m.	3:10 p.m.
9:00 a.m.	9:40 a.m.	12:25 p.m.	1:10 p.m.	3:25 p.m.	4:10 p.m.
9:25 a.m.	10:10 a.m.	1:25 p.m.	2:10 p.m.	4:25 p.m.	5:10 p.m.
9:55 a.m.	10:40 a.m.	2:25 p.m.	3:10 p.m.	5:25 p.m.	6:10 p.m.
10:25 a.m.	11:10 a.m.	3:25 p.m.	4:10 p.m.	6:20 p.m.	6:55 p.m.
10:55 a.m.	11:40 a.m.	4:25 p.m.	5:15 p.m.	7:20 p.m.	7:50 p.m.
11:25 a.m.	12:10 p.m.	5:30 p.m.	6:20 p.m.		
11:55 a.m.	12:40 p.m.	6:25 p.m.	6:55 p.m.		
12:25 p.m.	1:10 p.m.	7:20 p.m.	7:50 p.m.		
12:55 p.m.	1:40 p.m.	8:05 p.m.	----		
1:25 p.m.	2:10 p.m.	8:55 p.m.	9:25 p.m.		
1:55 p.m.	2:40 p.m.				
2:25 p.m.	3:10 p.m.				
2:55 p.m.	3:40 p.m.				
3:25 p.m.	4:10 p.m				
3:55 p.m.	4:40 p.m.				



<b>Figure A.5 Route 52 Weekly Service (continued)</b>					
<b>Mon – Fri</b>	<b>Mon – Fri</b>	<b>Saturday</b>	<b>Saturday</b>	<b>Sunday/Hol</b>	<b>Sunday/Hol</b>
St. Pete/Clwr	Clwr/St. Pete	St. Pete/Clwr	Clwr/St. Pete	St. Pete/Clwr	Clwr/St. Pete
4:25 p.m.	5:15 p.m.				
4:55 p.m.	5:40 p.m.				
5:30 p.m.	6:20 p.m.				
5:55 p.m.	---				
6:25 p.m.	6:55 p.m.				
6:55 p.m.	7:40 p.m.				
7:20 p.m.	---				
7:45 p.m.	8:20 p.m.				
8:05 p.m.	---				
8:55 p.m.	9:25 p.m.				
10:10 p.m.	---				

PSTA Route 52 Brochure Effective 4-20-03

All times are based on the Rosery Road/Clearwater-Largo Road destination point

<b>Figure A.5a Route 98 Weekly Commuter Service</b>		
Clearwater/Carillon	Carillon/Clearwater	The commuter route only operates Monday – Friday and does not include Holiday Service.
5:55 a.m.	4:55 p.m.	
6:25 a.m.	5:25 p.m.	
6:55 a.m.	5:55 p.m.	

PSTA Route 98 Brochure Effective 8-04-02

All times are based on the Rosery Road/Clearwater-Largo Road destination point

## A.6 LEGAL DESCRIPTION

**Project:**Clearwater-Largo Road Redevelopment District Legal Description

**Location:**Clearwater-Largo Road corridor, from South Fort Harrison Ave., south to 4<sup>th</sup> Ave. N.W.

**Prepared By:**The City of Largo, Community Development Department

**Date:** July 11, 2006, 11:28 AM

**Filename:** home/largo/cd/Planning2006/CLR-CRD\_2006/  
clrd\_plan\_final\_cleancopy\_aug23\_2006/CLRDAAppendix\_8\_23\_06

**Description Type:**Economic Redevelopment District Boundary

### 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):

- Section 27, Township 29 South, Range 15 East,
- Section 28, Township 29 South, Range 15 East,
- Section 33, Township 29 South, Range 15 East,
- Section 34, Township 29 South, Range 15 East,

And being more particularly described as follows:

Commence at the Northwest corner of the Northwest 1/4 of the Northwest 1/4 of Section 27, Township 29 South, Range 15 East, Pinellas County, Florida, the same also being a point of intersection between the centerline of Belleair Road [County Road 116], and the centerline of Myrtle Avenue; thence run S 00°19'55" W, along the West boundary line of the Northwest 1/4 of the Northwest 1/4 of said Section 27, said line also being the centerline of said Myrtle Avenue, a distance of 1,385.78 feet, to the Southwest corner of the Northwest 1/4 of the Northwest 1/4 of said Section 27, the same also being the Northwest corner of the Southwest 1/4 of the Northwest 1/4 of said Section 27, the same also being a point on the centerline of Wyatt Street, the same also being a point within the right-of-way of Clearwater-Largo Road [Alternate U.S. Highway 19 North]; thence run S 00°19'55" W, along the West boundary line of the Southwest 1/4 of the Northwest 1/4 of said Section 28, a distance of 428.51 feet; leaving said West boundary line, thence run S 89°40'05" E, a distance of 28.79 feet, to a point on the east right-of-way line of said Clearwater-Largo Road, the same also being the northwest corner of Lot 41, Block F, of "BELMONT – FIRST ADDITION", according to the map or plat thereof as recorded in Plat Book 6, Page 27, of the Public Records of Pinellas County, Florida, and the Point Of Beginning [P.O.B.].

From the Point Of Beginning,

1. Thence run S 89°48'54" E, along the north property line of said Lot 41, a distance of 125.00 feet, to the northeast corner of said Lot 41;
2. Thence run S 00°20'06" W, a distance of 250.00 feet, to a point on the north right-of-way line of New Jersey Street, the same also being the southeast corner of Lot 50, Block F, of said "BELMONT – FIRST ADDITION";
3. Thence run S 89°48'53" E, along the north right-of-way line of said New Jersey Street, a distance of 450.00 feet, to the southwest corner of Lot 20, Block F, of said "BELMONT – FIRST ADDITION";
4. Leaving said north right-of-way line, thence run N 00°20'05" E, along the west property line of said Lot 20, a distance of 149.94 feet, to the northwest corner of said Lot 20;
5. Thence run S 89°48'33" E, a distance of 34.87 feet, to a point on the approximate

westerly right-of-way line of Seaboard Coastline Railroad [also known as CSX Railroad], the same also being the northeast corner of Lot 19, Block F, of said "BELMONT – FIRST ADDITION";

6. Thence run S 12°18'06" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, the same also being the northeasterly property line of said Lot 19, a distance of 88.41 feet, to the east corner of said Lot 19;
7. Thence run S 12°18'06" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 781.61 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of Jasper Street, also known as 16<sup>th</sup> Avenue Northwest;
8. Thence run S 12°30'27" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 25.88 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said Jasper Street, the same also being the northeast corner of Lot 1, of "ROBIE PARK", according to the map or plat thereof as recorded in Plat Book 29, Page 24, of the Public Records of Pinellas County, Florida;
9. Thence run S 12°31'20" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 223.07 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 15<sup>th</sup> Avenue Northwest [formerly known as Highland Avenue], the same also being the southeast corner of Lot 5, of said "ROBIE PARK";
10. Thence run S 12°31'39" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 35.92 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said 15<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 4, Block 6, of "HIGHLAND PARK", according to the map or plat thereof as recorded in Plat Book 9, Page 24, of the Public Records of Pinellas County, Florida;
11. Thence run S 12°31'17" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 230.90 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of Beverly Avenue, the same also being the southeast corner of Lot 5, Block 6, of said "HIGHLAND PARK";
12. Thence run S 12°42'24" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 40.89 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said Beverly Avenue, the same also being the northeast corner of Lot 5, Block 15, of said "HIGHLAND PARK";
13. Thence run S 12°21'33" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 230.74 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 14<sup>th</sup> Avenue Northwest [formerly known as Wilcox Avenue], the same also being the southeast corner of Lot 6, Block 15, of said "HIGHLAND PARK";
14. Thence run S 12°52'39" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 40.93 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said 14<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 7, Block 16, of said "HIGHLAND PARK";
15. Thence run S 12°30'17" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 230.86 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 13<sup>th</sup> Avenue Northwest [formerly known as Beechwood Avenue], the same also being the

southeast corner of Lot 8, Block 16, of said "HIGHLAND PARK";

16. Thence run S 13°41'33" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 41.07 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said 13<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 9, Block 25, of said "HIGHLAND PARK";
17. Thence run S 12°24'28" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 230.78 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of Rosery Road [County Road 24], also known as 12<sup>th</sup> Avenue Northwest, the same also being the southeast corner of Lot 10, Block 25, of said "HIGHLAND PARK";
18. Leaving said westerly right-of-way line, thence run S 09°26'25" E, a distance of 63.56 feet, to a point of intersection between the approximate westerly right-of-way line of said Seaboard Coastline Railroad, and the south right-of-way line of said Rosery Road;
19. Thence run S 12°40'39" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 477.99 feet, to a point of intersection between said westerly right-of-way line, and the easterly right-of-way line of 4<sup>th</sup> Street Northwest;
20. Thence run S 12°39'14" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 828.01 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 8<sup>th</sup> Avenue Northwest;
21. Thence run S 13°34'22" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 30.94 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said 8<sup>th</sup> Avenue Northwest;
22. Thence run S 12°07'09" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 793.62 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 5<sup>th</sup> Avenue Northwest;
23. Thence run S 12°23'32" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 25.68 feet, to a point of intersection between said westerly right-of-way line, and the south right-of-way line of said 5<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 1, Block B, of "WALSINGHAM'S ADDITION TO LARGO, FLORIDA", according to the map or plat thereof as recorded in Plat Book 24, Page 61, of the Public Records of Pinellas County, Florida;
24. Thence run S 12°23'56" E, along the approximate westerly right-of-way line of said Seaboard Coastline Railroad, a distance of 517.29 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of 4<sup>th</sup> Avenue Northwest, the same also being the southeast corner of Lot 11, Block B, of said "WALSINGHAM'S ADDITION TO LARGO, FLORIDA";
25. Leaving said westerly right-of-way line, thence run N 89°08'20" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, 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 3<sup>rd</sup> Street Northwest, the same also being the southwest corner of Lot 8, Block B, of said "WALSINGHAM'S ADDITION TO LARGO, FLORIDA";
26. Thence run N 89°08'20" W, a distance of 50.00 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-

of-way line of said 3<sup>rd</sup> Street Northwest, the same also being the southeast corner of Lot 12, Block A, of said "WALSINGHAM'S ADDITION TO LARGO, FLORIDA";

27. Thence run N 89°08'20" W, along the north right-of-way line of said 4<sup>th</sup> 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 4<sup>th</sup> Street Northwest, the same also being the southwest corner of Lot 8, Block A, of said "WALSINGHAM'S ADDITION TO LARGO, FLORIDA";
28. Thence run N 89°56'28" W, a distance of 59.66 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-of-way line of said 4<sup>th</sup> Street Northwest, the same also being the southeast corner of Lot 10, of "OAKWOOD HEIGHTS", according to the map or plat thereof as recorded in Plat Book 9, Page 13, of the Public Records of Pinellas County, Florida;
29. Thence run N 89°07'12" W, along the north right-of-way line of said 4<sup>th</sup> 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 5<sup>th</sup> Street Northwest [formerly known as Orange Street], the same also being the southwest corner of Lot 13, of said "OAKWOOD HEIGHTS";
30. Thence run N 89°07'12" W, a distance of 40.00 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-of-way line of said 5<sup>th</sup> Street Northwest, the same also being the southeast corner of Lot 32, of said "OAKWOOD HEIGHTS";
31. Thence run N 89°07'12" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, a distance of 120.26 feet, to the southwest corner of Lot 33, of said "OAKWOOD HEIGHTS";
32. Thence run N 89°07'16" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, a distance of 9.94 feet;
33. Thence run N 89°07'12" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, 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;
34. Thence run N 89°07'12" W, a distance of 20.00 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-of-way line of said Court Street;
35. Thence run N 89°07'12" W, along the north right-of-way line of said 4<sup>th</sup> 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, also known as 7<sup>th</sup> Street Northwest, the same also being the southwest corner of Lot 1, Block 2, of "LAKE VILLA SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 9, Page 115, of the Public Records of Pinellas County, Florida;
36. Thence run N 89°07'12" W, a distance of 60.00 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-of-way line of said Ridge Road, the same also being the southeast corner of Lot 27, Block 1, of said "LAKE VILLA SUBDIVISION";
37. Thence run N 89°07'12" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, a distance of 289.68 feet, to a point of intersection between the said north right-of-way line, and the east right-of-way line of said Clearwater-Largo Road, the same also being the southwest corner of Lot 20, Block 1, of said "LAKE VILLA SUBDIVISION";

38. Thence run N 89°02'14" W, a distance of 81.94 feet, to a point of intersection between the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, and the west right-of-way line of said Clearwater-Largo Road, the same also being the southeast corner of Lot 1, Block 1, of "LUCYMAR SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 31, Page 70, of the Public Records of Pinellas County, Florida;
39. Thence run N 89°23'34" W, along the north right-of-way line of said 4<sup>th</sup> Avenue Northwest, a distance of 130.00 feet, to the southwest corner of said Lot 1;
40. Thence run N 89°23'34" W, a distance of 20.00 feet, to the southeast corner of Lot 2, Block 1, of said "LUCYMAR SUBDIVISION";
41. Leaving said north right-of-way line, thence run N 01°12'29" E, a distance of 272.85 feet, to a point on the south right-of-way line of 5<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 13, Block 1, of said "LUCYMAR SUBDIVISION";
42. Thence run N 89°21'30" W, along the south right-of-way line of said 5<sup>th</sup> Avenue Northwest, a distance of 65.00 feet, to the northwest corner of said Lot 13;
43. Leaving said south right-of-way line, thence run N 01°13'26" E, a distance of 60.00 feet, to a point on the north right-of-way line of said 5<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 2, Block 11, of "SIXTH ADDITION TO LUCYMAR SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 37, Page 70, of the Public Records of Pinellas County, Florida;
44. Leaving said north right-of-way line, thence run N 01°12'39" E, a distance of 272.88 feet, to a point on the south right-of-way line of 6<sup>th</sup> Avenue Northwest, the same also being the northwest corner of Lot 1, Block 11, of said "SIXTH ADDITION TO LUCYMAR SUBDIVISION";
45. Thence run N 01°12'39" E, a distance of 59.92 feet, to a point on the north right-of-way line of 6<sup>th</sup> Avenue Northwest, the same also being a point on the south property line of Lot 8, Block 6, of "SECOND ADDITION TO LUCYMAR SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 36, Page 10, of the Public Records of Pinellas County, Florida;
46. Thence run S 89°19'26" E, along the north right-of-way line of said 6<sup>th</sup> Avenue Northwest, a distance of 63.97 feet, to the southeast corner of Lot 8, Block 6, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";
47. Leaving said north right-of-way line, thence run N 01°12'28" E, a distance of 605.69 feet, to a point on the south right-of-way line of Mehlenbacher Road, also known as 8<sup>th</sup> Avenue Northwest, the same also being the northeast corner of Lot 1, Block 6, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";
48. Thence run N 89°15'22" W, along the south right-of-way line of said Mehlenbacher Road, a distance of 110.00 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 9<sup>th</sup> Street Northwest, the same also being the northwest corner of Lot 1, Block 6, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";
49. Thence run N 89°14'59" W, a distance of 60.00 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of said 9<sup>th</sup> Street Northwest, the same also being the northeast corner of Lot 1, Block 7, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";
50. Thence run N 89°14'59" W, along the south right-of-way line of said Mehlenbacher Road, a distance of 220.00 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 10<sup>th</sup> Street Northwest, the same also being the northwest corner of Lot 16, Block 7, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";



51. Thence run N 89°14'59" W, a distance of 60.00 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of said 10<sup>th</sup> Street Northwest, the same also being the northeast corner of Lot 1, Block 8, of said "SECOND ADDITION TO LUCYMAR SUBDIVISION";
52. Thence run N 89°14'59" W, along the south right-of-way line of said Mehlenbacher Road, a distance of 212.00 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 11<sup>th</sup> Street Northwest, the same also being the northwest corner of Lot 16, Block 8, of "FIFTH ADDITION TO LUCYMAR SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 38, Page 14, of the Public Records of Pinellas County, Florida;
53. Thence run N 89°14'58" W, a distance of 60.00 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of said 11<sup>th</sup> Street Northwest, the same also being the northeast corner of Lot 1, Block 9, of said "FIFTH ADDITION TO LUCYMAR SUBDIVISION";
54. Thence run N 89°14'58" W, along the south right-of-way line of said Mehlenbacher Road, a distance of 212.00 feet, to a point of intersection between said south right-of-way line, and the east right-of-way line of 12<sup>th</sup> Street Northwest, the same also being the northwest corner of Lot 16, Block 9, of said "FIFTH ADDITION TO LUCYMAR SUBDIVISION";
55. Thence run N 89°14'58" W, a distance of 60.00 feet, to a point of intersection between said south right-of-way line, and the west right-of-way line of said 12<sup>th</sup> Street Northwest, the same also being the northeast corner of Lot 1, Block 5, of said "FIFTH ADDITION TO LUCYMAR SUBDIVISION";
56. Thence run N 89°14'58" W, along the south right-of-way line of said Mehlenbacher Road, a distance of 115.43 feet, to a point of intersection between said south 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], the same also being the northwest corner of Lot 1, Block 5, of said "FIFTH ADDITION TO LUCYMAR SUBDIVISION";
57. Leaving said south right-of-way line, thence run N 01°27'51" E, a distance of 62.90 feet, to a point of intersection between the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, and the north right-of-way line of said Mehlenbacher Road, the same also being the southwest corner of Lot 16, Block A, of "GENESEE HEIGHTS UNIT NO. 1", according to the map or plat thereof as recorded in Plat Book 12, Page 77, of the Public Records of Pinellas County, Florida;
58. Thence run N 01°28'58" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 267.77 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of 9<sup>th</sup> Avenue Northwest [formerly known as Lee Avenue], the same also being the northwest corner of Lot 15, Block A, of said "GENESEE HEIGHTS UNIT NO. 1";
59. Thence run N 01°43'18" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 60.05 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 9<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 20, Block C, of "GLENELLYN SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 12, Page 86, of the Public Records of Pinellas County, Florida;
60. Thence run N 01°33'53" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 270.83 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of 10<sup>th</sup> Avenue Northwest [formerly known as Concord Avenue], the same also being the northwest corner of Lot 1, Block C, of said "GLENELLYN SUBDIVISION";



61. Thence run N 01°32'44" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 59.99 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 10<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 15, Block C, of "RE-PLAT OF ALTA VISTA", according to the map or plat thereof as recorded in Plat Book 12, Page 76, of the Public Records of Pinellas County, Florida;
62. Thence run N 02°36'54" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 270.90 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of 11<sup>th</sup> Avenue Northwest [formerly known as Lexington Avenue], the same also being the northwest corner of Lot 16, Block C, of said "RE-PLAT OF ALTA VISTA";
63. Thence run N 04°05'01" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 60.15 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 11<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 15, Block B, of said "RE-PLAT OF ALTA VISTA";
64. Thence run N 03°51'02" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 271.15 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of said Rosery Road, the same also being the northwest corner of Lot 16, Block B, of said "RE-PLAT OF ALTA VISTA";
65. Leaving said east right-of-way line, thence run N 09°46'36" W, a distance of 60.79 feet, to a point of intersection between the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, and the north right-of-way line of said Rosery Road, the same also being the southwest corner of Lot 7, Block 35, of "HIGHLAND PARK", according to the map or plat thereof as recorded in Plat Book 12, Page 48, of the Public Records of Pinellas County, Florida;
66. Thence run N 01°00'37" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 7, Block 35, of said "HIGHLAND PARK", a distance of 114.01 feet, to the northwest corner of said Lot 7, the same also being the southwest corner of Lot 6, Block 35, of said "HIGHLAND PARK";
67. Thence run N 01°14'34" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 6, Block 35, of said "HIGHLAND PARK", a distance of 113.84 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of 13<sup>th</sup> Avenue Northwest [formerly known as Beechwood Avenue], the same also being the northwest corner of said Lot 6;
68. Thence run N 02°58'01" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 40.01 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 13<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 8, Block 34, of said "HIGHLAND PARK";
69. Thence run N 04°14'12" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 8, Block 34, of said "HIGHLAND PARK", a distance of 114.22 feet, to the northwest corner of said Lot 8, the same also being the southwest corner of Lot 7, Block 34, of said "HIGHLAND PARK";
70. Thence run N 05°00'55" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 7, Block 34, of said "HIGHLAND PARK", a distance of 114.37 feet, to a point of intersection

between said east right-of-way line, and the south right-of-way line of 14<sup>th</sup> Avenue Northwest [formerly known as Wilcox Avenue], the same also being the northwest corner of said Lot 7;

71. Thence run N 05°01'57" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 40.13 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 14<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 9, Block 33, of said "HIGHLAND PARK";
72. Thence run N 05°00'55" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 9, Block 33, of said "HIGHLAND PARK", a distance of 114.01 feet, to the northwest corner of said Lot 9;
73. Leaving said east right-of-way line, thence run S 89°13'43" E, a distance of 38.26 feet, to the southwest corner of Lot 7, Block 33, of said "HIGHLAND PARK";
74. Thence run N 04°33'29" E, along the west property line of Lot 7, Block 33, of said "HIGHLAND PARK", a distance of 114.29 feet, to a point on the south right-of-way line of Beverly Avenue, the same also being the northwest corner of said Lot 7;
75. Thence run S 89°07'08" E, along the south right-of-way line of said Beverly Avenue, the same also being the north property line of Lot 7, Block 33, of said "HIGHLAND PARK", a distance of 50.00 feet, to the northeast corner of said Lot 7;
76. Leaving said south right-of-way line, thence run N 04°33'29" E, a distance of 40.00 feet, to a point on the north right-of-way line of said Beverly Avenue, the same also being the southwest corner of Lot 12, Block 32, of said "HIGHLAND PARK";
77. Thence run N 04°33'29" E, a distance of 228.00 feet, to a point on the south right-of-way line of 15<sup>th</sup> Avenue Northwest [formerly known as Highland Avenue], the same also being the northwest corner of Lot 6, Block 32, of said "HIGHLAND PARK";
78. Thence run N 89°07'08" W, along the south right-of-way line of said 15<sup>th</sup> Avenue Northwest, a distance of 100.00 feet, to the northeast corner of Lot 9, Block 32, of said "HIGHLAND PARK";
79. Leaving said south right-of-way line, thence run S 04°33'29" W, along the east property line of Lot 9, Block 32, of said "HIGHLAND PARK", a distance of 114.00 feet, to the southeast corner of said Lot 9;
80. Thence run N 89°07'08" W, along the south property line of Lot 9, Block 32, of said "HIGHLAND PARK", a distance of 33.15 feet, to a point on the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the southwest corner of said Lot 9;
81. Thence run N 05°00'46" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 9, Block 32, of said "HIGHLAND PARK", a distance of 114.37 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of 15<sup>th</sup> Avenue Northwest [formerly known as Highland Avenue], the same also being the northwest corner of said Lot 9;
82. Thence run N 05°01'57" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 40.13 feet, to a point of intersection between said east right-of-way line, and the north right-of-way line of said 15<sup>th</sup> Avenue Northwest, the same also being the southwest corner of Lot 11, Block 31, of said "HIGHLAND PARK";
83. Thence run N 04°39'24" W, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, the same also being the west property line of Lot 11, Block 31, of said "HIGHLAND PARK", a distance of 112.29 feet, to the northwest corner of

said Lot 11;

84. Leaving said east right-of-way line, thence run S 89°07'08" E, a distance of 176.90 feet, to the southwest corner of Lot 6, Block 31, of said "HIGHLAND PARK";
85. Thence run N 04°32'49" E, along the west property line of Lot 6, Block 31, of said "HIGHLAND PARK", a distance of 92.11 feet, to a point on the south right-of-way line of Jasper Street, also known as 16<sup>th</sup> Avenue Northwest, the same also being the northwest corner of said Lot 6;
86. Thence run N 03°32'56" E, a distance of 20.04 feet;
87. Thence run N 02°53'48" E, a distance of 20.02 feet, to a point on the north right-of-way line of said Jasper Street, the same also being the southwest corner of Lot 50, of "MYRTLEDALE", according to the map or plat thereof as recorded in Plat Book 12, Page 88, of the Public Records of Pinellas County, Florida;
88. Thence run N 01°34'45" E, a distance of 1,322.83 feet, to a point on the south right-of-way line of Ponce De Leon Boulevard [County Road 75];
89. Thence run N 01°35'14" E, a distance of 39.99 feet, to a point on the centerline of said Ponce De Leon Boulevard;
90. Thence run N 89°06'28" W, along the centerline of said Ponce De Leon Boulevard, a distance of 131.79 feet;
91. Leaving said centerline, thence run N 04°57'02" E, a distance of 40.11 feet, to a point of intersection between the north right-of-way line of said Ponce De Leon Boulevard, and the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail;
92. Thence run N 04°57'02" E, along the approximate east right-of-way line of said Fred E. Marquis Pinellas Trail, a distance of 448.11 feet;
93. Leaving said east right-of-way line, thence run S 89°17'44" E, a distance of 32.02 feet;
94. Thence run N 03°15'57" E, a distance of 400.23 feet;
95. Thence run S 89°15'08" E, a distance of 58.80 feet;
96. Thence run S 89°15'09" E, a distance of 769.20 feet;
97. Thence run N 74°08'51" E, a distance of 183.07 feet, to a point on the westerly right-of-way line of South Fort Harrison Avenue [Alternate U.S. Highway 19 North];
98. Thence run S 32°30'30" E, along the westerly right-of-way line of said South Fort Harrison Avenue, a distance of 329.77 feet;
99. Leaving said westerly right-of-way line, thence run N 88°52'59" W, a distance of 125.23 feet;
100. Thence run S 00°46'30" W, a distance of 458.26 feet;
101. Thence run S 89°04'33" E, a distance of 106.08 feet;
102. Thence run N 80°45'11" E, a distance of 187.87 feet, to a point on the westerly right-of-way line of said South Fort Harrison Avenue;
103. Thence run 169.23 feet, along the westerly right-of-way line of said South Fort Harrison Avenue, along the arc of a curve to the right, concave to the west, having a radius of 1,096.31 feet, a chord bearing of S 04°04'45" E, and a chord distance of 169.46 feet;
104. Thence run S 00°19'56" W, along the westerly right-of-way line of said South Fort Harrison Avenue, a distance of 33.54 feet, to a point of intersection between said westerly right-of-way line, and the north right-of-way line of said Ponce De Leon Boulevard;
105. Thence run N 89°05'59" W, along the north right-of-way line of said Ponce De Leon Boulevard, a distance of 254.22 feet;

106. Leaving said north right-of-way line, thence run S 00°26'28" E, a distance of 79.70 feet, to a point on the south right-of-way line of said Ponce De Leon Boulevard;
107. Thence run S 00°26'28" E, a distance of 147.90 feet;
108. Thence run S 89°03'17" E, a distance of 150.00 feet;
109. Thence run N 00°20'06" E, a distance of 37.00 feet;
110. Thence run S 87°59'51" E, a distance of 101.04 feet, to a point on the westerly right-of-way line of said Clearwater-Largo Road;
111. Thence run S 89°47'04" E, a distance of 40.22 feet, to a point on the centerline of said Clearwater-Largo Road;
112. Thence run S 00°12'56" W, along the centerline of said Clearwater-Largo Road, a distance of 275.85 feet;
113. Thence run S 89°47'04" E, a distance of 39.21 feet, to a point on the east right-of-way line of said Clearwater-Largo Road, the same also being the northwest corner of Lot 41, Block F, of "BELMONT – FIRST ADDITION", according to the map or plat thereof as recorded in Plat Book 6, Page 27, of the Public Records of Pinellas County, Florida, and the Point Of Beginning.

Containing 13,145,185.59 square feet, or 301.7719 Acres, more or less.

Less and except the following described tract of land,

Commence at the Northeast corner of the Northeast 1/4 of the Northeast 1/4 of Section 28, Township 29 South, Range 15 East, Pinellas County, Florida, the same also being a point of intersection between the centerline of Belleair Road [County Road 116], and the centerline of Myrtle Avenue; thence run S 00°19'55" W, along the East boundary line of the Northeast 1/4 of the Northeast 1/4 of said Section 28, said line also being the centerline of said Myrtle Avenue, a distance of 1,385.78 feet, to the Southeast corner of the Northeast 1/4 of the Northeast 1/4 of said Section 28, the same also being the Northeast corner of the Southeast 1/4 of the Northeast 1/4 of said Section 28, the same also being a point on the centerline of Wyatt Street, the same also being a point within the right-of-way of Clearwater-Largo Road [Alternate U.S. Highway 19 North]; thence run S 00°19'55" W, along the East boundary line of the Southeast 1/4 of the Northeast 1/4 of said Section 28, a distance of 692.66 feet; leaving said East boundary line, thence run N 89°40'05" W, a distance of 51.24 feet, to a point on the west right-of-way line of said Clearwater-Largo Road, the same also being the northeast corner of Lot 1, of "MESIANO SUBDIVISION", according to the map or plat thereof as recorded in Plat Book 26, Page 44, of the Public Records of Pinellas County, Florida, and the Point Of Beginning [P.O.B.].

From the Point Of Beginning,

1. Thence run S 00°19'50" W, along the west right-of-way line of said Clearwater-Largo Road, the same also being the east property line of said Lot 1, a distance of 143.55 feet, to a point of intersection between said west right-of-way line, and the north right-of-way line of Hudson Street, the same also being the southeast corner of said Lot 1;
2. Thence run S 31°06'11" E, a distance of 32.57 feet, to a point of intersection between the west right-of-way line of said Clearwater-Largo Road, and the south right-of-way line of said Hudson Street;
3. Thence run S 00°20'05" W, along the west right-of-way line of said Clearwater-Largo Road, a distance of 225.30 feet, to the southeast corner of Lot 23, of "MYRTLEDALE", according to the map or plat thereof as recorded in Plat Book 12, Page 88, of the Public Records of Pinellas County, Florida;
4. Leaving said west right-of-way line, thence run N 89°07'19" W, along the south

property line of Lot 23, of said "MYRTLEDALE", a distance of 101.75 feet, to the southwest corner of said Lot 23;

5. Thence run S 09°09'33" W, a distance of 50.54 feet, to a point on the north right-of-way line of Braginton Street;
6. Thence run S 89°01'31" E, along the north right-of-way line of said Braginton Street, a distance of 109.51 feet, to a point of intersection between said north right-of-way line, and the west right-of-way line of said Clearwater-Largo Road;
7. Leaving said north right-of-way line, thence run S 23°27'40" W, a distance of 43.28 feet, to a point of intersection between the south right-of-way line of said Braginton Street, and the west right-of-way line of said Clearwater-Largo Road;
8. Thence run N 89°00'06" W, along the south right-of-way line of said Braginton Street, a distance of 84.90 feet, to the northeast corner of Lot 28, of said "MYRTLEDALE";
9. Leaving said south right-of-way line, thence run S 02°23'37" W, a distance of 186.23 feet, to a point on the north right-of-way line of Jasper Street, also known as 16<sup>th</sup> Avenue Northwest, the same also being the southeast corner of Lot 67, of said "MYRTLEDALE";
10. Thence run N 88°59'36" W, along the north right-of-way line of said Jasper Street, a distance of 203.27 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 9<sup>th</sup> Street Northwest [formerly known as Kingsley Street], the same also being the southwest corner of Lot 65, of said "MYRTLEDALE";
11. Thence run N 88°59'36" W, a distance of 40.00 feet, to a point of intersection between the north right-of-way line of said Jasper Street, and the west right-of-way line of said 9<sup>th</sup> Street Northwest, the same also being the southeast corner of Lot 64, of said "MYRTLEDALE";
12. Thence run N 88°59'36" W, along the north right-of-way line of said Jasper Street, a distance of 314.45 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 10<sup>th</sup> Street Northwest [formerly known as Jefferson Street], the same also being the southwest corner of Lot 60, of said "MYRTLEDALE";
13. Leaving said north right-of-way line, thence run N 02°40'28" E, along the east right-of-way line of said 10<sup>th</sup> Street Northwest, a distance of 186.00 feet, to a point of intersection between said east right-of-way line, and the south right-of-way line of said Braginton Street, the same also being the northwest corner of Lot 37, of said "MYRTLEDALE";
14. Leaving said east right-of-way line, thence run N 02°40'28" E, a distance of 39.91 feet, to a point on the north right-of-way line of said Braginton Street;
15. Thence run N 89°01'31" W, along the north right-of-way line of said Braginton Street, a distance of 353.44 feet, to a point of intersection between said north right-of-way line, and the east right-of-way line of 11<sup>th</sup> Street Northwest [formerly known as Columbus Street], the same also being the southwest corner of Lot 7, of said "MYRTLEDALE";
16. Leaving said north right-of-way line, thence run N 89°01'31" W, a distance of 40.02 feet, to a point on the west right-of-way line of said 11<sup>th</sup> Street Northwest;
17. Thence run N 02°56'51" W, along the west right-of-way line of said 11<sup>th</sup> Street Northwest, a distance of 99.76 feet, to a point of intersection between said west right-of-way line, and the northern terminus of the right-of-way line for said 11<sup>th</sup> Street Northwest;
18. Leaving said west right-of-way line, thence run N 01°48'13" E, a distance of 166.77

feet;

19. Thence run N 88°52'59" E, a distance of 13.60 feet;
20. Thence run N 03°07'32" E, a distance of 179.27 feet;
21. Thence run S 89°03'16" E, a distance of 309.40 feet;
22. Thence run S 89°03'18" E, a distance of 392.00 feet;
23. Thence run N 00°20'06" E, a distance of 102.70 feet;
24. Thence run S 89°03'17" E, a distance of 150.00 feet;
25. Thence run S 00°20'06" W, a distance of 102.70 feet;
26. Thence run S 89°03'17" E, a distance of 151.00 feet, to a point on the west right-of-way line of said Clearwater-Largo Road, the same also being the northeast corner of Lot 1, of said "MESIANO SUBDIVISION", and the Point Of Beginning.

Containing 599,822.46 square feet, or 13.7700 Acres, more or less.

**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 Appraisers Office

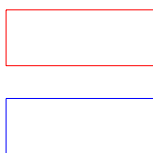
**Redevelopment District Area:**

12,545,363.12 square feet  
288.0019 acres  
0.4500 square miles

**Redevelopment District Perimeter:**(e.g., exterior boundary)

19,917.55 linear feet  
3.7723 linear miles





## PROPERTIES NOT INCLUDED

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



Scale: 1" = 800'



**The Clearwater-Largo Road  
Community Redevelopment District (CLR-CRD) Plan  
Supplemental Package (CW 06-44)**

Prepared for the Pinellas Planning Council (PPC)  
By the City of Largo Community Development Department  
May 2007

## *APPENDIX A.7*

*Consisting of:*

**The Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan  
Supplemental Package (CW 06-44)**

Prepared for the Pinellas Planning Council (PPC)

By the City of Largo Community Development Department

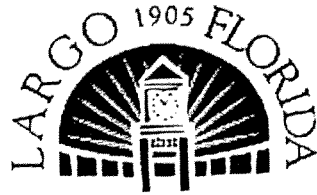
March 2007 (DCA Letter of Intent Letter added August 2007)

(Also refer to the Errata Sheet inserted in the front of the CLR-CRD Plan.)

### **Contents**

- A.7.0. Cover letter to PPC staff referencing the content of the Supplemental Package.
- A.7.1. Revised Boundary Description  
Revised Map 1.2
- A.7.2. "Traffic Impact Analysis for Clearwater-Largo Road", prepared by Volkert & Associates, Inc.
- A.7.3. Mobility incentives contained in future Land Development Regulations (LDR's) and programmed streetscape improvements
- A.7.4. Potable drinking water assessment:
- A.7.5. Stormwater drainage improvements
- A.7.6. Sanitary sewer improvements
- A.7.7. Legal description of the revised CLR-CRD Plan Area
- A.7.8. Additional agreements
- A.7.9. Florida Department of Community Affairs Notice of Intent Letter
- A.7.10. Ordinance No. 2006-49

**A.7.0. Cover letter to PPC staff referencing the content of the Supplemental Package.**



## City of Largo, Florida

Post Office Box 296, Largo, Florida 33779-0296

May 20, 2007

Mr. Christopher Mettler  
Program Planner  
Pinellas Planning Council  
600 Cleveland Street, Suite 850  
Clearwater, Florida 33755

RE: Clearwater-Largo Road Community Redevelopment District Supplemental Package (CW 06-44)

Dear Chris:

On November 15, 2006 the Pinellas Planning Council (PPC) approved CW 06-44, the amended Clearwater-Largo Road Community Redevelopment District (CRD) Plan, subject to the following five conditions being met:

1. Addendum to the Special Area Plan documenting impacts/capacity of water, sewer, stormwater, and transportation infrastructure;
2. Correction of Special Area Plan/Community Redevelopment District boundary and text to coincide with boundary adopted by the City;
3. Submission by the City of any future amendment to the *Community Redevelopment District Plan*, for receipt and acceptance, or for consideration as an amendment, as is determined necessary, under the Countywide Plan Map amendment process;
4. Submission by the City of a monitoring and evaluation report for the Community Redevelopment District area that will assess the plan's progress with respect to its enumerated objectives, within five (5) years of the date of approval of this amendment; and
5. Submission of the implementing Land Development Regulations for a review of their consistency with the Countywide Rules.

The five conditions comprise what the PPC and the City of Largo agreed to be called the Supplemental Package. Attached to this memorandum is the Supplemental Package, consisting of:

- 1) An Errata Sheet to be placed at the beginning of the Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan;
- 2) An additional appendix to the Clearwater-Largo Road Plan (Appendix A7), which consists of:
  - A.7.0. This cover letter;
  - A.7.1. Revised boundary description and related Map 1.2;
  - A.7.2. The revised traffic analysis prepared by Volkert & Associates;
  - A.7.3. Mobility incentives contained in the current Land Development Regulations (LDR's), proposed mobility incentives and programmed streetscape improvements designed to achieve better mobility;
  - A.7.4. Potable drinking water assessment including a letter from Pinellas Utility stating that adequate potable water is available to serve the proposed redevelopment envisaged in the CLR-CRD Plan;

- A.7.5. Reconciliation of stormwater improvements with the Tampa Bay Engineering stormwater evaluation;
- A.7.6. The relationship between capital improvements for sewer expansion and anticipated lift station projects; proposed sanitary sewer policy to serve areas not currently served by City sewer;
- A.7.7. Legal description of the revised CLR-CRD Plan Area;
- A.7.8. Additional agreements.

Please advise me if any additional information is required.

Sincerely,



Robert Klute, AICP  
Assistant Director, Department of Community Development

Cc: Michael J. Staffopoulos, PE, Director, Department of Community Development

**ERRATA SHEET**

May 2007

for the  
**Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan**  
 as prepared by the City of Largo Community Development Department and dated August 2006

**Explanation:**

The Pinellas Planning Council approved the amended Clearwater-Largo Road Community Redevelopment District (CLR-CRD) Plan on November 15, 2006, subject to the inclusion of a Supplemental Package addressing the infrastructure and concurrency impacts of the increased density included in the amended Plan. The Supplemental Package has been added to the CLR-CRD as Appendix A.7. The following Sections of the text of the amended CLR-CRD are affected or superseded by the Supplemental Package as described below:

CLR-CRD Section	CLR-CRD Location/ Page	CLR-CRD Text/Table/Figure Reference	Appendix A.7 Section/Page	Appendix A.7 Text/Table/Figure Reference
1: Introduction	1.7	Boundaries of the CRD	A.7.1.	A.7.1. provides correct boundaries of the CRD as approved by the CPA and documented in the letter dated 12/18/06 from David Healey
	Map 1.2	"Expanded CRD Future Land Use Map"	A.7.1. Map 1.2	Revised Map 1.2 is included in Appendix A.7 to illustrate the future land use as approved by the PPC and CPA
3: District Plan	Map 3.1	"Character District Map"	A.7.2.	Volkert Traffic Analysis: Table 2 on page 9 uses Map 3.1 as the basis for trip generation
5: Capital Improvements	5.2(A): Figure 5.1	"CLR-CRD Level of Service Report"	A.7.2.	In addition to the data in Figure 5.1, LOS for year 2025 is provided in A.7.2., Volkert Traffic Analysis, Table 6, page 16
	5.2(B);(C)	Roadway Improvements (B); Streetscaping Program Improvements (C)	A.7.3.	A.7.3.a. Identifies Current Land Development Regulations Supporting Multimodal Goals of the Clearwater-Largo Road Community Redevelopment District Plan; A7.3.b. Identifies additional mobility improvements to be achieved through proposed amendments to the Comprehensive Development Code (CDC); A7.3.c. identifies mobility improvements provided by projects identified in 5.2.(B) & (C)
	5.2.(F)	Potable Drinking Water Assessment	A.7.4.	A7.4. provides a letter from Pinellas Utility documenting the adequacy of the potable water supply and documents the City of Largo's continuing role in the provision of water supplies

	5.2.(I)	Stormwater Drainage Improvements	A.7.5.	A.7.5. references the relevant portions of the 1999/2000 Tampa Bay Engineering Study and reconciles discrepancies in data within the Plan; the \$2.3 million figure cited in 5.2.(I) should be \$2.865 million as shown in Fig. 5.5
	Figure 5.5	"Public Drainage Improvements"	A.7.5.	Capital Improvements funding amounts are provided in these two tables (see 5.2.(I) above)
	Figure 5.14	"CLR-CRD Public Improvements Plan"		
	5.2.(J)	Sanitary Sewer Assessment	A.7.6.	A.7.6. clarifies the related Capital Improvement Program amounts for these projects
Appendix A	Figure A.2.a.	"Buildout Scenario"	A.7.2.	Figure A.2.a. Buildout Scenario is used as the basis for the trip projections contained in A.7.2. Volkert Traffic Analysis (see Table 3 –City of Largo CRD Mid Range Development Potential with Density Bonus)
	A.6	"Legal Description"	A.7.7.	A.7.7. confirms the accuracy of the legal description contained in A.6 of the CLR-CRD Plan
			A.7.8.	Other agreements



# **Draft PAC Minutes**

## **June 11, 2007**

Community Redevelopment District Special Area Plan (Case 06-44, City of Largo) - Supplemental Package – Mr. Crawford reported that on November 15, 2006, the PPC recommended approval of an amendment to the City of Largo's Clearwater-Largo Road Community Redevelopment District Special Area Plan subject to conditions; that the City of Largo has submitted a supplemental package identifying corrections; and that staff has reviewed the supplemental package and concluded that the information and corrections provided satisfactorily address the conditions of approval. Mr. Crawford noted that the City of Largo continues to move forward with the development and implementation of the Community Redevelopment Plan.

Mr. Klute stated that if any member wants copies, he would be happy to provide them. Mr. Crawford complimented the City of Largo on the Special Area Plan both in content related to the Countywide Rules and in the City identifying ways to meet the included goals.

Dean Neal moved to approve staff's recommendation that the Council receive and file the supplemental package; the motion was seconded by Sharen Jarzen and carried (vote 10-0).

**EXCERPT FROM PPC MINUTES  
DATED JUNE 20, 2007**

REPORTS/OTHER ACTION

- A. Community Redevelopment District Special Area Plan (Case CW 06-44, City of Largo) - Supplemental Package - Received/Filed
- 

Mr. Healey referred to the PPC's previous approval of an amendment to the City of Largo's Community Redevelopment District Special Area Plan and the supplemental package submitted by the City regarding the matter; whereupon, Mr. Crawford indicated that the Plan had been approved by the PPC on November 15, 2006 and by the CPA in December 2006. He briefly outlined the conditions of the approval as noted on the agenda memorandum dated June 20, 2007, a copy of which has been filed and made a part of the record; and stated that staff recommends receipt of the supplemental package, which will complete the record regarding the matter.

Mayor Hackworth moved, seconded by Vice-Mayor Doran and carried, that the supplemental package be received for filing (Vote 8 - 0).

**EXCERPT FROM BOARD OF COUNTY COMMISSIONERS MEETING  
DATED JULY 10, 2007**

- #21 Sitting as the Countywide Planning Authority, the Board accepted the supplemental package to the Clearwater-Largo Road Community Redevelopment District Plan with the one modification to Appendix A.7.1.a. discussed in the staff analysis, and under its Chapter 163 Community Redevelopment Act responsibilities, approved the changes to the Community Redevelopment District Plan contained in the supplemental package with the one noted modification to Appendix A.7.1.a.

#### **A.7.1. Revised Boundary Description**

The Plan as approved by the Pinellas Planning Council on November 15, 2006, contained a total of 306.5 acres for the Clearwater-Largo Road CRD Plan area. This included approximately 18.5 acres (adjacent to Belleair Road and Hudson Street) which were later determined to require approval from the Countywide Planning Authority to include in the CRD. Accordingly, these parcels were removed from the CRD area, resulting in a total area of 288.06 acres as described in Section 1.7 of the CRD Plan. Map 1.2 correctly shows the boundaries of the CRD Plan area excluding these properties.

### A.7.1. Revised Map 1.2



- |  |   |
|--|---|
| Residential Low (up to 5 units/acre)         | Institutional   |
| Residential Urban (up to 7.5 units/acre)     | Recreation/Open Space   |
| Residential Low Medium (up to 10 units/acre) | Industrial Limited  |
| Residential Medium (up to 15 units/acre)     | Transportation /Utility   |
| WBD Community Redevelopment District         | Residential/Office/Retail                                       |
| Commercial General                           | Clearwater-Largo Road Community Redevelopment District Boundary |
| Residential/Office General                   | Outside Largo City Limits                                       |

MAP 1.2  
**CLEARWATER-LARGO ROAD EXPANDED  
 COMMUNITY REDEVELOPMENT DISTRICT  
 FUTURE LAND USE MAP**

Date: November, 2006  
 This map was prepared by the City of Largo  
 Community Development Department.



**A.7.2.**

**“Traffic Impact Analysis for Clearwater-Largo Road”, prepared by Volkert & Associates, Inc. - Appendices “A-G”**

# Traffic Impact Analysis

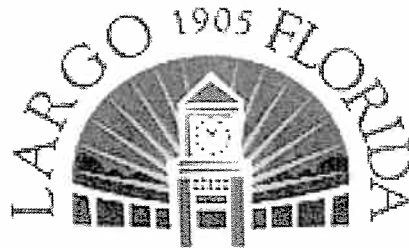
For

## Clearwater-Largo Road

Between

4<sup>th</sup> Avenue NW and Belleair Road

Prepared For:



City of Largo  
Pinellas County, Florida

Prepared By:

**Volkert & Associates, Inc.**

Angelo Rao, P.E.  
3409 Lemon Street  
Tampa, Florida 33609  
813.875.1365

October 27, 2006



## **INTRODUCTION:**

In August of 2006, the City of Largo City Commission adopted the Clearwater-Largo Road Community Redevelopment District Plan (CLR-CRD) to address the redevelopment within the district for the next thirty (30) years. Properties within the boundaries of the Community Redevelopment District (CRD) were assigned future land use designations in accordance with the Countywide Future Land Use Plan and were categorized by one of "four character district overlays" Appendix "A". These district overlays establish the land development regulations for all new development and redevelopment. While the CLR-CRD is primarily residential in nature, the "character district overlays" assigned in the plan include Neighborhood Residential (single-family detached), City Homes (multi-family residential), Mixed Use and Professional Office.

The City of Largo commissioned Volkert and Associates, Inc. ("the Consultant") to conduct a Traffic Impact Analysis (TIS) focusing on resulting levels of service (LOS) changes with increased intensity of land use, within the adopted CLR-CRD, for Clearwater- Largo Road between 4<sup>th</sup> Avenue NW and Belleair Road. On October 5, 2006, Mr. Robert Klute, A.I.C.P., Assistant Community Development Director, convened a strategy meeting with staff from the City and the Consultant to plan a study to evaluate potential traffic impacts. Further, on October 19, 2006 a meeting was held with City staff, Pinellas Planning Council (PPC) staff, and the Consultant to further discuss the methodology for the TIS.

## **Methodology:**

Clearwater-Largo Road is the primary North-South corridor through the CLR-CRD, and the purpose of this analysis is to assess the potential traffic impact on this roadway at two (2) build-out scenarios (low and mid) based on the combinations of land uses and maximum allowable densities governed by the plan.

The study focuses on trip generation and levels of service (LOS) on the affected roadway using the pre CLR-CRD plan future land use build-out data, and comparing it to two (2) possible (base density or low-range, and mid-range) development scenarios. The plan allows residential densities which range from a low of 7.5-15 units per acre (upa) up to 30-40 upa. The upper level of this range assumes a density bonus if development converts existing mobile homes to multifamily or workforce housing. Additionally, the mixed-use category of the plan assumes a 60% - 40% split between residential and commercial, with residential densities ranging between 15-30 upa.

Potential traffic impacts were also analyzed based on several assumptions.

- Mobile homes can be replaced under this “plan”, and it is not anticipated that all redevelopment will convert to the higher density multi-family;
- Trip reduction factors were considered based on demographic characteristics and transit rider ship, the live-work potential of mixed-use development, and increased pedestrian/bicyclist activity from the surrounding residential neighborhoods as the redevelopment of the commercial corridor matured through the life of the plan;
- A percentage of trips were attributed to the neighborhoods based on existing and observed volume data. Based upon the turning movement count (TMC) studies conducted on October 17, 2006 during the PM peak hour, it is estimated that 12% of the southbound and 21.5% of the northbound traffic on Clearwater-Largo Road is entering the system from the adjacent neighborhoods. Clearwater-Largo Road CRD traffic accounts for 16.75% (two-way average) of the ADT on Clearwater-Largo Road.
- A credit for existing uses was used.
- The trip distribution for the four roadway segments on Clearwater-Largo Road was based on the future land use of the CLR-CRD, existing traffic patterns, and traffic volumes. In consideration of the existing traffic generation throughout the district, the distribution on Clearwater-Largo Road is estimated to be 10%, 60%, 20%, and 10% between 4<sup>th</sup> Avenue NW and 8<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW and Rosery Road, Rosery Road and Ponce de Leon Boulevard, and Ponce de Leon Boulevard and Belleair Road respectively

### **EXISTING CONDITIONS:**

**Clearwater-Largo Road** is a 4-lane divided arterial roadway (4<sup>th</sup> Avenue NW to 16<sup>th</sup> Avenue NW) and 4-lane undivided (16<sup>th</sup> Avenue NW to Belleair Road) that traverses north/south and is under the jurisdiction of Florida Department of Transportation (FDOT). A typical roadway section consists of varying right-of-way between 60 to 100 feet with a pavement width of approximately 50 feet. There are existing side walks on the west and east side of Clearwater / Largo Road. The Average Daily Traffic (ADT) is 25,084, 22,249, and 19,414 vehicles per day between 8<sup>th</sup> Avenue NW and Rosery Road, Rosery Road and Ponce de Leon Boulevard, and Ponce de Leon Boulevard and Belleair Road respectively as recorded in the CLR-CRD plan dated August 2006 (Appendix “B”). Clearwater-Largo Road operates at a level of service (LOS) “B”/“C”.

**Wyatt Street / Ponce de Leon Boulevard** is a 2-lane undivided collector roadway that traverses east/west and is under the jurisdiction of Pinellas County. A typical roadway section east of Clearwater / Largo Road consists of approximately 50 feet of right-of-way with a pavement width of approximately 20 feet. There is an existing side walk on the south side of Wyatt Street. A typical roadway section west of Clearwater / Largo Road consists of approximately 80 feet of right-of-way with a pavement width of approximately 30 feet. There is an existing side walk on the north side of Wyatt Street and Ponce de Leon Boulevard. The ADT is approximately 4,000 vehicles per day (Appendix "B"). Wyatt Street / Ponce de Leon Boulevard operates at a LOS "C".

**Rosery Road** is a 2-lane undivided collector roadway that traverses east/west and is under the jurisdiction of the City of Largo. A typical roadway section east of Clearwater / Largo Road consists of approximately 60 feet of right-of-way with a pavement width of approximately 24 feet. There is an existing side walk on the south side of Rosery Road. A typical roadway section west of Clearwater / Largo Road consists of approximately 60 feet of right-of-way with a pavement width of approximately 20 feet. There is an existing side walk on the south side of Rosery Road. The ADT is approximately 8,000 vehicles per day (Appendix "B"). Rosery Road operates at a LOS "C".

**8<sup>th</sup> Avenue NW** is a 2-lane undivided collector roadway that traverses east/west and is under the jurisdiction of the City of Largo. A typical roadway section east of Clearwater / Largo Road consists of approximately 30 feet of right-of-way with a pavement width of approximately 22 feet. There is an existing side walk on the north side of 8<sup>th</sup> Avenue NW. A typical roadway section west of Clearwater-Largo Road consists of approximately 60 feet of right-of-way with a pavement width of approximately 20 feet. There is an existing side walk on the north side of 8<sup>th</sup> Avenue NW and partial sidewalk segment on the south side. The ADT is approximately 4,000 vehicles per day (Appendix "B"). 8<sup>th</sup> Avenue NW operates at a LOS "C".

The original Clearwater-Largo Road Community Development District land use data, prior to the adoption of the current CLR-CRD in 2006, is shown in Figure No. 1.

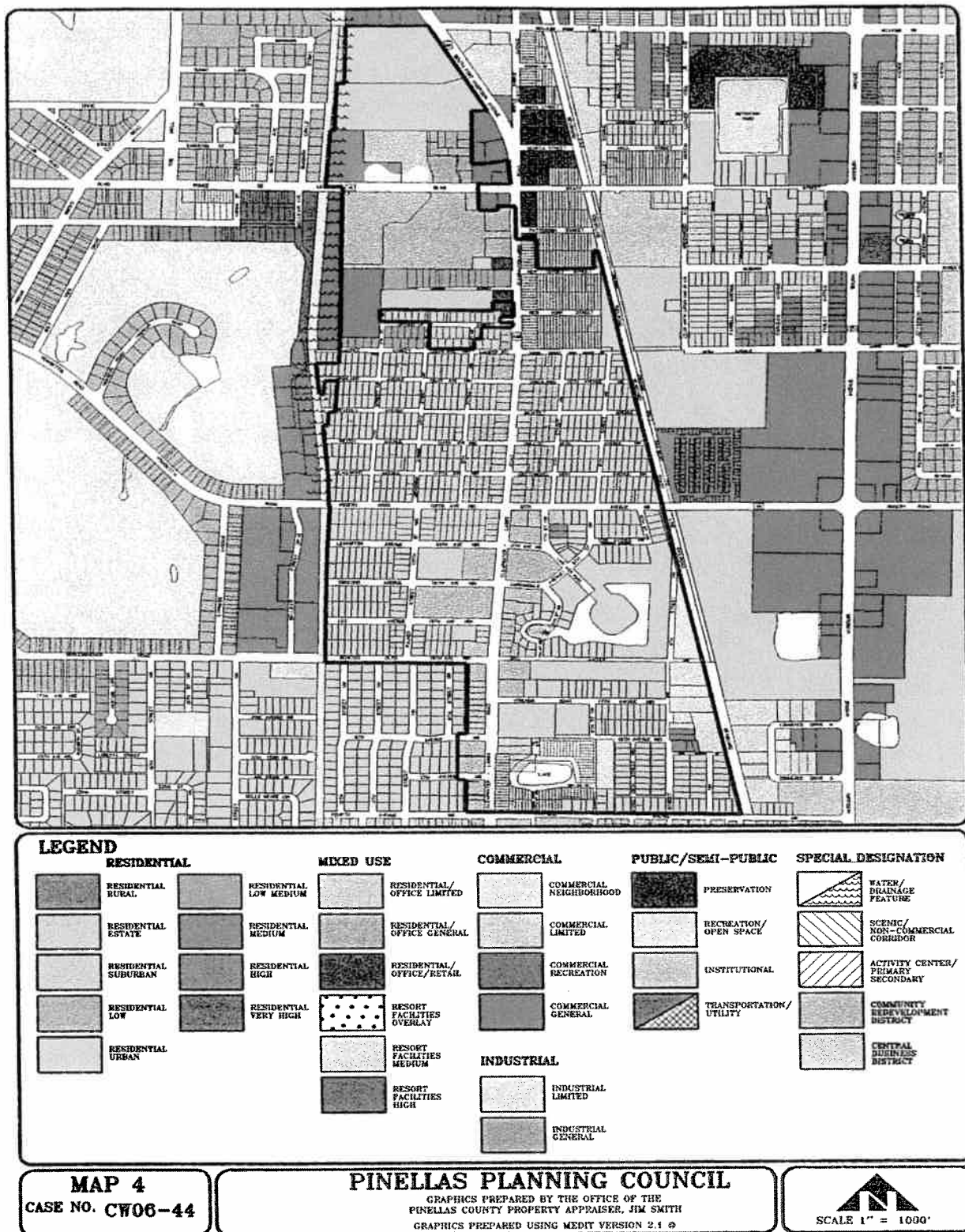


Figure No. 1: Original Clearwater-Largo Road CRD

The ADT external trips within the boundary depicted in Figure No. 1, were calculated using the trips per acre for the actual mix and intensity of land uses, utilizing the appropriate trip generation characteristic for each land use category. Using this traffic generation rate per acre of land use, the total is 34,722 existing trips.

The ADT trip generations for the land uses depicted in the preceding Figure No. 1, are summarized in Table No. 1, and documented in Appendix “C”.

**Table 1 – City of Largo Original Community Development District & Other Land Uses**

Land Use	Acres		Trip Generation Rate (ADT/AC)	DU/AC	Total Trips
Residential Low -RL	1.2		51	5	61
Residential Urban - RU	130.75		70	7.5	9,153
Residential Low Medium - RLM	1.94		63	10	122
Residential Medium	4.6		96	15	442
Community Redevelopment -CRD	59.77				20,091
Residential/Office General - ROG	3.47		170	15	590
Commercial General - CG	5.9		465	24	2,744
Institutional - I	3.61		167		603
Recreation/Open Space - ROS	6.51		4		26
Industrial Limited - IL	5.24		170		891
Transportation/Utility - TU	0.04		18		1
R-O-W	57.34		0		0
Water	7.76		0		0
<b>Total</b>	<b>288.13</b>				<b>34,722</b>

*Source: City of Largo Community Development Department & Pinellas Planning Council Map 4, Case No. CW06-44*

The adopted (2006) Community Development Plan stipulates that the existing Average Daily Traffic (ADT) is 25,084, 25,084, 22,249, and 19,414 vehicles per day between 4<sup>th</sup> Avenue NW and 8<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW and Rosery Road, Rosery Road and Ponce de Leon Boulevard, and Ponce de Leon Boulevard and Belleair Road respectively. The existing ADT and LOS for these roadway segments are shown in Figure No. 2.

### **FUTURE CONDITIONS:**

The Clearwater-Largo Road Community Redevelopment District plan (CRD), as shown in Figure No. 4, consists of four Character Districts: Neighborhood Residential (single-family detached), City Homes (multi-family residential), Mixed Use and Professional Office; Appendix “A”. The CLR-CRD plan allows residential densities which range from a low of 7.5-15 units per acre (upa) to up to 30-40 upa. Additionally, the mixed-use category of the plan assumes a 60% - 40% split between residential and commercial, with residential densities ranging between 15-30 upa. See Figure No. 3.

## Clearwater/Largo Road Existing ADT LOS

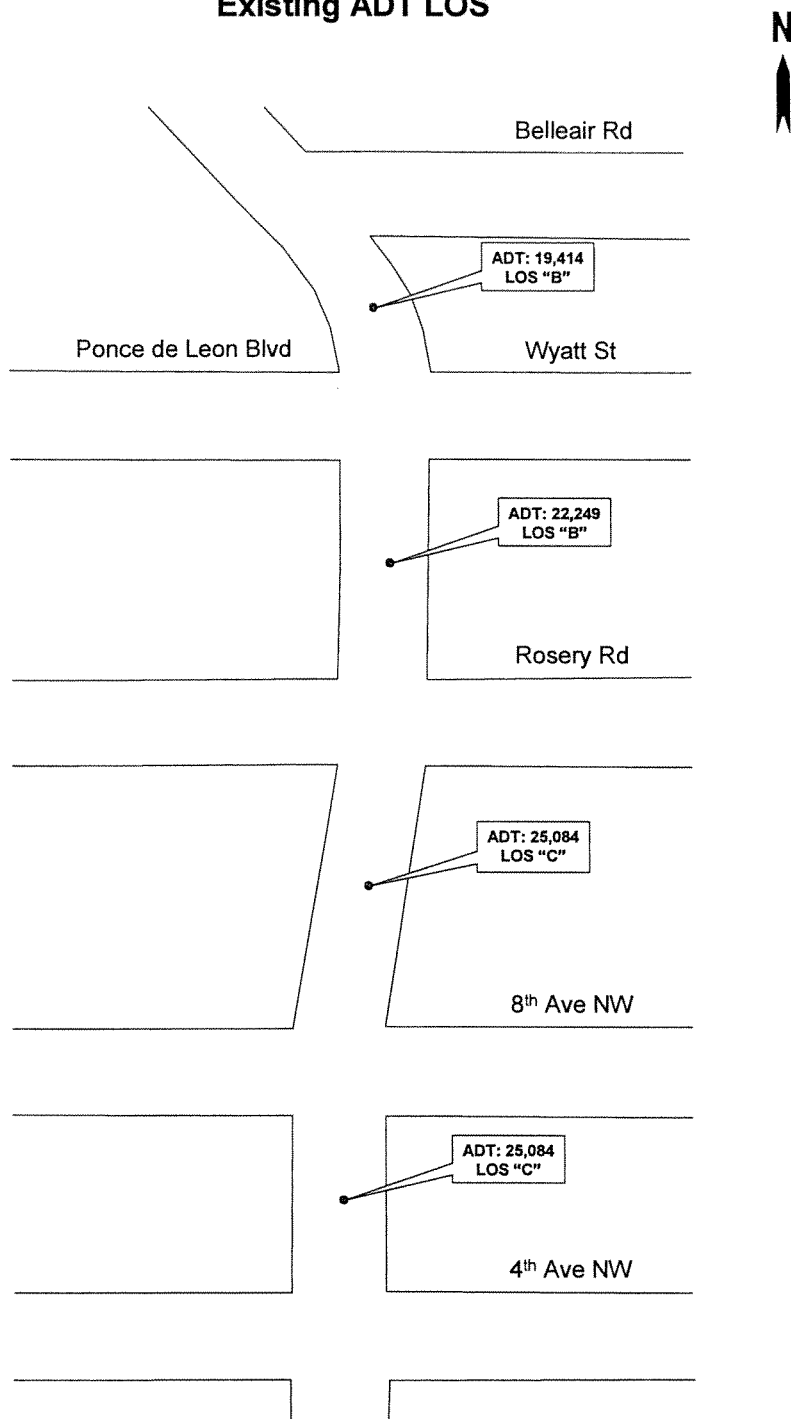


Figure No. 2

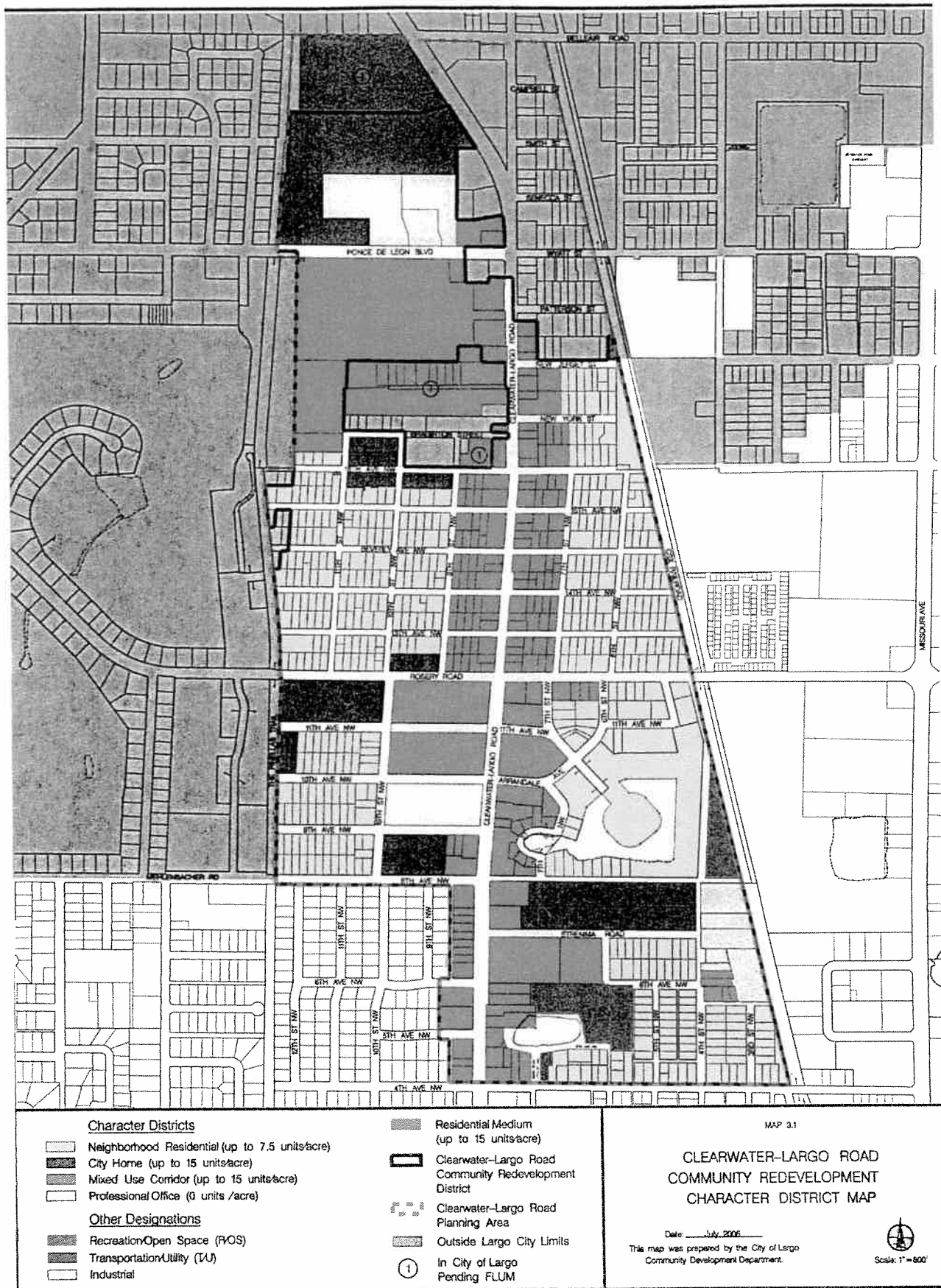


Figure No. 3



## **FUTURE TRIP GENERATION:**

Project traffic used in this analysis is defined as the vehicle trips expected to be generated by the Community Development District (CRD) based on similar or blended land use, traffic generation rates.

In analyzing the future trips of traffic that will be generated by the CLR-CRD, the Summary Category Matrix from the Countywide Plan Rules was used (Appendix "A"). In analyzing the highest trip generation for traffic to and from the development, it was determined in a meeting with City of Largo and Pinellas Planning Council Representatives, that the ADT volume data would be used for the purpose of this analysis.

The ADT external trips generated by using the adopted CLR-CRD base densities are 33,652. This low-range, base density ADT trip generations are summarized in Table No. 2 and documented in Appendix "C".

**Table 2 – City of Largo CRD Base Density Trip Generation**

CRD Character Districts	Acres	Square Feet	Corresponding LU Category	Density/Intensity Max/UPA	Trip Generation Rate (ADT/AC)	Total Trips
Neighborhood Residential	86.29		RU	7.5	70	6,040
City Home	38.3		RM	15	96	3,677
Mixed Use - Residential (60%)	44.95		R/OG	15	170	7,642
Mixed Use - Commercial (40%)	29.96	1,305,232.00	CL		465	13,931
Professional Office	11.36	296,905.00	R/OL		119	1,352
Other Designations						
R-O-W	57.34			0	0	0
Water	7.76			0	0	0
Recreation/Open Space	6.73		R/OS	0	4	27
Transportation Utility	0.04		TU	0	18	1
Industrial	5.24		IL		170	891
Residential Medium	0.96		RM	15	96	92
<b>Total</b>	<b>288.93</b>					<b>33,652</b>

Source: City of Largo Community Development Department; Character District Map 3.1; Adopted July 2006

A total trip reduction factor of 18.5% (1.5%, 1.5%, 5.0%, 3.0%, and 7.5% for bicycling, telework, transit, carpool, and pedestrian respectively) – (Source: Oregon Department of Environmental Quality; Employee Commute Options – Trip Reduction Appendix "D") was assessed to the total trips generated in Table 2. This 18.5% trip reduction results in an adjusted ADT on Clearwater-Largo Road of 27,467. Furthermore, it is estimated that approximately 16.75% (Appendix "E") of this traffic will enter the roadway system from the adjacent neighborhoods, based on actual turning movement counts conducted on October 17, 2006 (Appendix "G"). The total adjusted base density or low-range ADT on Clearwater Largo Road from the Community Development District is 4,601 trips (two-way).

The total (4,601) adjusted two-way trips for the base density scenario are distributed on the four roadway segments on Clearwater-Largo Road. We estimate, based on the future land use of the CLR-CRD, existing traffic patterns, and traffic volumes, that approximately 10%, 60%, 20%, and 10% of the CLR-CRD trips will travel on one of the four segments on Clearwater-Largo Road: between 4<sup>th</sup> Avenue NW and 8<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW and Rosery Road, Rosery Road and Ponce de Leon Boulevard, and Ponce de Leon Boulevard and Belleair Road respectively.

The base density (low-range) total adjusted ADT and LOS are shown in Figure No. 4 and documented in Appendix "F".

**Clearwater/Largo Road  
Low Range (Base Density) plus  
Existing ADT LOS**

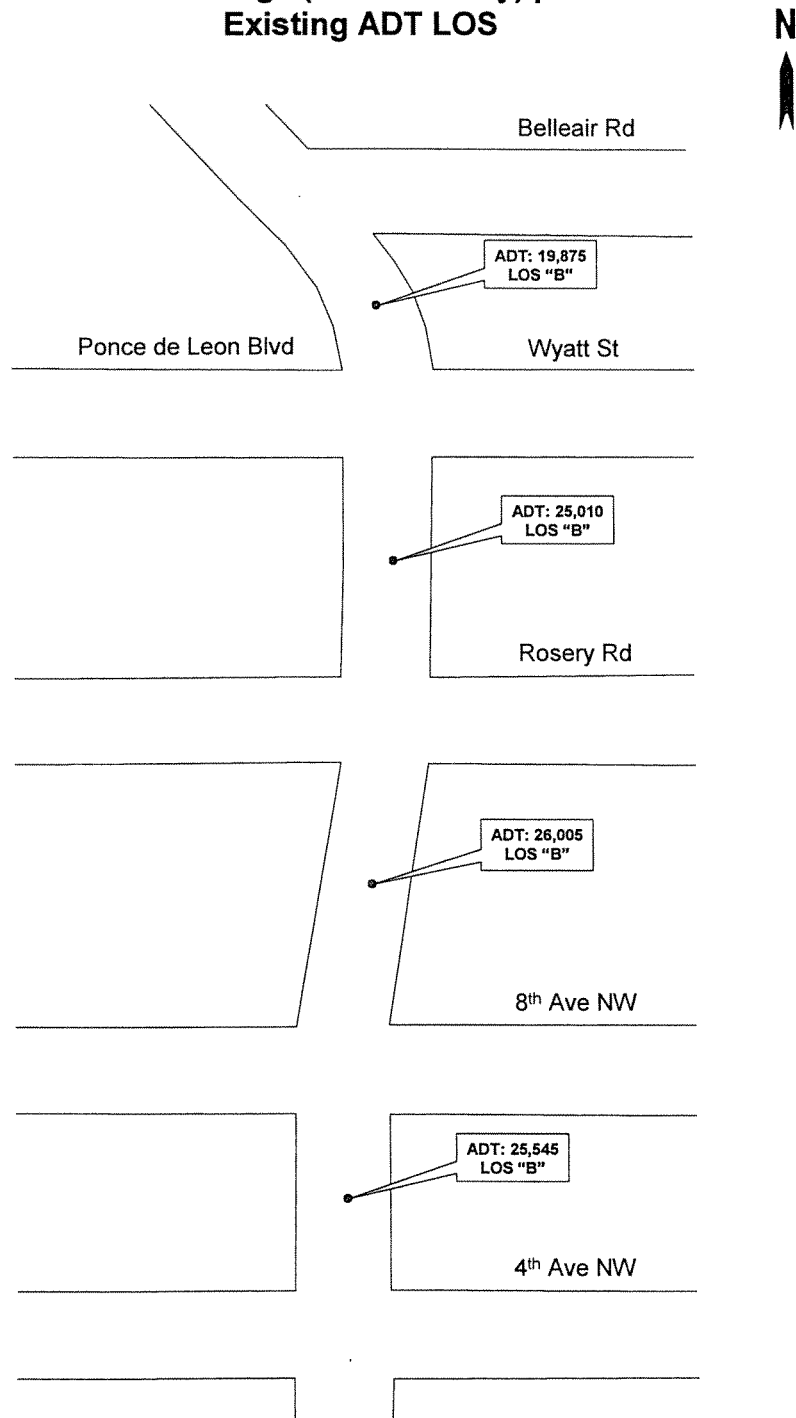


Figure No. 4

The analysis did not consider a maximum build-out scenario as this would be improbable given the other governing land development regulations within the district. However, a mid-range development build-out scenario was considered using a weighted average and a blending of existing land use categories from the Countywide Plan Rules (Appendix "A") to most closely reflect the land uses in the four character districts of the plan. The mid-range ADT external trips generated by the CLR-CRD are 34,945 trips. This mid range (blended) ADT trip generation is summarized in Table No. 3 and documented in Appendix "F".

**Table 3 – City of Largo CRD Mid-Range Development Potential with Density Bonus**

CRD Character Districts	Acres	Square Feet	LU Category	Density/Intensity Max/UPA	Trip Grneration Rate (ADT/AC)	Total Trips
Neighborhood Residential	86.29		NR	10.25	78	6,731
City Home	38.3		CH	22	143	5,477
Mixed Use - Residential (60%)	74.91		Mixed-Use	22.8	272	20,376
Mixed Use - Commercial (40%)		1,305,232.00				
Professional Office	11.36	296,905.00	R/OL		119	1,352
Other Designations						
R-O-W	57.34				0	0
Water	7.76				0	0
Recreation/Open Space	6.73		R/OS		4	27
Transportation Utility	0.04		TU		18	1
Industrial	5.24		IL		170	891
Residential Medium	0.96		RM	15	96	92
<b>Total</b>	<b>288.93</b>					<b>34,945</b>

A trip reduction factor of 18.5% (1.5%, 1.5%, 5.0%, 3.0%, and 7.5% for bicycling, telework, transit, carpool, and pedestrian respectively) – (Source: Oregon Department of Environmental Quality; Employee Commute Options – Trip Reduction Appendix "D") was assessed to the total trips generated in Table 3. This 18.5% trip reduction results in an adjusted mid range ADT on Clearwater- Largo Road of 28,481 trips. Furthermore, it is estimated that approximately 16.75% (Appendix "E") of this traffic will enter the roadway system from the adjacent neighborhoods, based on actual turning movement counts conducted on October 17, 2006 (Appendix "G"). The total adjusted mid-range ADT on Clearwater Largo Road from the Community Development District is 4,771 trips (two-way).

The total (4,771) adjusted two-way trips for the mid-range scenario are distributed on the four roadway segments on Clearwater-Largo Road. Based on the future land uses of the CLR-CRD, it is estimated from analyzing existing traffic patterns and traffic volumes, that approximately 10%, 60%, 20%, and 10% of the CLR-CRD trips will travel on one of the four segments on Clearwater / Largo Road: between 4<sup>th</sup> Avenue NW and 8<sup>th</sup> Avenue NW, 8<sup>th</sup> Avenue NW and Rosery Road, Rosery Road and Ponce de Leon Boulevard, and Ponce de Leon Boulevard and Belleair Road respectively.

The mid range scenario plus existing traffic ADT and LOS, are shown in Figure No. 5 and documented in Appendix "F".

**Clearwater/Largo Road  
Mid Range plus  
Existing ADT LOS**

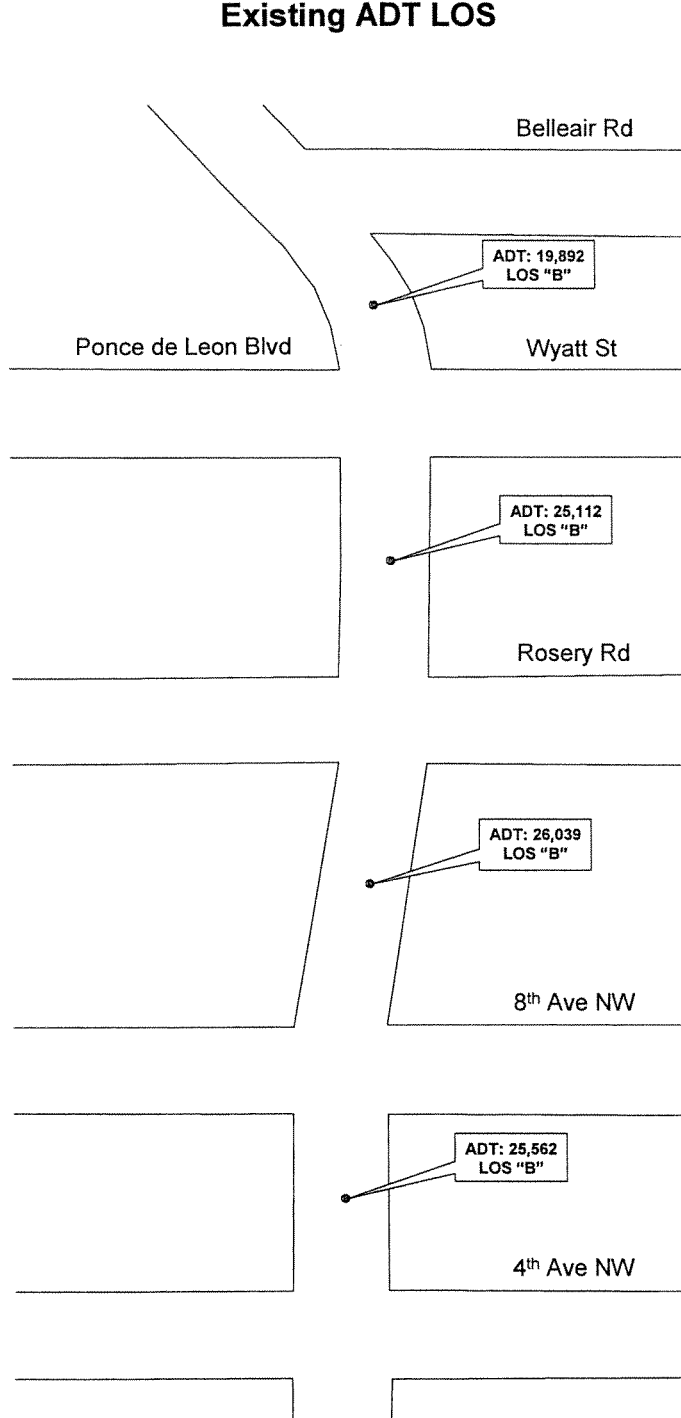


Figure No. 5

### **Year 2025 Build-Out**

The build-out year of 2025 was used for future analysis, and a 3% growth factor per year was applied to the existing traffic on Clearwater-Largo Road. The total mid-range ADT trip generations, as shown in Table No. 3 on Clearwater-Largo Road is 34,945 trips.

As the Community Redevelopment District approaches the 2025 build-out year, we are of the opinion that as development intensity increases, especially in the mixed-use corridor, the trip reduction will increase from 18.25% to 27.75% (2.25%, 2.25%, 7.5%, 4.5%, and 11.25% for bicycling, telework, transit, carpool, and pedestrian respectively). This additional trip reduction factor at build-out was applied to the mid-range total trips of 25,248. As previously discussed, it is estimated that approximately 16.75% of this traffic will enter the roadway system from the adjacent neighborhoods based on actual turning movement counts. The total adjusted mid-range ADT on Clearwater-Largo Road from the Community Development District is 4,230 trips (two-way).

We estimate, based on the future land use categories in the CLR-CRD, existing traffic patterns and traffic volumes, that 10%, 60%, 20%, and 10% of the CLR-CRD trips will travel on one of the four segments on Clearwater-Largo Road: between Belleair Road and Wyatt Street / Ponce de Leon Boulevard; Wyatt Street / Ponce de Leon Boulevard and Rosery Road; Rosery Road and 8<sup>th</sup> Avenue NW; and 8<sup>th</sup> Avenue NW and 4<sup>th</sup> Avenue NW respectively.

The total adjusted mid-range scenario plus the adjusted (3% growth factor per year) 2025 projected ADT and LOS are shown in Figure No. 6.

**Clearwater/Largo Road  
Mid Range plus  
2025 Adjusted ADT LOS**

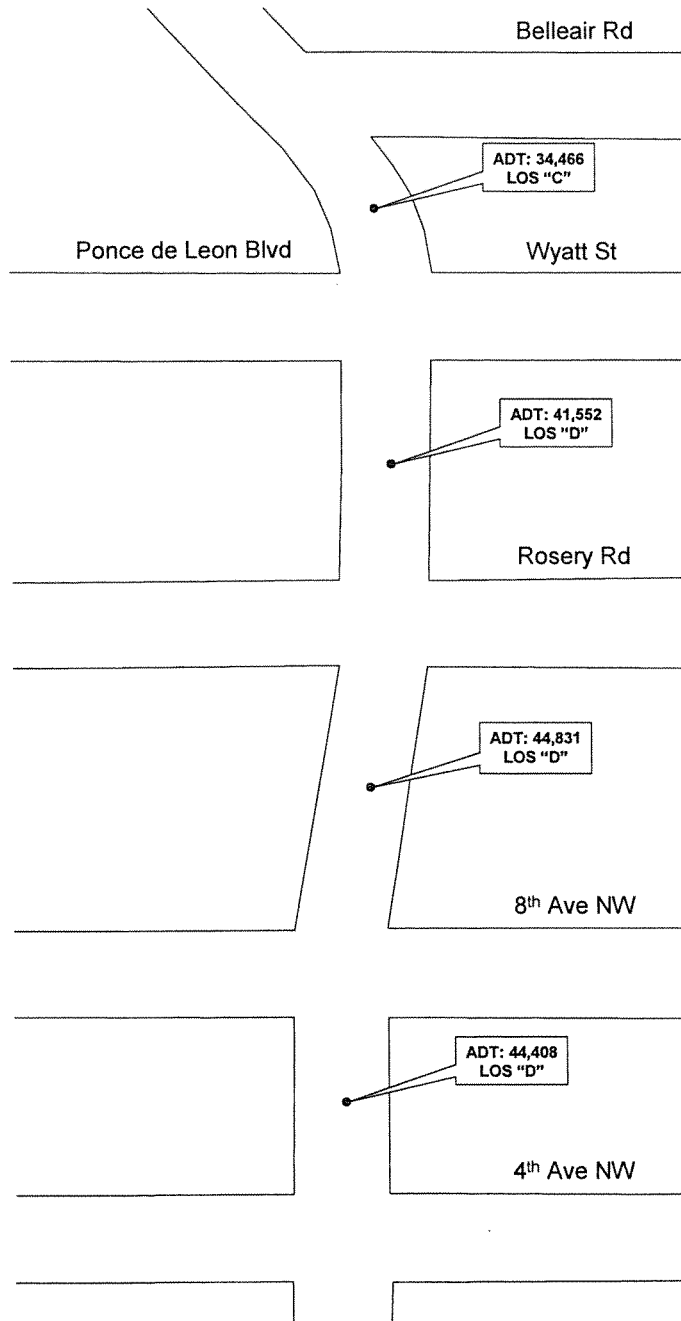


Figure No. 6



A roadway ADT level of service (LOS) was performed on the four segments on Clearwater-Largo Road using the Highway Capacity Software 2000 (HCS2000), Release 4.1f (Appendix "G"). The following traffic volumes were used to analyze the potential impacts on levels of service: existing volume; the CLR-CRD base density volume plus existing volume; the CLR-CRD mid-range volume plus existing volume, and 2025 (3% growth factor per year) build-out volume. These roadway ADT LOS analyses are summarized in Table No. 6 and documented in Appendix "F".

<b>Table No. 6 Roadway ADT LOS</b>				
Location	Existing	Low Range (density base 2006) plus Existing	Mid Range plus Existing	2025 build out plus Mid Range
Clearwater / Largo Rd between Wyatt St / Ponce de Leon Blvd and Belleair Rd	B	B	B	C
Clearwater / Largo Rd between Wyatt St / Ponce de Leon Blvd and Rosery Rd	B	B	C	D
Clearwater / Largo Rd between Rosery Rd 8 <sup>th</sup> Ave NW	B	B	B	D
Clearwater / Largo Rd between 8 <sup>th</sup> Ave NW and 4 <sup>th</sup> Ave NW	B	B	B	D

### **CONCLUSIONS:**

The Community Redevelopment District (CRD) land area is approximately 288 acres, with build-out calculated at 2025. Based on possible build-out scenarios identified in the City's adopted plan, the density/intensity of the development could consist of between 1,896 dwelling units and 5,919 dwelling units, with up to 1,602,137 sq. feet commercial/professional office use. However, as noted earlier it is unlikely that the maximum (residential) build out will occur, and the analysis focused on a more attainable mid range development scenario. The ADT external trips estimated to be generated by the CLR-CRD for low range (base density 2006) and mid range are 33,652 and 34,945 respectively. The total adjusted ADT on Clearwater Largo Road for the low-range (base density) and mid-range from the CLR-CRD are 4,601 and 4,771 (two-way) trips respectively.

As noted in table No. 6, the Clearwater-Largo Road Community Development District, low-range (base density) and mid-range development densities do not degrade the over all levels of service on Clearwater-Largo Road below the accepted LOS"D".

## ***APPENDIX A.7.2***

# **Traffic Impact Analysis for Clearwater-Largo Road**

### **Appendix Cover Sheet**

Appendix A	Four Character District Overlays
Appendix B	Traffic Count Data
Appendix C	Land Use Trip Generation
Appendix D	State of Oregon Trip Reduction Plan
Appendix E	Driver Pass Through Calculations
Appendix F	Low (Base) and Mid Range Adjusted ADT
Appendix G	Highway Capacity Software 2000 Turning Movement Count

NOTE:      Appendixes A through G are available from the City of Largo Community  
Development Department

### **A.7.3. Mobility incentives contained in future Land Development Regulations (LDR's) and programmed streetscape improvements**

#### **Development and Submission of Implementing Land Development Regulations**

The City of Largo has agreed to submit the Land Development Regulations (described above) which will implement key elements of the Clearwater-Largo Road CRD (density, building step backs and mobility related incentives) for review with the Countywide Rules. The development of these implementing Land Development Regulations will take place this year.

Community design features can be used to enhance mobility and accessibility. The Clearwater-Largo Road Community Redevelopment District Plan supports a multimodal environment through its Goals, supporting Objectives and Policies, and Capital Projects. The basic criteria for a Multimodal Transportation District as determined by the Florida Department of Transportation are:

complementary mix of land uses; interconnected street network; appropriate densities and intensities; a safe, comfortable and attractive walking environment; and transit service. These elements are used to address the special provision of mobility and circulation within the Clearwater-Largo Road Community Redevelopment District Plan area.

The Clearwater-Largo Road Community Redevelopment District Plan has a complementary mix of medium density and intensity character districts. The Mixed Use Corridor Character District that promotes multi use development supports the Pinellas by Design implementation action to "encourage and support the creation of mixed use developments." Mixed use developments provide for live/work/shop community opportunities. Increased densities and intensities also create the critical mass necessary to support public transportation. To promote a pedestrian friendly atmosphere in a more dense and intense environment, the Plan moves building mass as close to the sidewalk as possible (CDC Section 9100.D.4).

An interconnected street network provides opportunities for alternative travel routes thereby relieving traffic congestion on main arterial and collector roadways. The Clearwater-Largo Road Community Redevelopment District Plan area's streets are a traditional grid system offering many parallel travel routes. To encourage the use of secondary streets the Comprehensive Development Code limits new access points on Clearwater-Largo Road and requires access only from lower functional classification roadways (CDC Section 9100.D.7). The Pinellas Trail provides bicycle access along the entire Community Redevelopment District.

The Clearwater-Largo Road Streetscape Capital Improvement Project specifically implements the Clearwater-Largo Road Community Redevelopment District Plan's multimodal goals by providing a safe, comfortable and attractive walking environment with accessible multimodal opportunities and amenities. The Streetscape project provides continuous and safe pedestrian access through improved sidewalks with textured crosswalks, mid-block signalized crossings, sidewalk access to transit stops, building entrances and parking lots (CDC Section 9100.D.6). Pedestrian amenities including benches, trash receptacles, shade street trees, pedestrian level sidewalk street lamps, and distinct transit shelters combine to create a comfortable, attractive, walking environment.

Public transportation within the Clearwater-Largo Road Community Redevelopment District is provided by Pinellas Suncoast Transit Authority routes 52 and 98. Route 52 provides daily service between the downtown Clearwater and downtown St. Petersburg transit centers via the City of Largo's Community Redevelopment Districts. Route 98 provides weekday commuter service between the downtown Clearwater transit center and Carillon via the City of Largo's Community Redevelopment Districts. The Clearwater-Largo Road Streetscape capital improvement project supports public transportation through the installation of unique upgraded transit stops that are a visible point of identity for the District.

#### **Comprehensive Development Code**

The City of Largo's land development regulations are contained in the Comprehensive Development Code (CDC). Chapter 9, Community Redevelopment Districts, contains requirements specific to the Clearwater-Largo Road Community Redevelopment District while other various chapters of the CDC contain regulations also pertinent to the District. The regulations of the CDC support the creation of a multimodal environment through special provisions for mobility and circulation including access management, parking and bicycle

facilities.

The CDC access management objective is to provide safe, adequate and efficient circulation and ensure that on-site circulation will minimally interrupt the traffic flow of public road facilities (CDC Subsection 6101). The following design standards improve the functionality of the City of Largo's roadways and encourage a multimodal environment:

- Joint curb cuts, cross-access easements, and internal access for outparcels shall be required to effectively reduce the number of curb cuts and median openings on all public road facilities (CDC Subsection 6101.7).
- Private driveways shall have access onto the lower classification road with no access onto arterial roadways if access along a local road is available and no access onto local roadway if access along an alley is available (CDC Subsection 6107.11 and Section 9100.D.7).
- Development proposals shall include transportation system management strategies, such as: ride sharing, van pooling, car pooling, flextime, and bicycle usage as methods to alleviate the need for automobile trips (CDC Subsection 6107.12).
- Multi-family and non-residential developments shall provide connectivity with public transportation facilities for bicycles and pedestrians (CDC Subsection 6101.14).

Parking requirements can be used as a passive access management technique through space allocation and location. Pinellas by Design proposes the replacement of suburban parking standards with those more suitable for urban redevelopment/infill. The City of Largo's objective is to ensure the provision of adequate parking facilities without negatively impacting adjacent uses and encouraging the use of bicycles as a clean, energy-efficient, and inexpensive alternative means of transportation (CDC Subsection 6104). The Clearwater-Largo Road Community Redevelopment District CDC requirements for parking are nearly twenty percent less than the standard City of Largo parking requirement. Bicycle parking is required for all developments, less single family residential lots (CDC Subsection 6104.B.1). The City promotes alternatives to the provisions of off-street parking through additional bicycle parking, unpaved parking, and shared parking agreements (CDC Subsection 6104.D). The City of Largo is actively pursuing the provision of shared public parking and maximum permitted parking regulations as a means to provide necessary parking in an efficient manner and promote alternative means of transit.

The City of Largo promotes and supports a multimodal environment in the Clearwater-Largo Road Community Redevelopment District Plan and Comprehensive Development Code. The Plan creates a multimodal transportation community through its land use policies, capital improvement projects, and support of mass transit. The CDC implements the multimodal goals of the Plan with specific design standards that address access management, parking and supply side management techniques. The Clearwater-Largo Road Community Redevelopment District Plan provides for alternative forms of travel in our auto dependent society.

**City of Largo  
Comprehensive Development Code  
Mobility and Circulation Regulations**

**Chapter 6 Performance Standards**

Subsection 6101 Access management and traffic circulation standards.

- |                      |  |
|----------------------|--|
| Subsection 6101.B.3  | Nonresidential lots having frontage on two or more streets shall have access only to the street(s) with the lowest functional classification.  |
| Subsection 6101.B.5  | Peripheral outparcels designed for freestanding uses shall be integral parts of the total interior circulation system for a larger site.   |
| Subsection 6101.B.7  | Joint curb cuts, cross-access easements, and internal access for outparcels shall be required to effectively reduce the number of curb cuts and median openings on all public road facilities. |
| Subsection 6101.B.11 | Private driveways shall have access onto the lower classification road with no access onto arterial roadways if access along a local road is available and no access onto                      |

local roadway if access along an alley is available.

Subsection 6101.B.12 Development proposals shall include transportation system management strategies, such as: ride sharing, van pooling, car pooling, flextime, and bicycle usage as methods to alleviate the need for automobile trips.

Subsection 6101.B.14 Multi-family and non-residential developments shall provide connectivity with public transportation facilities for bicycles and pedestrians.

Subsection 6103 Sidewalks.

Subsection 6103.B Sidewalks shall be installed within the right-of-way of each public and private street and in any pedestrian area within a development project.

Subsection 6104 Off-street parking.

Subsection 6104.B.1.a Every development, with the exception of single-family residential lots, shall be required to provide one bicycle rack per building. A bicycle rack is equivalent to five (5) bicycle parking spaces.

Subsection 6104.D.1 Additional bicycle parking: If a development provides additional bicycle parking spaces, over the number required in this section, the additional spaces may be counted toward fulfilling the required automobile parking spaces at a ratio of 1:1 to a maximum of ten percent (10%) of the required automobile spaces, or up to fifteen percent (15%) if shower facilities for bicycle commuters are also provided.

Subsection 6104.D.2 Unpaved parking: Up to fifty (50) percent of the parking spaces may remain unpaved subject to the DCO's approval. Driveway aisles, however, shall be fully paved.

Subsection 6104.D.3 Shared parking: The DCO may authorize a reasonable reduction in the total number of required parking spaces for two (2) or more contiguous developments which jointly provide off-street parking when the hours of maximum parking demand of said developments do not normally overlap or where an adjacent existing development may have parking capacity in excess of that currently required by this Code.

## **Chapter 9 Community Redevelopment Districts**

Subsection 9100 Clearwater-Largo Road Corridor Community Redevelopment District

Section 9100.D.4 Building Placement: New developments are encouraged to promote a pedestrian friendly atmosphere by locating the building(s) as close to the sidewalk as possible while complying with all applicable requirements.

Section 9100.D.6 Traffic Circulation and Parking  
(a) Required parking: One parking space per 300 sq. ft. of gross floor area shall be required for all nonresidential development. For residential development, 1 per one-bedroom unit, 1.75 per two-bedroom unit, and 2 per three-or-more bedroom unit.  
(c) Shared parking, joint access, and cross access easements shall be required where appropriate and physically feasible.  
(d) The parking areas and walkways shall be lighted, providing a minimum average illumination of 0.2 foot candles.  
(f) Parking areas shall be separated from the sidewalk by a Type A buffer, however, pedestrian access shall be provided between the parking lot and sidewalk.

Section 9100.D.7 Access Management: The following provisions are intended to preserve existing road capacity by encouraging the use of secondary street and rear access and prohibiting the installation of additional driveway connections onto Clearwater-Largo Road.  
(a) Property owners having dual frontage shall be permitted to retain access only

from the lower functional classification street at time of (re)development.  
(b) No new access points shall be permitted on Clearwater-Largo Road unless no other option is available.

**City of Largo  
Comprehensive Development Code  
Mobility and Circulation Potential Regulations**

**Supply Side Management**

The City of Largo supports shared parking as a means to provide more efficient use of parking, reduce the supply of parking for complementary uses, and decrease impervious surfaces created by parking.

**Shared Parking**

The City encourages parking lots for different structures or uses, or for mixed uses, to be shared in any Character District. Shared parking may be provided, subject to the following provisions:

- A reciprocal written agreement shall be executed by all the parties concerned that assures the perpetual joint use of shared parking areas.
- A parking study with all information deemed necessary to support a shared parking arrangement. The study shall include at a minimum 1) the type and hours of operation and parking demand for each use, 2) an estimate of anticipated turnover in parking space use over the course of 12 to 24 hours at the site, 3) a site plan displaying shared use spaces and the walking distance to the uses sharing the parking lot, and 4) a justification and proposal for a reduction in the parking requirements.
- A shared parking facility may be located on the same lot or an adjacent lot to the uses it provides parking for. Uses sharing a parking facility shall be a maximum of 500 feet from the closest parking space in the lot providing the shared parking spaces.
- Uses sharing a parking facility shall provide for safe, convenient walking between uses and parking, including safe, well marked pedestrian crossings, signage, and adequate lighting. A site plan shall demonstrate safe pedestrian passage to each location served by the shared parking facility. Pedestrian crosswalks shall be provided where necessary and appropriate, shall be distinguished by textured or special paving.

**Reduction in Parking Requirements for Shared Parking**

Required parking may be reduced when shared parking is provided among a mix of land uses.

- Up to 30% of the parking spaces required for the predominant use on a site may be shared with other uses operating during the same time of day and days of the week. The predominant use is considered to be that which requires the most parking of those sharing the parking facilities.
- Up to 75% of the parking spaces for predominantly evening uses (theaters, evening dining restaurants) may be shared with predominantly daytime uses (banks, offices).
- Up to 75% of the parking spaces required for predominantly weekend uses (temples of worship) may be shared with predominantly weekday uses (banks, offices).

**Payment in Lieu of Parking**

The City of Largo is actively supporting shared parking through the provision of public parking facilities. In lieu of providing on site parking a developer of nonresidential property may choose to pay the Parking Trust Fund a per parking space fee. The payment in lieu fee may be used for a portion of the required parking. The amount of the payment for each space shall be established by a resolution of the City Commission and shall be based on the actual or estimated cost to provide such spaces.

**On-Street Parking**

On-street parking may be allocated to meet the required parking for a nonresidential development that is 10,000 square feet or less. On-street parking may be used for a portion of the required parking and a payment for each space allocated shall be made by the developer to the Parking Trust Fund.

**Public Parking Reimbursement**

For developments that provide dedicated, public parking spaces in a multi-story parking structure, in excess of the required minimum parking for the development, may be reimbursed from the Parking Trust Fund.

### **Demand Side Management**

The City of Largo recognizes the potential to reduce vehicle miles traveled and the demand for parking by reducing the demand for driving alone. All development proposals are required to include a Transportation System Management Plan to include such strategies as: ride sharing, van pooling, car pooling, flextime, and bicycle usage as methods to alleviate the need for automobile trips.

### **Transit In Lieu of Parking**

A nonresidential development may reduce required parking by committing to provide transit passes for commuters who do not drive to work. The Transportation System Management Plan shall include participation in Pinellas Suncoast Transit Authority's Employer's Choice Transit Benefit Program including employer sponsored transit passes.

### **Programmed Streetscape Improvements**

The Clearwater-Largo Road Streetscape capital improvement project supports public transportation through the installation of unique upgraded transit stops that are a visible point of identity for the District.

#### **A.7.4. Potable drinking water assessment:**

##### **Potable Water and Wastewater**

The potable water and wastewater matrices submitted have been prepared by City staff utilizing the expected build-out conditions associated with the Volkert analysis (A.7.2. above). A summary matrix of the data is as follows:

	Current Land Use Build-Out	Proposed Land Use Build-Out
Potable Water Consumption	777,492	992,640
Wastewater Generation	777,492	992,640

It should be noted that the assumption made by City staff, that one gallon of potable water consumed equals one gallon of wastewater generated, is conservative with regards to industry standards. Additionally, the City referenced *Wastewater Engineering, Collection and Pumping of Wastewater* (Metcalf & Eddy, Inc., 1981), and Chapter 64-E, Florida Administrative Code, on assumptions used within the matrices. Conversions were made to convert all development into Equivalent Dwelling Units (EDUs), with 2.3 residents per unit, and a per capita consumption of 125 gallons per day.

The City of Largo relies upon Pinellas County Utilities (PCU) for the provision of potable water within its municipal boundaries. Attached is a letter from the PCU indicating that there is sufficient capacity to meet demands anticipated under the amended CLR-CRD Plan. Additionally, requests for increase in potable water service capacity will be made to PCU with each proposed development, in accordance with concurrency requirements.



## **A.7.5. Stormwater drainage improvements**

### **Stormwater**

The City of Largo has performed an evaluation of future stormwater needs within the Plan area. In 1999 and 2000, the City of Largo retained Tampa Bay Engineering to perform a comprehensive stormwater evaluation for the Clearwater-Largo Road Corridor. The study evaluated current drainage conditions, identified issues and problematic areas, and proposed capital projects to improve stormwater drainage, conveyance and treatment within the Plan area. Capital projects identified within the study have been incorporated into the capital element of the Clearwater-Largo Road CRD Plan. The City of Largo formally references the Clearwater-Largo Road Drainage District Study, in accordance with SAP requirements.

Section 5.2(l) of the Clearwater-Largo Road CRD Plan identifies \$2.3 million dollars of stormwater improvements to be made in the CRD area. Figure 5.5 and 5.14 identify \$2.865 million dollars in improvements for the same purpose. The study area identified in the TBE study was larger than the area of the CRD Plan. Specifically, the TBE stormwater study area included along with the CRD Plan area an area to the east of the CSX Railroad right of way, bounded on the west by the CSX Railroad right of way, the north by Ponce De Lwon Blvd., the east by Greenwood Avenue and the eastern boundary of the Shangri La Mobile Home Park and on the south by Rosery Avenue. The discrepancies in the numbers above originated in differences between the boundaries and the number of projects in each. The numbers were not updated to reflect changing project priorities are reflected in the CIP. The CRD Plan should reflect \$2.865 million as identified in Figures 5.5 and 5.14. The errata sheet reflects this.

#### **A.7.6. Sanitary sewer improvements**

The City of Largo provides sanitary sewer collection, conveyance, and treatment services within its sanitary sewer service boundary. Currently, the CLR-CRD Plan area is connected to the City of Largo sewer system, with the exception of Clearwater Trailer City, located at the north end of the district. The City of Largo has ample capacity at its Water Reclamation Facility (WRF) to accommodate the concurrency requirements associated with build-out conditions within the district. As properties, including Clearwater Trailer City redevelop and/or annex, the City of Largo will assume responsibility for serving them with sanitary sewer. The City has already recognized the need to upgrade collection and conveyance systems to accommodate future growth within the district.

The City is currently completing design of a new lift station and force main improvements to accommodate future wastewater flows associated with the redevelopment activities. Relative to this, in FY 2005, \$2.8 million was budgeted to the expansion of sanitary sewer capacity identified in Section 5.2(J) of the Clearwater-Largo Road CRD Plan (the Northwest Sanitary Sewer Expansion project), specifically lift station #3 and associated elements of the system. Of the budgeted amount, \$400,000 has been spent on design (as of May 1, 2007 the design element has reached the 60% stage). The remainder, \$2.4 million has been placed in the CIP for 2008, with construction scheduled to begin on October 1, 2007.

#### **A.7.7. Legal description of the revised CLR-CRD Plan Area**

A revised map 1.2 and map in Appendix A ("Proposed Clearwater-Largo Road Community Redevelopment District Map" which delineates the excluded properties) have been included in the CLR CRD Plan as per the letter from David P. Healey, AICP dated December 18, 2006. City staff has verified that the legal description provided in Appendix A of the CLR CRD Plan is consistent with the above maps.

### **A.7.8. Additional Agreements**

**(a) Submission of Any Future Plan Amendments**

The City of Largo has agreed to submit any future Community Redevelopment District (CRD) Plan amendments to the County for consideration as an amendment under the Countywide Plan Map amendment process.

**(b) Submission of Monitoring and Evaluation Report**

The City of Largo has agreed to submit a monitoring and evaluation report of the CRD Plan within 5 years of the date of the amendment approval.

**A.7.9. Florida Department of Community Affairs Notice of Intent Letter**



STATE OF FLORIDA

# DEPARTMENT OF COMMUNITY AFFAIRS

*"Dedicated to making Florida a better place to call home"*

CHARLIE CRIST  
Governor

THOMAS G. PELHAM  
Secretary

August 1, 2007

The Honorable Patricia Gerard, Mayor  
The City of Largo  
Post Office Box 296  
Largo, Florida 33779-0296



Dear Mayor Gerard:

The Department has completed its review of the adopted comprehensive plan amendment for the City of Largo, as adopted on June 5, 2007, by Ordinance Numbers 2006-49 and 2006-51 (DCA 07-1), and has determined it meets the requirements of Chapter 163, Part II, Florida Statutes (F.S.). The Department is issuing a Notice of Intent to find the comprehensive plan amendments in compliance. The Notice of Intent has been sent to the St. Petersburg Times for publication on August 2, 2007.

The Department's Notice of Intent to find a plan amendment in compliance shall be deemed to be a final order if no timely petition challenging the amendment is filed. Any affected person may file a petition with the agency within 21 days after the publication of the notice of intent pursuant to Section 163.3184(9), F.S. No development orders, or permits for a development, dependent on the amendment may be issued or commence before the plan amendment takes effect. Please be advised that Section 163.3184(8)(c)2, F.S., requires a local government that has an internet site to post a copy of the Department's Notice of Intent on the site within 5 days after receipt of the mailed copy of the agency's Notice of Intent.

A copy of the adopted City of Largo comprehensive plan amendment and the Notice of Intent must be available for public inspection Monday through Friday, except for legal holidays, during normal business hours, at the City of Largo City Clerk's Office, 201 Highland Avenue, Largo, Florida 33779-0296.

If this in compliance determination is challenged by an affected person, you will have the option of mediation pursuant to Subsection 163.3189(3)(a), F.S. If you choose to attempt to resolve this matter through mediation, you must file the request for mediation with the administrative law judge assigned by the Division of Administrative Hearings. The choice of mediation will not affect the right of any party to an administrative hearing.

2555 SHUMARD OAK BOULEVARD TALLAHASSEE, FLORIDA 32399-2100  
Phone: 850.488.8466/Suncom 278.8466 FAX: 850.921.0781/Suncom 291.0781  
Internet address: <http://www.dca.state.fl.us>

CRITICAL STATE CONCERN FIELD OFFICE  
2796 Overseas Highway, Suite 212  
Marathon, FL 33050-7277

COMMUNITY PLANNING  
2555 Shumard Oak Boulevard

HOUSING & COMMUNITY DEVELOPMENT

The Honorable Patricia Gerard  
August 1, 2007  
Page 2

If you have any questions, please contact Dan Evans, AICP, Senior Planner, at (850) 922-1805.

Sincerely,

A handwritten signature in black ink that reads "Mike McDaniel". The signature is fluid and cursive, with the first name "Mike" and last name "McDaniel" clearly distinguishable.

Mike McDaniel, Chief  
Office of Comprehensive Planning

MM/de

Enclosure: Notice of Intent

cc: Mr. Manny Pumariega, Executive Director, Tampa Bay Regional Planning Council  
Mr. Robert Jarzen, Planning Manager, Community Development Department

STATE OF FLORIDA  
DEPARTMENT OF COMMUNITY AFFAIRS  
NOTICE OF INTENT TO FIND THE  
CITY OF LARGO  
COMPREHENSIVE PLAN AMENDMENT(S) IN COMPLIANCE  
DOCKET NO. 07-1-NOI-5212-(A)-(I)

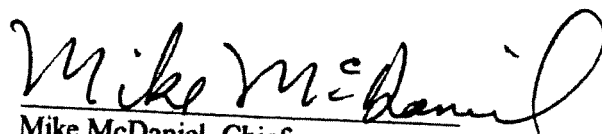
The Department gives notice of its intent to find the Amendment(s) to the Comprehensive Plan for the City of Largo, adopted by Ordinance No(s). 2006-49 and 2006-51 on June 5, 2007, IN COMPLIANCE, pursuant to Sections 163.3184, 163.3187 and 163.3189, F.S.

The adopted City of Largo Comprehensive Plan Amendment(s) and the Department's Objections, Recommendations and Comments Report, (if any), are available for public inspection Monday through Friday, except for legal holidays, during normal business hours, at the City of Largo, City Clerks Office, 201 Highlands Avenue, Largo, Florida 33779-0296.

Any affected person, as defined in Section 163.3184, F.S., has a right to petition for an administrative hearing to challenge the proposed agency determination that the Amendment(s) to the City of Largo Comprehensive Plan are In Compliance, as defined in Subsection 163.3184(1), F.S. The petition must be filed within twenty-one (21) days after publication of this notice, and must include all of the information and contents described in Uniform Rule 28-106.201, F.A.C. The petition must be filed with the Agency Clerk, Department of Community Affairs, 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399-2100, and a copy mailed or delivered to the local government. Failure to timely file a petition shall constitute a waiver of any right to request an administrative proceeding as a petitioner under Sections 120.569 and 120.57, F.S. If a petition is filed, the purpose of the administrative hearing will be to present evidence and testimony and forward a recommended order to the Department. If no petition is filed, this Notice of Intent shall become final agency action.

If a petition is filed, other affected persons may petition for leave to intervene in the proceeding. A petition for intervention must be filed at least twenty (20) days before the final hearing and must include all of the information and contents described in Uniform Rule 28-106.205, F.A.C. A petition for leave to intervene shall be filed at the Division of Administrative Hearings, Department of Management Services, 1230 Apalachee Parkway, Tallahassee, Florida 32399-3060. Failure to petition to intervene within the allowed time frame constitutes a waiver of any right such a person has to request a hearing under Sections 120.569 and 120.57, F.S., or to participate in the administrative hearing.

After an administrative hearing petition is timely filed, mediation is available pursuant to Subsection 163.3189(3)(a), F.S., to any affected person who is made a party to the proceeding by filing that request with the administrative law judge assigned by the Division of Administrative Hearings. The choice of mediation shall not affect a party's right to an administrative hearing.



Mike McDaniel, Chief  
Office of Comprehensive Planning  
Department of Community Affairs  
2555 Shumard Oak Boulevard  
Tallahassee, Florida 32399-2100



**A.7.10. Ordinance No. 2006-49**

ORDINANCE NO. 2006-49

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA, AMENDING THE CLEARWATER-LARGO ROAD CORRIDOR COMMUNITY REDEVELOPMENT PLAN, BY EXPANDING THE BOUNDARIES OF THE DISTRICT AND AMENDING ELEMENTS OF THE PLAN, INCLUDING ALLOWABLE USES, DENSITY, DESIGN GUIDELINES; PROVIDING FOR SEVERABILITY; AND 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 Largo City Commission approved Resolution No. 1568, declaring as slum and blight the Clearwater-Largo Road Corridor on February 21, 1995; 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 on August 29, 1995; and

WHEREAS, the Planing Board, as the Local Planning Agency, conducted a public hearing and based upon the comments received found the Clearwater-Largo Corridor Redevelopment Plan in conformity with the Comprehensive Plan and recommended approval on March 7, 1996; and

WHEREAS, the Community Redevelopment Agency (CRA) conducted a public hearing on March 19, 1996, to receive public comment and request the City Commission to schedule a public hearing before the governing body on April 16, 1996; and

WHEREAS, the Largo City Commission approved Ordinance No. 96-17 on April 16, 1996 repealing Ordinance No. 95-52 and approving the Clearwater-Largo Road Corridor Redevelopment Plan; and

WHEREAS, the Largo City Commission approved Resolution No. 1779, declaring as slum and blight the expansion areas for the Clearwater-Largo Road Corridor Redevelopment District; and

WHEREAS, the Board of County Commissioners (BCC), pursuant to Florida Statute 163.410, approved Resolution No. 02-288 delegating redevelopment authority to the City Commission on, October 29, 2002 for the expansion area of the the Clearwater-Largo Road Corridor Community Redevelopment District; and

WHEREAS, the City of Largo has conducted an extensive study examining mobile home relocation assistance and the availability of replacement housing; and

WHEREAS, the Community Redevelopment Plan provides for the provision of affordable housing opportunities and assistance to displaced residents; and

WHEREAS, it is advisable to amend and add elements to the Clearwater-Largo Road Corridor Community Redevelopment Plan to create a mixed use activity center; and

WHEREAS, the Planing Board, as the Local Planning Agency, conducted a public hearing and based upon the comments received found the Clearwater-Largo Corridor Community Redevelopment Plan in conformity with the Comprehensive Plan and recommended approval on July 6, 2006; and

WHEREAS, the CRA conducted a public hearing on July 18, 2006 to receive public comment and request the City Commission to schedule a public hearing before the governing body; and

WHEREAS, public hearings have been held in consideration of a request to amend the Clearwater-Largo Road Corridor Community Redevelopment Plan: now, therefore

THE CITY OF LARGO HEREBY ORDAINS:

Section 1. The City Commission does hereby find that:

(1) the CRA has had prepared a community redevelopment plan amendment for redevelopment of the Clearwater-Largo Road Corridor in accordance with FS 163, Part II (such plan hereinafter defined and referred to herein as the "Plan"); and

(2) the local planning agency of the City has reviewed the Plan in accordance with the FS 163, Part III (such Statute citation being hereinafter defined and referred to as the "Act"); and

(3) the CRA had reviewed the Plan on July 18, 2006, and requested public hearing for action by the governing body; and

(4) 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 has been held 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 Clearwater-Largo Road Corridor Redevelopment Area shall be that area designated in the legal description of the Plan.

Section 3. The City Commission does hereby expressly determine that it is appropriate, proper, and timely that a 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 Clearwater-Largo Road Corridor Redevelopment Plan prepared by the City and a copy of which is attached hereto as Exhibit "A" and made part thereof (the "Plan").

Section 4. The City Commission does hereby expressly find that:

(1) 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;

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

(3) 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

(4) 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. The City Commission does hereby expressly find that the Plan is 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. The City Manager or designee shall forward said amendments to any agency required by law or rule to review or approve same.

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

APPROVED ON FIRST READING July 18, 2006

PASSED AND ADOPTED ON  
SECOND AND FINAL READING June 5, 2007

ATTEST:



\_\_\_\_\_  
Mayor

REVIEWED AND APPROVED:

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

SEAL

A TRUE AND CORRECT COPY ON  
RECORD AND FILE IN THE OFFICIAL  
RECORDS OF THE CITY OF LARGO,  
FLORIDA

BY Alvaro J. Brunes  
City Clerk's Office

DATE 03/04/08

TIME 9:31 AM PM