



Florida Department of Transportation

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SECRETARY

October 27, 2016

Ms. Gina Clayton, Assistant Director
Planning and Development Department
City of Clearwater
P.O. Box 4748
Clearwater, FL 33758-4748

Re: City of Clearwater Comprehensive Plan Amendment 16-3 ESR (CPA2016-04001;
LUP2016-06004, LUP2016-06005, LUP2016-06006)

Dear Ms. Clayton:

We have reviewed the City of Clearwater's proposed Comprehensive Plan (the Plan) Amendment 16-3 ESR according to Chapter 163, Florida Statutes, and our review guidelines. The Department is providing the following assessment.

Background: The City of Clearwater covers approximately 21 square miles and extends from the Gulf of Mexico to Old Tampa Bay in central Pinellas County. It is the third largest city in the metropolitan area. The 2010 population was 107,685 (US Census). Residential, commercial, and institutional are the predominant land uses. State roads within Clearwater include US 19, a Strategic Intermodal System (SIS) facility; Alternate US 19; SR 60 (Gulf to Bay Boulevard); SR 580; SR 586 (Curlew Road) and SR 590 (segments of Drew Street and Coachman Road).

Proposal: The City is proposing a text amendment and three land use plan cases that involve the US 19 corridor:

CPA2016-04001: The purposes of these changes were to (1) establish three new land use categories (US 19 Regional Center, US 19 Neighborhood Center and US 19 Corridor) and provide the overlying US 19 zoning districts and subdistricts; (2) "address changes in Countywide Rules including identifying those Countywide land use categories that are consistent with City of Clearwater categories, [add] a new Target Employment Center Overlay (TEC) category, and [establish] balancing criteria by which to evaluate amendments within the Coastal Storm Area"; (3) change the Citywide design structure policies so that they are based on the US 19 Corridor Plan; and (4) update references and correct minor errors.

Technical Assistance Comments:

- ✓ Page 4, Policy A.1.2.1: “...or as allowed in *Beach By Design: A preliminary Design for Clearwater Beach and Design Guidelines* [italicize the title].”
- ✓ Page 6, Policy A.2.2.6.c.3.a: “The height of any building or structure in relationship to the distance ~~form~~ ~~from~~ adjoining property....”
- ✓ Page 18, Policy A.6.1.8: “...such as the Clearwater Downtown Redevelopment Plan ~~adopted in (2004)~~, and *Beach by Design* [italicize the title] ~~adopted in (2001)~~....”
- ✓ Page 18, Policy A.6.1.12: “...settings for working, living and shopping. In order to implement ~~the~~ ~~F~~ these standards should:”

LUP2016-06004, LUP2016-06005, and LUP2016-06006: Jointly, these three cases amend 4,036 parcels totaling 1,641.35 acres from a combination of Commercial General (CG), Commercial Limited (CL), Residential/Office General (R/OG), Residential/Office/Retail (R/O/R), Residential/Office Limited (R/OL), Industrial Limited (IL), Resort Facilities High (RFH), Residential High (RH), Residential Medium (RM), Residential Low Medium (RLM), Residential Urban (RU), Residential Low (RL), Institutional (I), Recreation/Open Space (R/OS), Transportation/Utility (T/U), Water/Drainage Feature (W/DF) and Preservation (P) to a combination of US 19 Regional Center (US 19-RC), US 19 Neighborhood Center (US 19-NC), US 19 Corridor (US 19-C), W/DF and P. The amendment proposes two Regional Centers, two Neighborhood Centers and three Corridor areas. According to the analysis provided, there is the potential for an additional 220,000 square feet of retail, 435,000 square feet of office and 2,094 residential units over what is currently allowed. This translates into 2,141 additional PM Peak Hour trips. The Department makes the following observations:

- ✓ While significant, the 2,141 PM PH trips are spread out over approximately 7.8 miles and multiple full interchanges.
- ✓ The most recently adopted FDOT Five Year Work Program shows construction of improvements to US 19 from north of SR 580 to north of CR 95 (including the interchange at Curlew Road) in FY 2019/20 and 2020/21. This will significantly increase capacity on this segment.

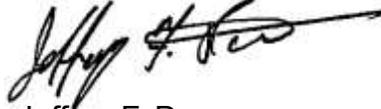
Technical Assistance Comments: In addition to the extensive use of transit (including the possible use of circulator buses) throughout this corridor, the Department also suggests the following:

- ✓ The maximization of internal capture by optimizing the location and uses in any mixed use development located in the corridor.

- ✓ The creation of backage roads that link developments together so that access can be obtained from multiple locations and frontage roads are not overburdened.
- ✓ The use of Transportation Demand Management strategies such as flexible work schedules, employer-subsidized transit and bicycle and pedestrian facilities.

The Department thanks the City for working with FDOT staff prior to the submission of this amendment package. Please ensure that we receive a copy of the adopted amendment. Should you have any questions please do not hesitate to contact me at 813-975-6444 or at jeffery.dow@dot.state.fl.us.

Sincerely,



Jeffery F. Dow
LGCP Coordinator

cc: Lauren Matzke, AICP, Long Range Planning Manager, City of Clearwater
Ray Eubanks, Plan Processing Administrator, DEO
Waddah Farah, PDA Administrator, FDOT District 7
Daniel Santos, AICP, Growth Management Supervisor, FDOT District 7