

**CITY OF NEW PORT RICHEY  
REDEVELOPMENT PLAN**

**Prepared for  
The City of New Port Richey**



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## NEW PORT RICHEY

### EXECUTIVE SUMMARY

Redevelopment is an inevitable part of any city's history. Whether by public or private means, change is inevitable and constant. Buildings age and deteriorate over time and require restoration and modernization. Additionally, the types of uses appropriate for an area within the city will also change over time in order to avoid obsolescence and remain competitive in an ever-changing market. New Port Richey is in need of redevelopment in its downtown and surrounding neighborhoods.

"Redevelopment" is a positive influence on the process of change to produce positive results. The issue in New Port Richey is not whether redevelopment should or should not take place. It is already occurring, motivated primarily by market forces. The new Walgreen's Pharmacy at the corner of US 19 and Main Street is a prime example. The City has participated in redevelopment in the downtown area with positive, although limited, results. As we prepare this redevelopment plan, the City is actively pursuing strategic parcels in the downtown area that can provide a solid impetus for enhanced activity in the central business district.

Additionally, the City staff during the past year had the commitment and perseverance to propose the expansion of the Community Redevelopment Area on a City-wide basis. Staff, in a detailed determination of need, discovered that an inordinate amount of the City's housing stock contributes nothing or very little to the tax rolls. Therefore, realistically the question is not whether redevelopment will occur in New Port Richey. The question is, how soon can redevelopment occur in the City's residential neighborhoods? Strategic investments are called for; investments that will create places that will attract people and make citizens proud to show off their community.

In various charettes and round table discussions over the past five years, the City Council has repeatedly stated that a primary objective in New Port Richey must be improvement in the City's owner-occupied single-family housing stock.

The redevelopment efforts will be slow and intensive. A large part of the residential area of the City is in need of improvement and there is no single magic bullet that will accomplish this. A revitalized downtown core, coupled with solid infrastructure improvements in the neighborhoods, hopefully will begin the synergy necessary for a better quality of life in the City.

The City has identified improvements in its current Capital Improvements Program (CIP) 2000/2001 through 2004/2005. These are incorporated into recommended improvements in the redevelopment plan.

The City has expanded its community redevelopment area to include its entire corporate limits. This is an aggressive approach and one that should pay huge dividends over time.

The corporate limits of the City of New Port Richey, as a tax increment finance (TIF) district, at a modest growth rate could generate up to \$72 million over the next 20 years. The money that will be generated from the TIF will nicely supplement what the City is currently spending with its capital improvements program. For example, after the fifth year of the TIF, a little over \$4 million will be generated for the City, which is approximately 16 percent of the City's CIP through fiscal years 2004/2005.

It is recommended that redevelopment proceed consistent with Florida's Community Redevelopment Act (Chapter 163, Florida Statutes) so as to take advantage of tools such as tax increment financing. Redevelopment is recommended in the following steps:

- Expand the community redevelopment area (CRA) to include the corporate limits of New Port Richey, Florida.
- Minimize reliance on general revenue sources and "capture" County tax revenues for redevelopment by applying tax increment financing; a mechanism in which redevelopment is made to pay for itself.
- As a possible alternative to tax increment financing, consider creating one or more special taxing districts in which property owners in the redevelopment area would pay an additional millage to finance capital improvements that directly benefit property owners.

- The pursuit of additional state and federal grants such as the Urban Infill Grant, Main Street program, TEA-21, and other funding sources as they become available.

While many details of implementation remain to be defined, the significance of the adoption of this document lies not in “details,” but in “direction.” New Port Richey is in a critical transition period. To stand still is to allow the City to languish, to allow community character to erode, and to allow opportunities to be missed. What is called for is not a risky, controversial leap of faith, but rather a sober recognition that action is necessary to serve the broad public interest by ensuring that the changes which are inevitable will occur and enhance the quality of life for present and future citizens of New Port Richey.

## SECTION 1.0 INTRODUCTION

The City of New Port Richey (City) has declared an area encompassing the entire community to be blighted, and has conducted a blight study (Finding of Necessity) per the requirements of Chapter 163.355 of the 2000 Florida Statutes. The current redevelopment plan encompassing the downtown CBD and surrounding neighborhoods is approximately 11 years old and in need of modification and expansion.

The City has spent a significant amount of money in physical and aesthetic improvements to the CBD, primarily on Main Street and Grand Boulevard. Additionally, the City has included its government services center and library on Main Street in the current redevelopment district.

The City staff has completed a needs assessment of residential and commercial units, including an analysis based on their ad valorem tax contribution to the City. Based on the number of residential units which are producing less than \$120 per year in tax revenues, the City Council and Community Redevelopment Agency believe that the Community Redevelopment Area (CRA) should be expanded to include the entire city.

In 1998, the City pursued the development of an aggressive strategy plan for the neighborhoods throughout New Port Richey. The City Council staff and concerned citizens have had “visioning” workshops whereby the message left with City leaders, is that redevelopment efforts are difficult and require patience and perseverance.

### **1.1 Boundaries of the Community Redevelopment Area**

As defined by the adopted “Finding of Necessity,” the CRA includes all areas within the City.

### **1.2 History of the Downtown**

The downtown of New Port Richey was developed originally in the early decades of the 1900’s. Downtown New Port Richey is somewhat “younger” by comparison to other downtowns in the eastern United States. The land on which the downtown area is located was surveyed and platted in 1911 and grew mainly through the efforts of the Port Richey Land Company, which owned

and developed much of the land in New Port Richey. The Port Richey Land Company began marketing the area as the “ideal retirement area” as early as 1911.

The City developed as both a retirement community and a service center for outlying farmlands. This development was aided by the expansion of railroad service and the City’s proximity to the Dixie Highway. The highway, which was the major north-south route along Florida’s west coast, ran through the center of the business district (the street is now known as Grand Boulevard) and intersected at Nebraska Avenue with the Seaboard Coast Line Railroad.

New Port Richey enjoyed substantial growth between 1911 and the Florida real estate bust of the 1920’s. Most of the pre-1920’s buildings in the downtown were wood construction and have been destroyed by fires or replaced with newer buildings. Many of the structures built in the 1920’s still remain today and give downtown much of its present character. These buildings include the Hacienda Hotel, the Pasco Building, the former First State Bank and the Meighan Theatre.

During the 1920’s, New Port Richey entertained the Hollywood crowd, attracting film stars Thomas Meighan, Gloria Swanson and Ed Wynn, author Pearl Buck and many others. Representatives of Paramount Pictures came to New Port Richey to discuss the possibility of creating a motion picture studio in town. The Great Depression ended these plans.

During the 1950’s the City’s population increased from 1,500 to a little over 3,500. The quick growth at the time increased the market for the downtown, but it also planted the first seeds for the decline of the downtown. The main catalyst of the decline was the opening of the US 19 corridor in 1951.

US 19 replaced the Dixie Highway as the main north-south arterial for the Gulf Coast. Much of the corridor was unzoned county land prior to the development of US 19. The abundant acreage allowed for multi-lane roads, vast parking lots and large stores with little development regulation. Commercial development has continued to grow and flourish since the opening of US 19 and has facilitated the decline of the downtown. The predominance of the US 19 corridor has prompted significant changes in land use and types of businesses that the downtown has been

able to attract and support. The downtown has evolved from the retail focal point of western Pasco County to primarily service oriented activities.

Redevelopment efforts have been discussed on and off since the early 1970's. Streetscape renderings, streetscape improvements and traffic circulation plans have been discussed and constructed from time to time for the past twenty years. In 1977, the City of New Port Richey and the University of Florida Landscape Architecture School worked together to produce streetscape plans. The work product stopped after streetscape renderings were completed and did not begin again until the early 1980's. At this time, the City installed trees and brick planters along Grand Boulevard and Main Street.

In the late 1980's, redevelopment efforts once again were revived. This time, City Council was the driving force in creating impetus for redevelopment. A community redevelopment agency was established to further the efforts that the City has made for redevelopment, the downtown and the immediately surrounding area was found to be blighted, pursuant to the Florida Statutes. Declaration of a blighted area allows the City to set up a tax increment financing (TIF) district. This TIF district allows the City to capture increases in ad valorem taxes for the district and reinvest them back into the blighted area.



## SECTION 2.0 PURPOSE OF THE REDEVELOPMENT PLAN

### 2.1 Redevelopment Powers and Requirements

Florida's Community Redevelopment Act, Chapter 163, Part III, Florida Statutes confers upon Florida municipalities the authority and the use of specific tools necessary to carry out redevelopment. The applicable governing body, e.g. the City of New Port Richey City Council, is granted the following powers by Chapter 163:

- The power to determine an area to be a "slum area" or a "blighted area" according to criteria defined in Chapter 163.340(1) and Chapter 163.340(8), Florida Statutes and demonstrated in a Finding of Necessity;
- The power to grant approval and adopt a Community Redevelopment Plan and modifications thereto;
- The power to authorize the issuance of revenue bonds;
- The power to approve the acquisition, demolition, removal or disposal of property and the power to assume the responsibility to bear loss.

Other powers made available to community redevelopment agencies and/or governing bodies include, but are not limited to, the following:

- The power to acquire by eminent domain property deemed necessary for community redevelopment;
- The power to dispose of property acquired in the community redevelopment area at its fair market value for uses in accordance with the plan;
- The power to carry out programs of repair and rehabilitation;
- The power to plan for and assist in the relocation of persons and businesses displaced from a community redevelopment area;
- The power to establish a redevelopment trust fund to receive tax increment revenues to fund redevelopment activities;
- The power to issue redevelopment revenue bonds for the purpose of financing redevelopment activities.

## **2.2 The Need for Redevelopment**

New Port Richey, an aging Florida city developed in the early 1900's, is facing a growing need to revitalize, redevelop and enhance its structures, uses and tax base.

Like many cities across America, New Port Richey's downtown and central business district (CBD) has suffered from out-flight business relocations to suburban mall locations and the declining property values and rental rates of commercial properties left behind. Additionally, with consumers following retail businesses to suburbia, remaining downtown businesses have found it difficult, and sometimes impossible to compete, against the newer malls, forcing many out of business. The residential area of this city expanded in the 1950's and 1960's with well-kept vacation and small retirement homes. This lasted until the 1980's when the original owners were replaced by next-of-kin, or investors, who became absentee owners. These owners lacked the desire or financial means to continue proper maintenance of the properties. Property values began to fall during this period.

Structural and physical deterioration are evident in a number of buildings in the CBD of the City. Whether due to age or poor maintenance and disinvestments, the appearance of the city has suffered as a result and efforts must be made to revitalize this community. High vacancy rates and decreased property values have led to a falling tax base for the City and revitalization efforts are desperately needed.

A goal of the City's redevelopment effort for the CBD is to define a niche for business. Whether it be antiques, eccentric clothing stores, arts and crafts or a variety of other special interest type shops; it would be helpful for downtown merchants to offer items not found on US 19.

## SECTION 3.0 REDEVELOPMENT OBJECTIVES

### 3.1 Community Enhancement

The plan calls for enhancement of the character of the community of the City of New Port Richey through higher standards of development quality, restoration of historic landmarks and encouragement of public and private investment in both commercial and residential development.

### 3.2 Neighborhood Improvements

The City has spent a considerable amount of money in its original CRA district, which included the central business district. The City recognized areas within its extended corporate limits that needed improvement. A focus has been on neighborhood improvements since the completion of improvements in the CBD.

### 3.3 Strengthen the Local Tax Base

The City's total tax base has been diminished over time by decreasing property values. Although the total assessed value of the City has increased, it has risen at a slower rate than surrounding County areas. The taxes from this total valuation have not kept pace with the inflation of costs.

### 3.4 Strengthen Land Use Patterns Within the Community

An update to existing land use patterns is proposed in order to combat obsolescence and widespread blight, as determined through the "Finding of Necessity" report, and promote a reinvestment of public and private interests.

### 3.5 Enhance the Business Districts

The plan envisions enhanced business districts that better serves the needs of the community and act as the commercial and cultural centers of the City. These areas include the CBD, the Community Hospital area, the US 19 corridor and the North Bay/Massachusetts Avenue area. The City has expended over \$2 million in the CBD, along Main Street and Grand Boulevard, on public improvements. Brick accented sidewalks, ornate lighting, extensive landscaping and

decorative street furniture have also been installed in the downtown area. Improvements have been made at Sims Park.

As a result of the physical improvements made by the City, the quality of business in the CBD has slowly improved since that time. Vacancy rates have dipped as well. Through the benefits of tax increment financing improvements, and an identified theme for the downtown merchants, the future of New Port Richey's CBD can be bright.

### **3.6 Reverse Obsolescence**

Several properties occupying prime retail business locations have been made vacant by business relocation and have suffered deterioration and diminished value. The plan encourages creative revitalization of these structures.

### **3.7 Improved Traffic Circulation, Parking and Infrastructure Efficiency**

The redevelopment plan calls for a traffic circulation system, which mitigates congestion, enhances community character and provides for efficient and eased use of parking resources.

## SECTION 4.0 ANALYSIS OF EXISTING CONDITIONS

### 4.1 Land Use Patterns

The City of New Port Richey demonstrates several clear land use and development patterns. Properties fronting the river are almost exclusively single family residential. The majority of the properties located to the north and south of the Main Street Corridor, from US 19 to Madison Street, are commercial or used as public facilities. Properties located immediately adjacent to the portion of US 19 located within the City's corporate limits are used for intensive commercial activities. Residential uses within the City include an abundance of duplexes, triplexes and mobile homes. The City includes a high percentage of rental units, many of which are owned by absentee landlords. Reversing this pattern and promoting the development of resident owned properties is a point of focus for the City.

#### A. Residential Land Use

Residential land use is the most predominant land use type found in the City. Of the 2,783.64 acres of land that comprise the City, 1,589.25 acres or 57.09 percent are devoted to residential land uses. This acreage can be broken down into the following categories: 844.01 acres (30.32 percent) either single-family detached or duplex; 575.86 acres (20.69 percent) multi-family; and 169.38 acres (6.08 percent) in mobile homes.

As of the 1990 Census, there were 7,824 residential units within the City, comprised of 3,596 single-family detached units (45.96 percent), 357 single-family attached units (5.07 percent), 2,557 multi-family/duplex units (32.68 percent), 1,221 mobile homes (15.61 percent) and 53 other housing units (0.68 percent). In terms of overall density, the City maintained a residential density of 4.92 units/acre.

The residential areas found in the City can be described as follows:

- The central residential area, consisting of older, well-established neighborhoods is located north and east of the Pithlachascotee River. Within this area, lot sizes range from 5,000 to 7,500 square feet with the majority of lots being in the 5,000 to 6,000-square-foot range. Although single-family detached housing is the predominant residential type, there is a mixture of duplexes and multi-family units

within the single-family neighborhoods. The larger single-family detached units are found in the areas bounded by the Pithlachascotee River on the west and Washington Street and Grand Boulevard on the east.

- The area bounded by the Pithlachascotee River on the east and north, US 19 on the west and south to the City limits contains the larger single-family detached lots, the greatest concentration of multi-family development, and the newest in single-family construction.
- Those residential neighborhoods identified as containing a higher concentration of units in need of repair can be found north of High Street, south of Main Street, east of Grand Boulevard and west of Congress Street.
- The area bisected by the Pithlachascotee River contains many larger older homes and/or large lot residential construction.
- Mobile home development with some single-family detached and multi-family development can be found along the outer borders of the City.
- Within the downtown area, residential uses account for 3.49 acres of the land uses found there. These residential units are generally located along the outer boundary of the downtown area.

It is important to note that the primary area of recent annexation activity has been in the southeastern area of the City. These annexations have resulted in mostly government, recreational and institutional uses.

## **B. Commercial Land Use**

The total amount of commercial land within the City consists of 244.72 acres, or 8.08 percent, of the total land area. There are three distinct commercial types found in the City.

- **Highway Commercial.** The primary concentration of commercial activity within the City can be found along US 19. This area contains approximately two-thirds of the City's total commercial acreage. The commercial uses found here are typical of those associated with highway commercial development (e.g., strip development, motels, free-standing establishments, etc.). The largest commercial activity found along US 19 is the Southgate Shopping Center located at the intersection of US 19 and Marine Parkway.
- **Downtown Area.** In a revitalization plan for Downtown New Port Richey prepared in 1986 (*A Plan for the Revitalization of Downtown New Port Richey, Florida*), the downtown area for New Port Richey was identified as being located between Madison Street on the east, US 19 on the west, Circle Boulevard and

Central Avenue on the north, and Delaware Avenue on the south, with the area being bisected north/south by Main Street and east/west by Grand Boulevard. The core of the downtown area can be found at the intersection of Main Street and Grand Boulevard.

In describing the downtown area, the Plan noted that:

Downtown New Port Richey could be easily dismissed as another victim of the sub-urbanization of American society. The role of New Port Richey's downtown has undeniably been altered by the ongoing construction of highway and neighborhood shopping centers, as have the roles of most other downtown areas throughout the nation. However, each of those affected downtowns is made unique by its past, present and future roles in the local fabric...Downtown New Port Richey should be viewed in this light. While it does not approach the historical, architectural and economic heritages of other older and larger cities, New Port Richey has an identifiable and concrete legacy upon which to build. Moreover, despite the loss of several businesses through migration or failure, Downtown New Port Richey continues to function as a business, cultural and recreational enclave offering unique amenities.

In 1996-97, the City implemented a Capital Improvement program along Main Street, from Madison Street west to US 19. This included infrastructure and aesthetic improvements.

Improvements include a redesign of Main Street with on-street parking, enhanced landscaping, street lighting and street furniture. This is an effort by the City to retain and revitalize the retail establishments currently in the downtown, as well as attract new merchants to the area.

The physical improvements in the downtown area, coupled with the addition of the children's playground along the riverfront at Sims Park, have transformed the downtown area immensely since 1993.

The designated downtown area contains almost 90 acres of commercial, public/semi-public, recreational and residential land uses. In terms of commercial land uses, the downtown area contains approximately 25 acres, or more than one-half of the total downtown area. When compared to the overall commercial land use within the City, the downtown area represents about one-tenth percent of this category. Drawing from the 1986 revitalization plan, the character of these commercial uses indicated that the total number of personal, business and

professional service establishments exceeds the total number of retail establishments by more than two to one.

- The remaining commercial areas are scattered throughout the City and account for over 70 acres, or approximately one-fourth of this category. The uses found within these areas are of a neighborhood commercial, general retail or office nature. The principal areas for this secondary commercial activity are the intersections of Massachusetts Avenue/Congress Street and Grand Boulevard/Gulf Drive. As can be expected, the areas surrounding the North Bay Medical Center and Community Hospital of New Port Richey have developed with offices and supporting commercial uses. However, much of the surrounding properties zoned for office uses are under-utilized.
- In terms of commercial tourist facilities, according to information provided by the City's utility records, as of June 1997, there were 11 commercial tourist facilities having a combined total of 662 rooms. The majority of these uses can be found along the US 19 corridor.

#### **C. Industrial Land Use**

A mixture of industrial and heavy commercial land uses can be found in the northeast portion of the City. These uses are generally of a warehouse or light industrial nature. Altogether, there are 28.12 acres of industrial land within the City accounting for 1.01 percent of the total land use.

#### **D. Agricultural Land Use**

There are no agricultural land uses located within the City of New Port Richey.

#### **E. Recreation/Open Space Land Use**

One of the most enlightened aspects of the City of New Port Richey is the 10.40 acres of recreation/open space located within the downtown area. Just north of the intersection of Main Street and Grand Boulevard and bounded by the Pithlachascotee River are two parks, Sims Park and Orange Lake Park, with a combined total of nine acres. In addition, at Main Street and North River Road is the city boat dock (1.4 acres in size) associated with the Chamber of Commerce complex. The location of these facilities within the downtown area affords the City a unique opportunity to create a community focal point utilizing its most outstanding physical feature.



Taking into consideration the recreational facilities located within the downtown area, there are 100.40 acres for recreation/open space within the City. This represents 3.61 percent of the land area. The largest recreational area is the James E. Grey Preserve, an 83-acre parcel located along the Pithlachascotee River, which was acquired in April 1997. The next largest recreational areas are the New Port Richey Recreation Center located between Kentucky and Ohio avenues and east of Van Buren Street, and the Little League Field located south of Pine Hill Road and west of Congress Street. Smaller passive recreational and open space areas can be found along the Pithlachascotee River.

#### **F. Conservation Land Use**

There are 36.56 acres (1.32 percent of the total land area) of open water, environmental and associated wetlands within the City. Aside from a few isolated lakes, with Orange Lake being the largest, the principal open water body within the City is the Pithlachascotee River. Although not counted in the above figure, there are several fringe areas west of US 19, where residential development is taking place adjacent to coastal wetlands or mangrove stands. In addition, there is an area of wetlands located along the river in the southern portion of the City.

#### **G. Educational Use, Public Buildings and Ground, and Other Public Facilities**

For purposes of this element, the educational, public buildings and grounds, and other public facilities land uses have been combined into the Public Facilities land use designation.

#### **H. Public Facility Land Use**

Within the downtown area, public facilities occupy 7.46 acres. The primary use of this type found here is the City Hall/Library complex that anchors the eastern end of the downtown area. As a result of growth of the City and subsequent increase in City services, the City constructed a new City Hall in 1990. The former City Hall has been rehabilitated and retained as the public library. The other public facility is the Chamber of Commerce building located on the Pithlachascotee River, at Main Street and River Road.

Aside from those uses identified as being in the downtown area, there are 127.22 acres of public facilities in the City including: the Richey Elementary School (12.0 acres), North Bay Hospital (9.64 acres), Gulf High School (37.60 acres), Post Office (4.63 acres), Gulf Middle School

(18.50 acres) and Community Hospital of New Port Richey (12.09 acres). The largest single public facility land use is the New Port Richey Wastewater Treatment Plant, located west of US 19 on Main Street. The remainder of this land use type is composed of churches and various civic and fraternal organizations. Altogether, these public facilities represent 4.58 percent of the total land uses found within the City.

In addition to the public facilities identified above, there are 324.34 acres, or 11.66 percent, of public rights-of-way within the City.

### **I. Vacant/Undeveloped Land**

Within the City there are approximately 577.84 acres of vacant or undeveloped land representing 21 percent of the total land area. A total of 468.37 acres has been identified as unimproved for residential purposes (16.86 percent). Most of the available vacant land can be found along the outer boundaries of the City, principally in the southeastern section.

In terms of residential densities and development potential, the vacant land can be subdivided into seven zoning districts: MHP, R-1, R-2, R-3, MF-10, MF-14 and MF-30. If these zoning classifications were developed to their maximum permitted densities, and not taking into consideration physical or environmental limitations, a total of 3,320 residential dwelling units could result. Table 1, Appendix B, presents a breakdown of the residential potential of the individual zoning districts.

Pursuant to Section 9J-5.006(1)(c), Florida Administrative Code (FAC), Table 2 summarizes the general range of density or intensity of future land uses found in the City of New Port Richey.

### **J. Historic Resources**

The City has one property listed in the National Register, The Hacienda Hotel. There are no nomination proposals pending at the present time. The City and County have identified many structures as significant. According to a 1976 publication prepared by the Pasco County Planning Division, the following buildings were listed in the inventory of historic sites (see Map 1). Many of these structures should be designated on the National Registry and be preserved or restored:

- Hacienda Hotel - Located on Main Street, this building was built in 1922 by a corporation of Hollywood celebrities during the “boom” era. It is an example of Spanish architecture.
- Land Office - Milbauer Building - Located at Main Street and Grand Boulevard, this building was constructed in 1925 and was the first brick building in the City. Currently used as an attorney’s office, the original appearance of the structure has been retained.
- Pasco Building - Located on Grand Boulevard and built in 1921, this building contains many unique architectural features. It is currently used for commercial purposes.
- Meighan Theatre - Located at Grand Boulevard and Nebraska Avenue, this theatre was built in 1922 during the “boom” era. Currently called the Richey Suncoast Theatre, it offers live stage productions, free monthly musical performances, youth drama camps and performances by out-of-town performing arts groups.
- Chasco Inn - Previously the location of the post office, this structure, located on Main Street, was built in 1916. It is currently used for commercial purposes.
- Arcade Building - Located on Main Street, this structure, built in 1919, is presently used for commercial purposes.
- The Boulevard Building - Built in 1920, this structure, located on Grand Boulevard at Missouri Avenue, is presently used for commercial purposes.
- The Old Seven Springs Schoolhouse - Located at Sims Park, this structure is presently used as the museum for the West Pasco Historical Society.

Of local historical importance are the following structures, all located within the downtown area:

- The First State Bank - Constructed in 1922 and located on Main Street and Grand Boulevard.
- The Clark Mercantile Building - Located on Main Street and Grand Boulevard, this building was constructed in 1922 and is used as a restaurant and tavern.
- The Sims Building - Constructed in 1922, this structure is currently being used by a printing business.
- The Old Municipal Building - Built in 1930, this structure was used as the City Hall and Fire Department but is now vacant.

- Library - Constructed in 1926, this structure was formerly an elementary school. For several years, it served as the headquarters for the City's government.

Additionally, in 1992, *"The Historic Places of Pasco County"* written by the Pasco County Historical Preservation Committee identified four other sites in New Port Richey as having historical significance.

- Original Our Lady Queen of Peace Catholic Church - Located on Sims Park adjacent to the old Seven Springs Schoolhouse. Built in 1918-19, this building is now used as a community building.
- Clemmie Butler Home - This structure, at 5327 Grand Boulevard, was built of native rock hauled from the nearby Pithlachascotee River bottom and fitted together with mortar.
- Finnish American Club - On Delaware Avenue at Madison Street, this structure was built in 1949.
- Sims Park - At Grand Boulevard and Circle Boulevard, it was originally named Enchantment Park. The park was renamed on December 16, 1924 to honor George R. Sims, early developer of New Port Richey and donor of the park and clubhouse. His wife, Marjorie, was the first Chasco Fiesta queen. The Civic Club, organized in 1916, occupied the clubhouse for many years. The original bandstand, built in 1925, was the site of much entertaining and politicking. The two-room, Seven Springs Schoolhouse, was moved in 1981 and was renovated by the West Pasco Historical Society. It now houses a museum. The Hacienda Hotel, a "boom time" establishment frequented by movie stars such as Thomas Meighan, Harry Bannister, Earl Benham, Gloria Swanson, Lupe Velez and Ann Harding, adjoins the park.

#### **K. Land Uses Adjacent to Municipal Boundaries**

- North - Mixed residential development, commercial activity, vacant land and some industrial activity.
- South - Mixed residential development, large tracts of vacant property, general commercial activity and highway commercial activity along US 19.
- East - Scattered residential, some agricultural activity and large tracts of vacant property.
- West - Mixed residential development, large tracts of vacant property and saltwater wetlands.

- Enclaves - Within the City of New Port Richey, there are unincorporated enclaves totaling more than 40 acres. The uses found on these parcels include single-family detached residential, multi-family residential, mobile homes, commercial/office and vacant property. The City shall consider annexing these areas, consistent with Policies 1.17.1 and 1.17.2.

Map 4 graphically presents the existing land uses currently found in and around the City of New Port Richey.

## **4.2 Community Demographics**

The City of New Port Richey has changed a great deal over time. The demographic make-up of the community, economic structure, and physical appearance that define the image of the City has slowly evolved into what is present today.

### **A. Population**

The City of New Port Richey has experienced sporadic periods of population growth and decline. In recent years, the areas of Pasco County outside the corporate city limits have received the bulk of residential and commercial growth. The population of the City of New Port Richey in 2000 was 16,117. This population represents an increase of 4,172 persons, from 1990 population figures. Compared to Pasco County, which grew at an annual rate of 1.89 percent from 1990 to 2000, the City, is growing more slowly.

### **B. School Population**

School population has steadily risen within the City. There are three schools within the corporate limits of New Port Richey. These schools include Richey Elementary School, Gulf Middle School and Gulf High School. The total school population for the City of New Port Richey in the 2000 school year was 3,105. This figure represents an estimated 19.3 percentage of the total population of the City.

### **C. Income**

The median household income in the City of New Port Richey was \$28,841 in 2000. This figure represents a 44.2 percent increase since 1990 and represents an average annual percent change (AAPC) of 4.42. This income is 13 percent lower than Pasco County as a whole, which has a

median household income of \$33,153. By 2005, this difference is expected to increase to 16 percent. The median household income is expected to increase to \$31,765 in New Port Richey and \$37,830 in Pasco County as a whole.

**D. Age**

The median age for the population of the City of New Port Richey in 2000 was 44.2 years. In 2005, this number is expected to increase to 50.3 years. This number is substantially higher than the county figure, 37.6 years. The City and County populations are broken down by age as follows:

Age	City	County
0 – 11 years	12.9 %	12.48 %
12 – 17 years	6.3 %	5.94 %
18 – 24 years	7.2 %	5.35 %
25 – 34 years	11.4 %	11.41 %
35 – 44 years	13.1 %	11.57 %
45 – 54 years	11.4 %	10.37 %
55 – 64 years	9.4 %	10.68 %
65 – 74 years	11.3 %	18.19 %
Over 75 years	17.0 %	14.01 %

**E. Race**

The racial composition of the community is predominantly Caucasian, with only small minority populations. This make-up is similar to that of Pasco County.

White = 92.3 percent

Black = 1.0 percent

Asian = 0.5 percent

Hispanic = 5.2 percent

Indian = 0.5 percent

Other = 0.1 percent

## **F. Employment**

The City of New Port Richey has an unemployment rate of only 2.6 percent. The rate of persons residing in the City who are not in the labor force is quite high, however, with an estimated 56 percent of the total population in this category. Employed residents make up the remaining 41 percent of the population.

## **G. Education**

In 2000, the highest level of educational attainment for the majority of City residents over 18 was a High School diploma. Approximately 16 percent of the City's population has at least some college and 8 percent hold associates, bachelors or graduate degrees.

8 <sup>th</sup> Grade or Less	451	4 %
9 <sup>th</sup> – 12 <sup>th</sup> Grade (No Diploma)	1022	9.1 %
HS Diploma	1741	15.5 %
Some College/No Degree	849	7.6 %
Associates Degree	263	2.3 %
Bachelors Degree	461	4.1 %
Advanced Degree	195	1.7 %

## **4.3 Housing Supply**

New Port Richey offers a variety of housing types in the current real estate market. These housing units range from single-family to multi-family, and from site built to manufactured units. In addition to apartments, condominiums, townhouses, mobile homes and single-family units, New Port Richey has a number of duplex, triplexes and quadplexes within the city limits. These units are primarily renter occupied units and generally poorly maintained. Absentee landlords, renter occupancy, disrepair and high vacancy rates are commonplace in the City's housing arena.

New Port Richey had approximately 7,000 dwelling units with a median value of \$65,235 in 1990. These figures represent a 4.3 percent increase, approximately 300 additional units, in the total number of dwellings since 1989. These numbers reflect a substantial increase over a one-year period, which is due in large part to the annexation of County lands into the City. The

average age of the housing units in the city is between twenty and forty years, as the most expansive period of growth in the City's history occurred from 1950 through 1979. A large number of homes, approximately 1,500, have been built or annexed into the city since 1980. However, large-scale development has slowed substantially within recent years as growth has been steered into the County limits, where land development costs are less expensive and the supply of large vacant tracts of land is more plentiful.

Median value in the housing stock of the City has increased to \$83,919 over the last ten-year period, reflecting an average annual increase of approximately 2.8 percent or \$1,868.40. By 2005, median home value is expected to reach \$93,465. These figures seem to reflect that the City's housing stock is as valuable and is appreciating at levels comparable with the County as a whole. However, these numbers are a result of averaging the entire city. Some neighborhood areas in the City remain well below County median value levels, currently \$84,786, with year 2000 estimates as low as \$55,833.

Approximately 24 percent of all housing units within the corporate limits of the City are renter occupied. Compared to the percentage of renter housing in the County, currently 16 percent, this figure is substantially higher. The median rental value in 2000 for New Port Richey was



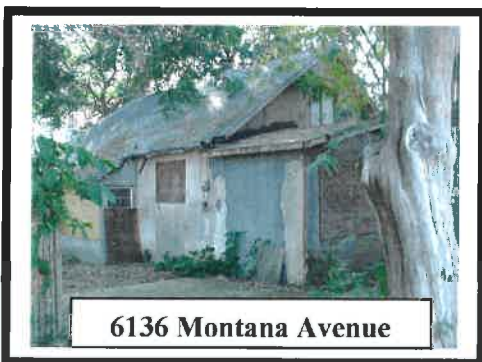
significantly lower than in Pasco County as a whole. There is some evidence that the City has become a draw to people with low-income earning households because of the



readily available supply of low rent housing and the acceptance of transient tenants by absentee landlords. This image has damaged the City's reputation to others in the housing market and has driven down property values in some areas.



Vacant residential units account for approximately 18 percent of the City's total housing stock. This number is comparable to Pasco County, currently experiencing vacancy rates of approximately 17 percent. However, the difference between the two is reflected in the length of vacancy and the reason for the vacancy. Pasco County has experienced tremendous growth in recent years due in part to rising housing costs in other communities and vastly improved highway access to what was once a rural area with the recent completion of the Suncoast Parkway. Because of the increasing rates of new home construction that have occurred in recent years, many housing units in Pasco County are recently constructed or under construction. This increases rates of vacancy for the County because some homes are built as inventory and are ready for sale. Others are not yet completed, but under contract for sale or are used as models. Pasco County also has a high percentage of seasonal units, owned and used by out-of-state residents who reside in the unit only several months out of the year. These units, because they are vacant for more than six months of the year are considered vacant despite usage during seasonal months. In the City, however, this is not the case.



New Port Richey has vacancy rates, which meet or exceed the County's rates for all types of units, including residential, commercial and office. The majority of these units are not seasonally occupied or new construction units, but rather abandoned, underutilized or uninhabitable properties, such as the units pictured above, located at 6136 Montana Avenue

and 5830 Ohio Avenue.

Dilapidated, although not vacant, homes are also commonplace within the corporate limits of the City. These housing units have been repeat offenders with Code Enforcement and a primary reason for the lack of interest in the redevelopment of areas in the City by private interests. Two such properties, located on Cactus Drive and Missouri Avenue, which have had



numerous citations and which have appeared before the Code Enforcement Board on several occasions are pictured above.



The average household income in 2000 for New Port Richey was \$38,126, approximately 10 percent lower than in Pasco County as a whole. Using this figure and standard finance guidelines to compute the amount of house the average City family can afford, housing units with sale prices between \$76,252 and \$114,378 (two to three times annual household income) or rental units between \$790 and \$1060 per month (25-33 percent of monthly household income) are best suited for the New Port Richey housing market. The type of these housing units could vary greatly. However, it is advisable for the City to encourage new and more upscale multi-family and rental housing in order to provide alternatives to the current rental units, which have, in the past, presented maintenance and code enforcement problems.

This new housing directive would also discourage the draw to lower income and less desirable residents. Additionally, these efforts would increase the property tax base for the city and attract a more affluent population of residents. The City can only attract the residents it desires if housing options that meet the needs of that population are offered within the community.

#### **4.4 Transportation, Parking and Capitol Improvements**

##### **A. Downtown Area Inventory**

The downtown area is bounded on the north by Sims Park, Circle Boulevard and Central Avenue; on the east by Madison Street; on the south by Montana Avenue; and on the west by North and South River Road. Field observations and notes were collected within the boundaries for vehicular circulation and movements, bicycle and pedestrian facilities, on-street and off-street parking and signage to downtown features and facilities.

## **B. Traffic Circulation**

The traffic circulation system in the downtown area consists of two main roadways. They are Main Street and Grand Boulevard. Main Street provides the major east-west roadway through the downtown area. The majority of the commercial, governmental, cultural, recreational and professional establishments are located fronting this street. There are four signalized intersections on Main Street within the downtown boundary. The signalized intersections are Main Street/River Road, Main Street/Bank Street, Main Street/Grand Boulevard and Main Street/Madison Street.

Grand Boulevard is the main north-south roadway within the downtown area. Grand Boulevard is central to the downtown area and contains the largest concentration of commercial establishments next to Main Street.

To a lesser extent, River Road provides traffic movements in a north-south direction in the west edge of the downtown. Madison Street provides major north-south traffic movements on the east edge of the downtown area. Madison Street supplies access to City Hall/Library/Fire Department, Gulf High School and Community Hospital to the south, North Bay Hospital and Richey Elementary School to the north.

Other roadways contribute to traffic circulation to the overall boundaries of New Port Richey. US 19 is a major arterial on the west edge of the City. This roadway travels in a north-south direction and is one of the most heavily traveled roadways in west Florida. Congress Street is also a north-south roadway on the east edge of the City. Rowan Road forms a north-south road at the far eastern limits of the City. Massachusetts Avenue is a heavily traveled east-west roadway in the northern part of the City. The heaviest volume of traffic on Massachusetts Avenue would be the segment from Congress Street eastward to Rowan Road. The area of Congress Street/Massachusetts Avenue contains the largest concentration of highway commercial activity next to the US 19 corridor.

The south edge of the City has Trouble Creek Road (CR 518) as a main east-west continuous through route. Due to the Pithlachascotee River traveling through the City, Main Street and Trouble Creek Road are the only continuous east-west through roadways traversing the limits of

the City. With Trouble Creek Road so far to the south, Main Street becomes a major route from US 19 to the east and Rowan Road and beyond to CR 1.

### C. Bicycle Facilities

Bicycle facilities and observed usage data was collected within the downtown area. There was very minimal bicycle activity noted within and on the downtown roadway network. Central Avenue and Circle Boulevard are bike routes designated by signs. The signs include a yellow warning sign (with a picture of a bicycle) and a supplemental plaque stating, “sharing roadway” below the sign. Bicycle racks are in place at the City Hall/Library complex, however, they are not highly visible.



### D. Pedestrian Facilities

An inventory of pedestrian facilities such as sidewalks, crosswalks and lack of sidewalks and crosswalks was done within the downtown area. The downtown area is covered extensively with pedestrian features, such as sidewalks, crosswalks, curb ramps and signalized crossings.

Main Street has continuous sidewalks on both the north and south sides throughout the downtown area. Pedestrian activated push buttons, signal heads, curb cuts and high visibility markings exist at all four legs of the signalized intersection of Main Street/River Road, Main Street/Bank Street and Main Street/Grand Boulevard. The signalized intersection of Main Street/Madison Street has



pedestrian signals on the west and north sides of the intersection. Only the west side, for north/south crossings, has high visibility markings on the pavement. Two additional intersections, Main Street/Adams Street and Main Street/Jefferson Street have curb cuts and high

visibility markings on all four corners of the intersection. No pedestrian crossing signals exist at these intersections.



Continuous sidewalks exist in a north/south direction along Grand Boulevard on both the east and west sides of the roadway. These sidewalks continue around the north edge of Orange Lake on Circle Boulevard. In addition, a sidewalk circles the lake, Veterans Walk in Orange Lake Park. A total of seven crosswalks exist from the park across Circle

Boulevard/Grand Boulevard. Five of the crosswalks are striped and four of them have two pedestrian crossing signs with supplemental plaques stating, “ped Xing.”



There are three brick-paver designated crosswalks at the intersection of Grand Boulevard/Circle Boulevard. These crosswalks are basically invisible, especially to motorists.

Sims Park has sidewalks along its perimeter with the river, Grand Boulevard and Bank Street. In addition, sidewalks traverse the interior of the park.



Sidewalks are intermittent on the other roadways within the downtown area. Central Avenue has a sidewalk on the north side extending from Circle Boulevard to Madison Street. A sidewalk exists on the south side from Circle Boulevard to Jefferson Street. Florida Avenue only has sidewalks on the north side from Adams Street to Madison Street. Limited sidewalks exist along Nebraska Avenue.

They are on the north side of the road from Lincoln Street to Grand Boulevard, and on short

portions of the road west of Grand Boulevard on both sides of the street and a short piece on the south side east of Grand Boulevard. Missouri Avenue has short portions of sidewalk on the north side both east and west of Grand Boulevard and a portion east of Grand Boulevard on the south side of the road. No sidewalks exist on Montana Avenue within the study area. Madison Street, the east end of the downtown area has a sidewalk along the west side of the road and on portions of the east side south of Main Street.

### **E. Parking**

An inventory of parking spaces was conducted within the downtown area. The number and location of all parking spaces was noted on a map of the area. It was noted if the spaces were angled, parallel or 90-degree; on-street or off-street; in public or private lots or on private property; striped or not striped; and paved or dirt surface.



All types of parking exist within the downtown area. Parallel spaces on Main Street, Grand Boulevard and some of the side streets are easily visible and readily accessible to nearby businesses. However, the majority of the public and private parking lots are not located on the two main downtown arteries of Grand Boulevard and Main Street. Thus, they are more difficult for visitors to

find and utilize.

Decorative signs are located at Main Street and Bank Street and at Main Street and Grand Boulevard. These signs point out the direction to a variety of downtown features such as Sims Park, parking, City Hall, the library and other facilities. However, these signs are small and difficult for motorists to read. They tend to blend into the background as you drive down the street.



The location of the lots on side streets makes it difficult for visitors to find public off-street parking. When an off-street lot is found, it is not readily apparent as to whether it is public or private. Some of the lots are posted as private parking for use by the patrons of a specific business. Others have no signs or the signs are not posted at the central access points.



Public lots are located throughout the downtown area. Some of the lots are signed and some are not signed as public parking. The type of parking lot sign used by the City may not be apparent to the public as a public lot. Three of the City lots have decorative signs and short histories of whom the lot has been named for. These signs are more of a historical note since they are not located or positioned as a motorist guide. They are more visible to pedestrians who may be walking down the sidewalk. The City lots are located at the Sims Park boat ramp off of North River Road, the Gloria Swanson Parking Area (Bank Street north of Main Street), Sims Park, the Gerber DeVries Parking Area (Main Street at Adams Street), the Thomas Meighan Parking



Area (All Children Specialty Care of Pasco lot on Nebraska Avenue), behind Jimmy's Restaurant and the Village Pub on Grand Boulevard between Missouri and Montana avenues, a lot at the corner of Florida Avenue and Adams Street (one block north of Main Street), and the lot servicing City Hall, the Library and the Fire Station. These lots total approximately 388 spaces.

Main Street and Grand Boulevard have marked, parallel, on-street parking throughout the downtown area. The parking spaces on these two streets add approximately 124 spaces readily usable and visible to downtown visitors and merchants. On-street



parking is also available on most of the side streets in the area. Some locations are marked no parking, otherwise parking is allowed.

Many of the businesses fronting Main Street between Bank Street and Madison Street have parking in the rear of the establishment. Those on the north side of Main Street access this parking by way of an alley. The businesses on



the south side of Main Street access their on-site parking from Nebraska Avenue. No on-street parking is located on the north side of Nebraska Avenue between Bank Street and Madison Avenue.

The Community Hospital of New Port Richey is located in the southern part of the City. The main entrance is east of Grand Boulevard on Marine Parkway. This is a full service hospital serving not only the residents of the City, but also West Pasco. The majority of the hospital property is bounded by the City limit line south of Marine Parkway on the south, George Street on the east, High Street on the north, and Grand Boulevard on the west.

Parking is located on the south, west and northeast of the hospital building. The parking immediately south of the building main entrances is for patients and visitors. Some staff (physicians) spaces are reserved outside of the main entrance and also outside of the emergency entrance. The emergency entrance is also located on the south side of the building, to the east of the main entrance. There are approximately 280 parking spaces in front of the hospital and was 75-80 percent full. South of Marine Parkway is a parking lot that could be referred to as a remote lot. It has approximately 310 parking spaces. This lot was only 50-60 percent full on the day of observation. The northeast corner of the hospital is located the delivery – maintenance



area with a small parking lot. This lot has 19 spaces, which were all occupied. Northwest of the hospital, north of High Street is a parking lot with approximately 73 marked spaces. This lot was more than 100 percent occupied. Many cars had parked on the end of the aisles. East of this lot there are 14 reserved for hospital staff spaces perpendicular to High Street, which were all occupied. Additionally, 10 reserved spaces perpendicular to Aspen Street were also fully occupied. On the north side of the hospital, perpendicular to High Street are 13 spaces, which were all occupied. Additionally, there are two half-circular driveways from High Street which had numerous vehicles parked in them.

West of the building are three lots. The most eastern lot, at the edge of the hospital, contains 70 parking spaces. This lot was full except for approximately 3 reserved spaces along the building. The next lot to the west contains 22 spaces, all fully occupied. The final lot along Grand Boulevard has 62 parking spaces. This lot was 90 percent occupied during the observation period. At the southeast corner of Grand Boulevard and High Street is the personnel office in a separate structure with nine parking spaces.

Southwest of the hospital building is the Newporter Medical Mall. This building and its parking are separate from the hospital. Access is available between both parking areas but all parking on the Medical Mall property is posted for their use only. This building has 22 spaces on the east side, 17 spaces on the west side and 50 spaces in the rear. All spaces on the east and west were occupied plus an additional 10 vehicles parked along the curb line of the west side one-way drive. The rear parking was approximately 50 percent occupied.

West of the Newporter Medical Mall is vacant property, a helicopter pad and the Red Apple School House for special adult education. The southeast corner of Marine Parkway and Grand Boulevard is also vacant land. To the east of this property is a U-shaped medical complex with approximately 78 parking spaces. These spaces were only 40 percent occupied. To the east of this building is the remote lot discussed earlier.

## **F. Signage**

Signage to local facilities and parking was inventoried within the downtown area. Decorative downtown signs are located at Main Street/Bank Street and two at Main Street/Grand Boulevard.

These signs are small and not readily visible or legible to motorists. These signs are two-sided. The sign at the intersection of Main Street and Bank Street is on the southeast corner. It points out the direction to City Hall, the library, Sims Park, historical museum and parking for eastbound traffic and the direction to the Chamber of Commerce, boat ramp, parking, Sims Park and the historical museum for westbound traffic.



Two signs are located at the intersection of Main Street and Grand Boulevard. They are located on the northeast and southeast corner. The sign on the northeast corner points out the direction to Sims Park, Historical Museum, parking, Cavalaire Square and Orange Lake for westbound traffic and City Hall, library, recreation center, Orange Lake and Cavalaire Square for eastbound traffic. The sign on the southeast corner points out the direction to Orange Lake, Sims Park, the Historical Museum, City Hall and the library for northbound traffic and Cavalaire Square, City Hall, the library, parking and the boat ramp for southbound traffic. No other signage to City facilities or features was observed in the downtown area.

As stated earlier, although attractive, the signs are small and difficult to read for motorists. The color is also difficult to see at dawn or dusk when the sun is low in the sky and shadows are cast from the buildings. The signs tend to blend into the background of buildings easily and are difficult to make out, especially when driving conditions are less than ideal.

## SECTION 5.0 LAND USE AND REGULATORY ELEMENT

The built environment is influenced by three main factors: local and regional transportation patterns, economic viability of specific land uses, and constraints imposed by land development regulations. It is possible for the community to influence the pattern of development by providing land development regulations that allow or encourage a specific type of development to occur.

“Standard” (a/k/a Euclidean) zoning districts (e.g., C-2 and R-1) tend to reflect suburban conditions of isolated land uses, distancing people from locations providing for daily needs. Such segmentation of land uses precludes a critical mass of activity and an urban scale that minimizes walking distances. Being able to walk to basic goods and services in appropriately scaled centers can have the effect of activating and adding vitality to an area. “Place-making” is the anticipated result. In “places”, maintenance and investment are worthwhile.

In most cases, land development regulations set forth basic dimensional standards but speak very little to design considerations that can have a significant impact on the look and feel of neighborhoods. An observation of New Port Richey’s core neighborhoods – those radiating from the Downtown on the downtown street grid – is that low density multiple family development frequently does not emulate the predominant building orientation to other buildings and to the street. Duplex, triplex, and quadraplex structures often violate the rhythm and scale of established residential areas by facing the side not the street, locating parking lots in the front yard, and not adopting an architectural character like that of surrounding single family detached dwellings. Multiple family housing can be an asset to neighborhoods and should be encouraged along with single family housing to meet the life cycle needs of city residents. However, design standards for these structures must go beyond the standard height, bulk, and yard area requirements.

As part of the consultant analyses on which the redevelopment plan is based, a property-by-property inventory and map of existing land use was prepared (see appendix).

## **5.1 Zoning**

The Community Redevelopment Area contains 18 zoning districts related to four general classifications of land use – residential, commercial, industrial, and institutional. They are:

### **A. Single Family Residential Districts**

R-1 – Residential Zoning District (minimum 7,500 square foot lot)

R-2 – Residential Zoning District

    Subdivision 1: (minimum 6,000 square foot lot)

    Subdivision 2: (minimum 5,000 square foot lot)

R-3 – Residential Zoning District (minimum 5,000 square foot lot)

Intended to provide residential areas consisting of single family dwellings on moderate size lots, the distinction between these lots is in density.

MHP – Mobile Home Park Districts

Intended to provide areas for mobile home parks.

### **B. Single and Multiple Family Residential Districts**

MF-10 – Low-Medium Density Residential Zoning District

MF-14 – Medium Density Residential Zoning District

Intended to provide a district in which single family, duplex, triplex, and multi-apartment structures may all be constructed.

### **D. Multiple Family Residential District**

MF-30 – High Density Residential Zoning District

Intended to provide residential areas in which multiple family dwellings or apartments may be constructed.

### **E. Commercial Districts**

C-1 – Light General Commercial Zoning District

Intended to provide for and require an organized arrangement of buildings, services, and parking areas, together with an adequate traffic circulation system and open space, in a manner so as to provide and constitute an efficient and attractive shopping area to serve neighborhood needs.

C-2 – General Commercial Zoning District

Intended to provide for the development of uses necessary to meet community and regional needs for general commercial and service-oriented activities.

Highway Commercial Zoning District

Intended to provide for a variety of business uses.

**F. Office District**

Office Zoning District

Intended to accommodate both business and professional offices.

**G. Mixed Use Zoning Districts**

Downtown Land Use Category/Zoning District

Intended to recognize downtown as the City's financial, commercial, governmental, cultural, recreational, and professional center and requiring that infill construction be compatible with and enhance the architecture style of downtown.

Residential/Office Zoning District

Intended to provide areas of mixed use single and multiple family residential and office uses.

Residential/Office/Retail Zoning District

Intended to provide areas of mixed use single and multiple family residential, office, and retail uses.

**H. Site Plan Zoning District**

Planned Development District

Intended to provide an alternative method of land development not available within the framework of other zoning districts. Innovative design techniques must be employed.

**I. Industrial District**

Light Industrial Zoning District

Intended to reserve areas for light manufacturing and related uses.

**J. Conservation Land Use Category**

Intended to recognize the importance of the Pithlachascotee River and Orange Lake to the recreational and ecological health of the community and surrounding areas.

### **K. Government Zoning District**

Intended to provide areas for government and related uses in all land use categories.

### **L. Public/Semi-Public Zoning District**

Intended to provide areas for public, municipal, and semi-public centers, community services, and facilities.

## **5.2 Neighborhood Analysis**

### **A. Neighborhood A: Sims Grant**

The Sims Grant neighborhood is immediately northwest of Downtown and is bounded generally by Massachusetts Avenue to the north; Madison Street to the east; the Pithlachascotee River to the west; and Indiana Avenue to the south. The area has a mixture of houses built in the early 1920s to the 1970s that range from single-family detached dwellings to multiple family structures with less than five units. The typical lot size is 7,500 square feet and the average dwelling has approximately 1,000 square feet of living area. Many homes in the area exhibit signs of age and disrepair.

Significant community facilities in Sims Grant include Richey Elementary, four churches, and a small City owned baseball field. The North Bay Hospital, located adjacent to this neighborhood (see North Park Neighborhood), has spawned related professional offices along Madison Street in Sims Grant. The City is currently relocating the Police Department to Adams Street.

The neighborhood has a traditionally configured block and street grid allowing excellent connectivity to other areas of the City. This characteristic allows traffic to distribute evenly among the street grid, not over allocating traffic to any one street. Thus, the area is hospitable to pedestrians, is very walkable, and is proximate to numerous destinations. Important streets that serve the neighborhood are Madison Street, Massachusetts, Vermont, Virginia, and Indiana avenues, and Adams and Jefferson streets.

## **B. Neighborhood B: North Park**

North Park is located northeast of Downtown and is generally defined by Massachusetts Avenue to the north; Madison Street to the west; Congress Street to the east; and the Main Street to the south.

Although the neighborhood is largely residential, its urban pattern differs markedly on either side of Indiana Avenue. The south side of Indiana Avenue is predominately single family detached in character with land uses intensifying near North Bay Hospital. In this location, low density multiple family structures, a nursing home, and office uses exist. North of Indiana Avenue, the area takes on a less urban character. Lot sizes increase from the 5,000 square feet typical in the southern part of the neighborhood to an average 7,500 square feet north of Indiana Avenue. Larger scale medium density multiple family developments are located along Congress Street in the northeast quadrant of the neighborhood as well as in single-family areas interior to the north part of the neighborhood. The condition of some residential and nonresidential structures in North Park show evidence of the need for maintenance and general tidying up.

Major roads in the area are Congress Street, Van Buren Street, and Massachusetts, Madison, Indiana avenues. The street grid is well defined in the southern part of the neighborhood but the grid begins to break up north of Indiana Avenue where cul-de-sacs and large-scale land use such as the North Bay Hospital, the New Port Richey Recreation Center, and a shopping center have been developed. Pedestrian conditions are of average quality in North Park. There are no major impediments to walking but many of the streets leading to daily needs destinations provide little in the way pedestrian comforts (e.g., tree canopy, "street wall").

## **C. Neighborhood C: East Grand**

East Grand is a neighborhood south of Downtown that is bounded generally by Delaware Avenue to the north; Madison Street to the east; Grand Boulevard to the west; and the Pithlachascotee River to the south.

The area is a residential neighborhood with only a few parcels devoted to office uses. Those offices are concentrated in the southwest corner of the area just west of East Grand's only high density residential located on the north bank of the Pithlachascotee River. The area is

predominantly single-family housing with a fairly consistent distribution of low density multiple family structures (e.g., three and four unit structures) dispersed among single-family detached dwellings. As is the case in most New Port Richey neighborhoods surrounding the Downtown, these multiple family structures tend to deviate from the scale and rhythm of the predominantly single-family, detached housing type and, in many cases, are in varying states of disrepair. The style and architecture of the housing stock in East Grand is representative of housing construction in West Pasco dating from the 1920s to the 1970s. Units tend to not have much more than 1,000 square feet of living area and typically occupy 6,000 square foot lots.

The street grid in East Grand is a continuation of the well-defined Downtown street grid complemented with two bridge crossings over the Pithlachascotee River. Therefore, the street system provides excellent connectivity to all parts of the City. The area's pedestrian orientation is very good due to neighborhood scale streets with good connectivity to neighborhood scale businesses offering a variety of goods and services.

**D. Neighborhood D: East Madison**

East Madison is located southeast of Downtown and is bounded generally by Nebraska Avenue to the north; Madison Street to the west; unincorporated Pasco County to the east; and the unincorporated Pasco County to the south.

The East Madison neighborhood is predominantly residential in character yet includes some high profile community facilities such as the US Post Office and Gulf Middle School in the northeastern part of the neighborhood and the Francis Avenue Park, a riverfront park south of Louisiana Avenue. There are also adult living facilities and a fraternal organization in the area. The west half of the neighborhood, west of Congress Street, is a continuation of the Downtown pattern of well-defined blocks and streets. Single-family detached dwellings represent the largest share of the housing types in this area. However, low density multiple family structures are frequently intermixed with single family detached dwellings. The area also has some medium density apartments. Multiple family development throughout New Port Richey's core neighborhoods is mostly renter-occupied and, in many cases, appears to be inadequately maintained. Multiple family structures tend to deviate from the scale and rhythm of the



predominant single family detached housing type giving some locations a feeling of transition. This perception may be an impediment to new single-family development in the area.

East of Congress Street on Louisiana Avenue is a large, well-kept mobile home park (Harbor View Mobile Home Manor). There are also a few considerably sized parcels of vacant commercial and residentially zoned land in this area. An enclave exists in the East Madison neighborhood where the middle school is located.

The style and architecture of the housing stock in East Madison is mixed since housing construction spanned a wide period of time, probably from the 1920s to the 1990s. The typical dwelling is around 1,000 square feet of living area and occupying a 7,500 square foot lot.

Important streets in the neighborhood are Madison Street, Congress Streets, Nebraska Avenue, and Louisiana Avenue. The grid street pattern on the west side of the neighborhood provides significantly better connectivity than the suburban pattern found on the east side. For this reason and proximity to downtown, pedestrians are better served on the west side of the neighborhood.

#### **E. Neighborhood E: North River**

The North River neighborhood is bounded by the Pithlachascotee River to the north and east; US 19 to the west, and Bridge Road to the south. The majority of land in the neighborhood is single family residential in character; however, this condition changes to commercial/office with proximity to US 19, west Pasco's commercial strip. The distribution of commercial and office uses is of a linear configuration along US 19 in the northern half of the area; while the southern half closer to Downtown is taking on the configuration of a concentric district. Businesses in this neighborhood are of a smaller scale than is typical along US 19 in the unincorporated county area. Buildings tend to be 20 years or older. Large lots, scenic vistas of the river, and mature tree canopy, make this area a very desirable residential location. Houses here were built between the early decades of the 20<sup>th</sup> century to present. Low density multiple family structure exist in this area but not with the frequency noted in other city neighborhoods. Housing conditions tend to be excellent near the river but begin to deteriorate with proximity to business areas to the west.

Important streets that serve the neighborhood include North River Road, US 19, Bridge Street, Sunset Road, Astor Drive, and Avery Road. There is somewhat of a grid patterned street system in the northern part of the area but the pattern degrades in the location of the commercial/office district to the south. The Pithlachascotee River and US 19 present barriers to walking to other city neighborhoods but internal connectivity to basic goods and services is favorable.

#### **F. Neighborhood F: Big Bend**

The Big Bend neighborhood is defined by the Pithlachascotee River to the west; Broadway Avenue to the north; Massachusetts Avenue to the south; and unincorporated Pasco County to the east. The neighborhood is predominately comprised of single-family detached dwellings with a small number of low density multiple family structures. Many houses built in the early part of the 20<sup>th</sup> century still exist along the river and in other parts of this neighborhood. The Big Bend neighborhood has the most scenic views of the Pithlachascotee River in the City and, thus, is a very desirable location. There are no commercial or office uses in this neighborhood.

The primary street in the Big Bend neighborhood is Grand Boulevard that runs parallel to the river. Broadway, Michigan, Kenwood, and Orange Grove avenues are some of the minor streets that provide connections to Washington Street to the east. In spite of the absence of sidewalks along Grand Boulevard and general lack of connectivity to areas with goods and services, pedestrian activity is frequent in the neighborhood.

#### **G. Neighborhood G: South River**

The South River neighborhood is defined by the area south of Acorn Street, east of US 19, north of Gulf Drive, and west of the Pithlachascotee River. The proximity of US 19 to the river in this area makes the neighborhood very narrow. As a result, highway commercial uses along US 19 have utilized a typical depth for such development, leaving a single row of residential lots along the river. The overwhelming proportion of commercial development has had a negative impact on otherwise desirable riverfront lots. Businesses have also encroached into the residential areas from the north (Downtown Gateway) and south (medical offices on Gulf Drive), however, these businesses tend to be designed somewhat residentially and smaller in scale creating less visual and functional impacts.

Near Downtown along River Road, the combination of a narrow street, significant tree canopy, and minimal front yard setbacks provides a sense of enclosure that is desirable and not present in other sections of the South River neighborhood. Houses in this location tend to be older and many are in need of repair and/or maintenance.

Important streets in the South River neighborhood are South River Road, US 19, and Gulf Drive. River Road provides an alternative north-south route to Downtown and can be used like a service road to US 19 businesses. The Pithlachascotee River and US 19 present barriers to walking to other city neighborhoods but internal connectivity to basic goods and services on the east side of US 19 is favorable. Other conditions relating to pedestrian comfort such as tree canopy and calmed traffic are lacking, especially in heavy commercial areas.

#### **H. Neighborhood H: West Grand**

West Grand is one of the City's Downtown neighborhoods. The limits of the West Grand neighborhood are generally Delaware Avenue to the north; the Pithlachascotee River to the west and south; and Grand Boulevard to the east. Land uses are comprised of primarily of single-family detached dwellings on 7,500 square foot lots on regularly shaped blocks. There is less occurrence of low-density multi-family than in eastern Downtown neighborhoods. Proximity to the river and numerous grand oak trees have made this one of the City's more desirable locations.

At the southern portion of the area is a small mobile home park. There are a few nonresidential uses in West Grand, which include small offices, and the New Port Richey Police Department. There are no enclaves in the neighborhood.

The neighborhood is served by Grand Boulevard – the area's major thoroughfare. The street system is interrupted by the Pithlachascotee River to the west and south; however, a bridge on Grand Boulevard provides convenient access to the south. Pedestrian conditions in this neighborhood are favorable. Neighborhood streets are pedestrian scale and the area is in close proximity to Downtown and Grand Boulevard goods, services, and amenities.

## **I. Neighborhood I: Schwettman Oaks**

The Schwettman Oaks neighborhood is bounded generally by the Pithlachascotee River and Gulf Drive to the north; Madison Street to the east; Grand Boulevard to the west; and Cecelia Drive to the south. The neighborhood has two distinct areas with mostly residential uses in the northeastern area and a medical services district straddling Grand Boulevard in the west portion. Community Hospital, Gulf High School and Schwettman School are prominent community facilities that consume a large share of the land in the neighborhood. Residential areas appear to be equally comprised of single-family detached and low density multiple family dwellings. Moderate density multiple-family also exists in the residential quadrant of the neighborhood. Although scarce, there are vacant parcels in Schwettman Oaks zoned for multiple family and commercial. Unincorporated Pasco County enclaves include seven residentially zoned parcels on the north side of School Road near Madison Avenue.

Residential conversions and new professional offices proximate to the hospital have been an ongoing trend. Many have been sensitively designed to fit in with nearby residential development but others are basic “strip center” like structures with sparse architectural features and minimal landscaping. This latter form of nonresidential development may have had an influence on the lack of maintenance evidenced by the general appearance of some residences in the area.

Transportation corridors serving Schwettman Oaks include Grand Boulevard, Madison Avenue, Gulf Drive, and Cecelia Drive. There is relatively good connectivity in the north-south directions; however, the neighborhood’s grid pattern is interrupted by hospital development to the west and the Pithlachascotee River to the north and east (in the Southeast Neighborhood). The pedestrian orientation of Schwettman Oaks is unfavorable due to automobile dominated Grand Boulevard corridor (especially to the south), expansive parking areas in the medical district, fenced community facilities, lack of sidewalks, scarce tree canopy, and distance from daily goods and services.

**J. Neighborhood J: Jasmine Hills**

The Jasmine Hills neighborhood is defined as the incorporated area east of Congress Street; north of Florida Avenue and generally south of Massachusetts Avenue. The area's eastern side is adjacent to unincorporated Pasco County.

Developed land in the area is predominately nonresidential in use although there is a relatively large area (approximately 25 acres) of vacant residentially designated land in Jasmine Hills. There is large shopping center at the commercial node of Congress Street and Massachusetts Avenue. The center appears to struggle financially having lost its anchor store in the past and commonly having vacant storefronts. Aesthetically, the center contributes little to the area. The building is basic in architectural features and the expansive parking area has sparse landscaping. Other businesses include a funeral home, a nursing home, and offices.

The street grid is not well established in this neighborhood and connectivity is minimal. Primary streets include Indiana Avenue, Massachusetts Avenue, and Congress Street. Based on connectivity, the pedestrian orientation of this area is poor to average.

**K. Neighborhood K: The Heights**

The Heights neighborhood is generally defined by Gulf Drive to the north; Grand Boulevard to the east; the US 19 corridor to the west; and approximately 1/8<sup>th</sup> mile north of Trouble Creek Road to the south. Low-density multifamily development (Imperial Embassy Condominiums and Twin Lakes Village) are found in the area as are single family development predominately located in the Jasmine Heights subdivision. US 19 is the primary highway commercial strip in the City that serves the whole of West Pasco. Smaller scale strip commercial is located along Grand Boulevard in this neighborhood. As an extension of the hospital medical district, Gulf Drive is characterized by medical professional offices. Two churches that occupy large parcels are significant community facilities in the Heights. Vacant multifamily zoned lands and commercially zoned lands exist in the area. There are areas of unincorporated Pasco County along Grand Boulevard and within the Imperial Embassy Condominiums development in the southern portion of the neighborhood.

Important transportation corridors in the area include Marine Parkway, Gulf Drive, Grand Boulevard and US 19. Additionally, Shamrock Drive provides an alternative route to US 19 to Trouble Creek Road. The combined character of streets, sidewalks, business areas, and tree canopy make this area unfavorable for pedestrian activity.

**L. Neighborhood L: Southeast**

The limits of the Southeast neighborhood are generally defined by High Street to the north; Madison Street to the west; unincorporated Pasco County to the east; and Trouble Creek Road and unincorporated Pasco County to the south.

The neighborhood consists of single-family detached dwellings on large individual parcels and in subdivisions (e.g., Tanglewood Terrace, The Meadows). Other residential areas are multiple family in character (Briar Patch, Sunnybrook Condominium, triplexes). Nonresidential uses include professional offices and warehousing. There are two churches in the neighborhood and a significant amount of undeveloped property owned by a church. Environmentally, the Southeast has numerous wetlands.

As shown on the Neighborhoods Map, the area has very irregular municipal boundaries especially in the center of the neighborhood. An enclave existing south of Cecelia Drive is comprised of two or three single family dwellings on a common parcel and a parcel owned by Florida Power that supports a utility function.

The street grid is not well established in this neighborhood and connectivity is minimal. Primary streets include Trouble Creek Road and Cecelia Drive. SR 54 is located south of the Southeast neighborhood. For reasons common to other more recently developed neighborhoods, the pedestrian orientation of this area is unfavorable.

**M. Neighborhood M: La Clair**

Bounded generally by the Pithlachascotee River to the north; Waters Edge Drive to the east; Executive Drive to the west; and Gulf Drive and Warren Avenue to the south, the LeClair neighborhood is the smallest New Port Richey neighborhood. Land uses in this area include single-family dwellings (exclusively single family dwellings east of Madison) and a mixture of

multiple family developments with both more and less than five units west of Madison. The area east of Madison is comprised of very old and very new houses, the latter of which are primarily located on river frontage. At this location, the riverbank is perched high above the river.

**N. Neighborhood N: Northeast**

The Northeast neighborhood is generally bounded by Pinehill Road and Orchid Lake Drive to the north; Rowan Road and unincorporated Pasco County to the east; the City of Port Richey to the west; and Bandura Avenue to the south.

This neighborhood represents the City's industrial sector, especially along Pinehill Road and areas northeast of Congress Street. Land uses include warehousing, manufacturing, municipal operations such as solid waste recycling, and School Board bus and fleet maintenance yards. Community facilities and features include Plumber Field (a baseball field), the Pinehill cemetery, a church, and a school. A 50-acre wetland is located east of Congress Street. There are also vacant parcels in the area.

The primary streets that serve the Northeast are Pinehill Road, Congress Street, Orchid Lake Road, and Bandura Avenue (leads to Rowan Road/Regency Park Boulevard). Collector roads provide the sole means of connectivity to other areas of the city. The quality of the pedestrian experience in the Northwest would likely be poor as a result of conditions relating to connectivity to other parts of the city, urban form, and land uses.

**O. Neighborhood O: Northwest**

The Northwest neighborhood is located west of US 19 generally between Main Street to the south and Limit Drive to the north. This area is characterized as coastal lowlands with development occupying fragmented developable uplands. In the southwestern part of this neighborhood there is a 31 acre municipal water utility operation and less than 15 acres of vacant land. In the southeastern part of the neighborhood, in the vicinity of Green Key Road and Oelsner Road small, older mobile home subdivision and parks, single family detached dwellings on unplatted lots, and 15 acres or less of vacant land. Portions of the area along US 19 are lined with highway oriented strip commercial.

In the northern part of the Southwest neighborhood, there is a mix of older and newer single-family areas with lots sizes ranging from just under 6,000 to over 12,000 square feet. Edgewater Gardens is a mobile home subdivision located off Largo Terrace in the neighborhood. Nonresidential uses are comprised of highway strip commercial uses along US 19. Such uses in the area are represented by older development (e.g., development from the 1970s) that tends to be smaller in scale, more linear in configuration, and with less landscaping in parking areas than would have been required of later development.

There is no discernable urban pattern in the Northwest as it is a mix of residential land uses, building types and ages, block and lot sizes, building orientations to the street, building heights, and property maintenance. Many of the dwellings in this area appear to have been victims of past floods with some having retrofitted living areas above the base flood elevation. A significant number of properties, both in the city and the unincorporated county, are not well maintained. The area's location in the coastal margins subject to flooding may have some influence on why properties are not improved.

Streets serving the area are US 19, West Main Street, Green Key Road, Oelsner Road, Limit Drive, and Avery Road. Connectivity to other areas of the city is relatively poor and, as such, the pedestrian orientation is poor. The area has recreational opportunities (a Pasco County park and fishing areas) and limited access to goods and services along US 19 but for most at an undesirable walking distance.

**P. Neighborhood P: Southwest**

The Southwest neighborhood consists of irregularly shaped areas in three distinct sections west of US 19. Land uses in the northern area include a ten-acre mobile home/RV park, and highway oriented stores and offices along US 19. The center area is comprised of multiple family development and 19 acres of vacant residential land. The southern area consists of vacant land designated for low to medium density multiple-family residential and a County facilities management operation. Most of this southern area appears to be wetlands.



**Q. Neighborhood Q: Lake Estates**

The Lake Estates neighborhood is generally bounded by Bandura Avenue to the north; unincorporated Pasco County to the east; Rowan Road to the west; and unincorporated Pasco County to the south. The area is predominantly residential in character with a mixture of single family (Woodridge Estates), triplex, and mobile home (Sunshine Estates Mobile Home Park, Congress Park, and the Pines of New Port Richey) developments. A small number of industrial uses exist in the northern section of the area. Community facilities include a fraternal organization, the American Heart Association. Additionally, there is approximately five acres of vacant residentially designated land in the neighborhood. There are properties in this neighborhood in need of maintenance and repair.

Transportation corridors in Lake Estates are limited. They include Congress Street and Bandura Avenue.

**R. Neighborhood R: Downtown**

The Downtown represents the financial, commercial, governmental, cultural, recreational, and professional, as well as geographic center of the city. It is bounded by US 19 to the west, Congress Street to the east and, generally, Indiana and Delaware avenues to the north and south. The area's urban form is characterized as traditional, i.e., having a compact, mixed-use center within walking distance of neighborhoods. Businesses are predominately located along Main Street and Grand Boulevard although businesses do extend along side streets, especially near the central business district (CBD).

Significant public and private investment in the CBD has had a profound effect on the physical and, ultimately, the economic environment. However, similar strides in residential areas have not been achieved. The Downtown is comprised mostly of single-family detached residential areas, although almost every block has at least one low density multiple family structure. When these dwelling types (e.g., duplexes and triplexes) were introduced into single-family areas, many did not conform with the established building scale and orientation to the block. General maintenance and upkeep of the housing stock that has been consistently declining over the years could have its roots in such design inconsistencies. Also of cause could be the fact that

Downtown's housing stock is aging and that dwellings are typically smaller than called for by today's housing market.

The transportation system in Downtown is excellent compared to the more conventional systems of collectors and arterials. The role of interwoven local streets in dispersing traffic through the downtown should not be underestimated. No one street is overburdened and as such remains hospitable to pedestrians and bicyclists, as well as autos. Connectivity of streets in Downtown is also excellent and its pedestrian orientation is unrivaled in all of west Pasco.

### **S. Neighborhood S: US 19 Corridor**

Land uses and urban form typical to this area is generally consistent with highway strip commercial development. Commercial land uses serving local and regional needs are located along US 19, the primary arterial roadway serving the City and west Pasco County. Specific uses include car sales, one small and one large-scale shopping center, a hotel, and assorted free-standing businesses. The physical condition of structures are mixed some being very well maintained while others are showing signs of age and disrepair. Two sizable unincorporated areas exist along US 19 in this area.

US 19 (six lanes and a median) and high speed traffic makes it unlikely that many walk across it or along it to reach their destinations. Additionally, expansive green spaces between street and buildings present an impediment to pedestrian activity.

Start  
Here  
↓

### **5.3 Land Use Recommendations**

The consultant proposes several recommendations to the City regarding land use patterns and redevelopment strategies. The following three options, the creation of a mixed-use planned development overlay, the institution of site plan controlled zoning district, and the implementation of design standards for residential and mixed-use zoning districts, reflect various ways in the City can choose to modify its land development regulations to encourage a desirable mix of land uses in a functionally and aesthetically pleasing urban form. These changes have a range of administrative and regulatory costs associated with them, which need to be considered.

### **A. Mixed Use Planned Development Overlay**

Under this option, the underlying zoning district(s) is retained but are amended in some fashion for application at appropriate nodes or centers in the city. The flexibility afforded through such amendments would allow development and redevelopment in the form of compact, mixed use in locations such as the medical district on Grand Boulevard or the shopping center at Massachusetts Avenue and Congress Street. A half a dozen or so places in the city would probably be appropriate for redevelopment using this overlay. This approach provides for modification of conventional regulations affecting urban form characteristics such as compactness or density by allowing standards for parking, setbacks, site coverage, and open space to be adjusted. This allows the greatest degree of flexibility in tailoring development standards and mixes of uses to site-specific development proposals. Once approved, a development order essentially becomes the applicable zoning for the property.

### **B. Site Plan Controlled Zoning Districts**

To provide flexibility for infill lots and to ensure a high level of compatibility with neighboring areas, new development or redevelopment that would have difficulty meeting standards such as lot area or setbacks or would represent a nonresidential use in a residential zoning district could be rezoned under site plan controlled zoning districts. Said districts would require the applicant to provide detailed information on intended use, character and intensities of adjacent uses, buffering, building layout, building orientation, architectural style, parking, pedestrian and vehicular circulation, drainage, and safety. Construction on property zoned under this district can only take place consistent with the approved site development plan. Site Plan controlled districts, which permit neighborhood scale office or commercial near residential or infill areas, would be appropriate for the districts of C-1, RO, ROR, and Downtown.

### **C. Design Standards for Residential and Mixed Use Zones**

The purpose of these standards would be to ensure that the physical and operational characteristics of proposed buildings and uses are compatible with the context of the surrounding area (especially the block area). Standards that could be addressed include architectural character; building size, height, bulk, mass, and scale; building orientation; privacy

considerations; building materials; building color; land use transition; relationship of buildings to streets and parking.

#### **D. Parking**

Parking is an important element of any redevelopment program because it often determines the feasibility of proposed projects. A shopping district, office building, or residential project cannot be considered unless there are adequate parking accommodations for patrons, employees, and residents.

Presently, the main concern for parking in New Port Richey centers in the downtown business district, an area where parking is vital to the economic life of downtown. Although there is sufficient parking to accommodate the daily needs of local businesses, the downtown experiences parking problems at peak times during the day and during special events. The parking problem is primarily perceptual and is generated by the lack of convenience during these times. This is not an unusual problem for downtown areas.

As redevelopment takes place, property that is currently vacant will become developed providing the opportunity to create a more pedestrian environment. Through urban design techniques and landscaping improvements, parking areas that are now perceived as being remote, will be better incorporated into the urban framework with new areas of interest for the pedestrian occupying their attention and effectively reducing the perception of inconvenience when walking into the downtown.

When successful, downtown redevelopment will increase commercial/retail opportunities and intensify existing uses, including additional office and residential uses. As new development occurs, it will be necessary to ensure adequate convenient parking facilities.

New Port Richey has been able to retain the character of its downtown to a great extent because on-site parking has been contained to the rear of many properties. This parking configuration has enabled a better pedestrian orientation to the front of the historic structures on Main Street, Grand Boulevard, and other streets in downtown. This type of unobtrusive, on-site parking configuration should be incorporated in future development wherever possible. Additionally, the

City has implemented on-street parking to increase the supply of parking in the downtown and a signage system to help visitors easily discover existing parking areas and those proposed for future development.

As for the conventionally designed commercial areas in other areas of the city, retailers and service providers, in most cases, have provided for adequate on-site parking. Conforming to minimum parking standards is no longer the rule, as the current trend for businesses is to provide an abundance of parking spaces adequate to meet peak seasonal demand.

An aspect of privately owned parking lots in the city that could stand improvement is appearance. Expanses of asphalt between the street and buildings, dotted with the occasional tree and sparse landscaping is ugly and presents a barrier to pedestrian traffic. As new development and redevelopment occurs the parking model provided by the downtown should be emulated – landscaped parking areas of moderate scale located behind businesses.

The City should continue to pursue a capitol improvements plan, consistent with the needs of the community and comprehensive plan that furthers the advancement of improving parking.

#### **E. Residential Redevelopment Strategies**

The Consultant proposes several residential redevelopment policies in order to encourage improvements to the existing housing stock, enhance the existing tax base and further the redevelopment efforts and strategies of the City. The following three options, reflect various ways in the City can choose to promote desirable design standards for residential properties and to encourage a mix of residential land uses in a functionally and aesthetically pleasing urban form. These changes have a range of administrative and regulatory costs associated with them, which need to be considered.

#### **Riverside Revitalization**

The City should consider the pursuit of a policy, which would direct the CRA to acquire through purchase or through other alternate means any and all vacant, underutilized, or poorly maintained residential properties that have river frontage. These properties should then be wholesaled out to

a developer, of the CRA's choosing, and redeveloped in a manner that is consistent with the design, use and style that the City desires.

### **Multi-Family Residential Rehabilitation**

The City should consider the acquisition and assemblage of any and all duplex properties in the community. Through the use of TIF funds, the city should consider a policy similar to that recommended above. These areas could be redeveloped into upscale townhome-style housing, which would significantly increase the tax base of the immediate community, while maintaining similar densities.

### **Rehabilitation Incentives Program**

The City should consider the institution of a policy, which would reinforce rehabilitation of underutilized or poorly maintained residential units through tax incentives and permit fee waivers.

### **F. Commercial Property Redevelopment Strategies**

The Consultant proposes several additional redevelopment policies aimed at commercial properties within the City that would, if adopted, encourage improvements to existing commercial properties, promote the establishment of new businesses in the community, enhance the existing tax base and further the redevelopment efforts and strategies of the City. The following four options, reflect various ways in the City can choose to promote desirable design standards for commercial properties and to encourage a mix of commercial land uses in a functionally and aesthetically pleasing urban form. These changes have a range of administrative and regulatory costs associated with them, which need to be considered.

### **Historical Rehabilitation Program**

The City should pursue the purchase and rehabilitation of identified historical and cultural properties within the community. Furthermore, the City should continue to pursue the restoration of these properties through TIF funds.

### **Rehabilitation Assistance Program**

The City should consider incentive programs to entice the private redevelopment and revitalization of centrally located commercial properties that have been identified as underutilized or poorly maintained.

### **Store Frontage Rehabilitation**

The City should consider the use of TIF funds for the revitalization of store frontages and rehabilitation of run-down business facades.

### **Incentive Based Recruitment of Target Businesses**

The City should consider the targeted marketing of properties, especially in the Central Business District, to specific types of businesses in order to encourage activity generation. Some examples of these types of business are listed below.

Activity Generating Target Industries for the Revitalization of the CBD:

- Specialty food store (green grocer, organic foods, health foods)
- Coffee Shop
- Ice Cream & Yogurt Shop
- Bagel Shop
- Pottery Gallery
- Local Artists Gallery
- Restaurants (ethnic themes, especially)
- Dance Studio
- Movies (at the theatre)

## SECTION 6.0

### IMPLEMENTATION ELEMENT

As directed by the Redevelopment Authority, this Redevelopment Plan is recommended to be carried out consistent with the provisions of Florida's Community Redevelopment Act, Chapter 163, State of Florida Statutes. This procedure will entail the delegation of redevelopment powers by the City of New Port Richey and the creation of a Community Redevelopment Agency, recommended to comprise of the City staff. This approach will make available the substantial potential funding source of tax increment financing. It is also the redevelopment approach of many communities of all sizes in Florida.

Recognizing that the City Council has yet to make a policy determination concerning the manner in which redevelopment will be carried out, two alternative approaches are described; the creation of special taxing districts of business improvement districts and the creation of public-private partnerships to redevelop publicly owned sites.

Furthermore, due to the fact that the "Finding of Necessity" analysis conducted earlier this year revealed a large number of New Port Richey residential properties paying no, or nominal, property taxes, it is recommended that the Community Redevelopment Area is expanded to include the entire corporate limits of the City of New Port Richey.

Tax Increment Financing, in conjunction with a host of other available funding resources, can be utilized over time to assist the City with the extensive improvements necessary for the City to catch up to where it needs to be.

#### **6.1 Recommendation to Transportation-Circulation, Bicycle and Pedestrian Facilities, Parking, Signage**

##### **A. Traffic Circulation**

Main Street traffic and circulation play a key role in downtown activity. The volumes and speed do not appear to be excessive for a small downtown area. The major intersections are signalized and include turn lanes where appropriate. Observation indicates that progression of the traffic is a problem at signalized intersections. Traffic easily backs up between signalized intersections during the day in both the eastbound and westbound directions. It is recommended that it be



investigated whether the traffic signals in place today could be interconnected to create a mini-progression system. If the interconnection is possible, then a study should be conducted to develop a progressive plan for the signalized intersections in the interconnect. This progression timing could be developed for specific times of the day and for the direction needed. Progression for the east-west movements on Main Street would have no negative impact on the north-south roadways because they do not have any adjacent traffic signals that would be affected.

In addition to the possible interconnect/progression work at Main Street/Madison Street intersection, some more improvements are recommended here. At a minimum, the roadway striping needs to be replaced immediately. With the tight geometrics and turning movement volumes at this intersection, motorists need pavement markings to help them negotiate this intersection safely. Crosswalk striping is also recommended to be placed at this intersection as noted later in the pedestrian section. With the limited right-of-way, physical improvement at this intersection would be difficult. If right-of-way could be purchased, it is recommended that the left-turn lanes for northbound, eastbound and southbound be extended. This would include the taper and storage length. All the curb radii are tight and larger trucks have difficulty making right turns when cars are in the opposing left-turn lane.

Many vehicles traveling eastbound to northbound turn left into the path of the approaching westbound traffic. This is caused by the speed of the westbound traffic entering the intersection. Some type of traffic calming, for speed, is recommended for the westbound approach of Main Street. This roadway is extremely wide and promotes higher vehicle speeds. This approaching traffic needs to be slowed before it goes through the intersection. At a minimum, pavement striping could be added to narrow the approach lanes and highlight the turning lanes and movements at the intersection.

Another signalized intersection in the City with high volumes is Massachusetts Avenue and Congress Street. During observation, the southbound vehicles on Congress appeared to back-up the most from the intersection. The intersection appeared to operate well for all other approaches and movements. The right-of-way appears to be limited for Congress Street on the north and south side approaches. If right-of-way could be acquired or purchased, exclusive right-turn lanes

should be added to eliminate the shared through-right-turn lane for the northbound and southbound Congress Street approaching vehicles. With these new turn lanes, signal timings could be adjusted to give better flow to all movements. Even without the addition of new turn lanes on Congress Street, the signal timing should be analyzed to determine if they could be adjusted for better overall traffic flow.

Overall, roadway and parking lot striping are in need of replacement throughout the City. The City's maintenance program for these items should be investigated to see if the time frame for replacement should be revised and updated.

## **B. Bicycle Facilities**

Bicycle usage was not very prevalent within the downtown during field visits and other visitation times. As noted earlier, Central Avenue has two signs designating that bicycles are "sharing roadway". Central Avenue is an appropriate street for bicyclists because of its width and minimal traffic.



It is not recommended that bike routes be designated on any other roads in the downtown area. All roads in the downtown are appropriate for bicyclists to share with motorists because of the low vehicle speeds. The City may wish to create a local map that designates appropriate bike routes to local facilities and amenities. The routes could be categorized by roads with minimal traffic and extra-wide lanes, and appropriate for all cyclists; to those roads with higher volumes and traffic speeds and narrow lanes that would only be appropriate for experienced cyclists using extra caution.

Bicycle racks should be installed at Sims Park, Orange Lake Park, Sims Park Boat Ramp and at the City parking lots. These racks should be placed where they are readily visible to passer-bys and be a design that fits into the downtown streetscape theme. The racks should not be placed in out of the way locations. They should be easily visible and closely accessible to building entrances. Racks should be located at the edges to Sims Park where sidewalk access or parking

access exist. This would promote bicycle use to the park and keep the bicycles out of the park interior to help limit conflicts with pedestrians and park users.

While bicycle racks are in place at the City Hall/Library complex, they are not highly visible to passers by and should be relocated to a more accessible area. This would promote bicycle use to the complex.

### C. Pedestrian Facilities

Overall, the pedestrian amenities appear adequate throughout the downtown area. Sidewalks exist in the areas that promote foot traffic. Following are recommendations for the downtown to make the pedestrian environment safer, more complete and consistent throughout the downtown area.



Signage is not always present at crosswalks. Use of pedestrian crossing signs should be consistent at all crosswalks. Typically, two signs are used for pedestrian crosswalks. They include an advance crossing sign and a crossing sign. At a minimum, the City should have a crossing sign erected at the specific point of crossing of pedestrians. These signs would not be needed at signalized intersections where these locations have pedestrian signals already in place. The City should also replace existing bicycle and pedestrian signs with the newer, neon signs, which are much more visible during evening and early morning hours.



Three different types of striping were used for the crosswalks. The City should be consistent with the striping. At the time the maintenance department restripes the crosswalks, one type of crossing delineation should be used. Pedestrian signage and pavement markings should be considered at the intersection of Grand Boulevard and Circle Boulevard. Three crosswalks exist and are delineated by decorative bricks placed in the pavement. These crosswalks are not visible



to motorists or pedestrians. Adding the appropriate pavement markings and signs will greatly enhance the visibility and safety for pedestrians crossing the streets at this location.

There are some pieces of sidewalks that are missing around Orange Lake and Circle Boulevard. Four signed

and marked crosswalks extend from the sidewalk on Circle Boulevard to Orange Lake Park, ending in grass. These missing pieces of sidewalk should be added to make these pedestrian facilities more continuous.



The pedestrian features at Main Street/Madison Street should be upgraded. Crosswalk markings should be added on the north side of Main Street where pedestrian signals exist for east to west movement. The southeast corner where two sidewalks meet needs to be repaired. As it is currently, a pedestrian needs to walk into the street to travel along the sidewalk on the south side of Main Street to the sidewalk on the east side of Madison Street. There should also be a pedestrian signal for east to west movement on the south side of Main Street. Additionally, the pavement markings on Madison Street both north and south of Main Street need to be replaced as soon as possible. This is a busy and tight intersection, which needs appropriate markings to help remove confusion of motorists and pedestrians.

#### **D. Parking**

Parking is known to be in short supply on occasion in the downtown. With almost 500 public spaces, it appears that location and visibility may be a greater influence than the number of spaces. As with any downtown area, retail center or shopping mall, the customer expects to be

able to park as close to the front door of their destinations as possible. With a small downtown made up of numerous freestanding buildings and blocks of buildings, centralized parking is difficult to supply. On-street parking fronting many of the buildings creates the most visible and adjacent parking to businesses.

The City has supplied the maximum number of on-street parking spaces in the downtown area that can physically be placed from an engineering and safety standpoint. The spaces east of Adams Street are occupied and used throughout the day. This is because of more business activity at the numerous doctor and lawyer offices in this area. City Hall and the Library account for the use at the east end of downtown at Madison Street. The use of the on-street spaces west of Adams Street is minimal and intermittent during the day. There are no recommendations for additional on-street parking in the downtown area. No additional spaces could be constructed that would be any more convenient or adjacent for their users.



The public parking lots were discussed in a previous section. The locations of these lots are the main determining factor influencing their use.

The lot at City Hall/Library and the Gerber DeVries lot (Main Street/Adams Street) have the heaviest usage. This is due to the same factors described for the on-street parking. Both of these lots are at full capacity at various times of the day. Additional parking needs to be constructed near City Hall/Library to handle the demand for these facilities.



The perfect location for a small lot for the City Hall and library complex would be the vacant parcel at the northeast corner of Florida Avenue and Jefferson Street, which the City owns. It

may also be possible to add approximately six angled parking spaces in the paved area opposite the utilities drive-through window on Jefferson Street.

The Gloria Swanson lot on Bank Street north of Main Street does not get a lot of usage. The main usage times would be during events at Sims Park, of which it is adjacent. This location is not near high usage facilities and is not readily visible for motorists traveling Main Street.



The small lot at the southwest corner of Adams Street and Florida Avenue has high usage. This is probably church employees and employees of the shops to the south. The location of the lot makes it appear to be for private use since it is in the rear area of a structure. Many other businesses in the downtown have private parking in the rear of their structures. This lot would appear to be the same to infrequent visitors to the downtown.

Another city lot out of the way and not signed is behind Jimmy's Restaurant and the Village Pub. This location is west of Grand Boulevard and south of Missouri Avenue. Its location, in the rear of these businesses, does not make it readily apparent to motorists in the downtown.

Opposite All Children's Specialty Care of Pasco is a City parking lot. This lot is called the Thomas Meighan Parking Area. It is located on the south side of Nebraska Avenue, one block south of Main Street at Bank Street. To any visitor to downtown, this lot would appear to be only for hospital use because it has small signs at the driveways with the hospital colors on them. The City does have an agreement with All Children's Hospital for their employees to use a portion of the lot for their parking.



The City is considering building a parking structure in the downtown area, with a likely location south of Nebraska Avenue and west of Grand Boulevard, behind the Richey Theatre. This is a logical location, as there are some undeveloped parcels in this area that could potentially be developed with off-site parking if a garage were in place. For example, one parcel near the river recently came before City staff in a conceptual form for office development. The applicant indicated to staff that from an economic perspective, the site would work best with no, or little, on-site parking. Staff has no provision at this time to allow for off-site parking only. Such a provision is highly advisable.



In order to accommodate new and more intense development in the City's CBD, the City is investigating the provision of off-site parking in the form of a parking structure. The City can finance the design and construction of such a structure through a number of funding sources. The first option is to acquire funds through the general revenue fund of the City. Alternatively, the City could use monies collected through the Tax Increment Fund. A third option available to the City would be a special assessment for downtown businesses. Finally, the City could institute an off-site parking provision and apply an in-lieu parking assessment to developers who do not provide on-site parking. Any combination of the above funding sources is also a possibility, as is the acquisition of special Community Development Block Grant Funds, which are specifically geared towards funding capital improvement projects such as parking structures.

The approximate cost for structural parking is \$10,000 to \$12,000 per space. The City in pursuing the continual revitalization of the downtown, should modify the existing land development code to allow for the provision of a parking fee in lieu of on-site parking. A formula should be created with variables for required, on-site number of parking spaces off-site within 500 feet of the proposed use and a factor for determining the amount of money necessary for the developer to pay for each off-site space.

The congestion of parking at the Community Hospital of New Port Richey is concentrated in two areas. These areas are west and northwest of the building. The small lot northwest of the

building at the northeast corner of High Street and Grand Boulevard was observed to have more vehicles in it than available parking spaces. The pavement markings are very faded which may be a cause for these additional cars. Restriping this lot may help eliminate this concern as would parking enforcement by hospital staff.

The only empty spaces observed in the lots west of building were those located furthest to the west along the Grand Boulevard frontage. As with parking for business customers, the closer to your destination the more desirable the spaces are. This is why the remote lot was utilized the least of all the parking areas. The hospital should look into more parking enforcement for illegally parked vehicles and also more utilization of the remote lot. A shuttle service could be used for those employees using the remote lot to drop them off at the main employee entrance to the hospital.

#### E. Signage

As discussed earlier, there are a few signs along Main Street for City facilities. Parking seems to be the more sought after downtown feature. As mentioned before, signage to parking areas is lacking as is prominent signage at the lots. The City may wish to try supplementing the decorative parking lot signs and the decorative location signs on Main Street with a larger,



simple and bright parking sign with arrows to designate direction to public parking. This would help newcomers to the downtown area to find parking and also to eliminate confusion as to whether the parking lot is for public or private use.

The City should adopt a standard “No Parking” sign to post on the roadways where no parking is allowed. The existing signs now are not the same, and some appear to be manufactured by an individual, not a standard design.





## SECTION 7.0 FUNDING SOURCES

There are a variety of funding sources available for communities with established CRA's including local, state and federal funds. These funds can be accessed individually or in combination with one another. The following is an analysis of the available financing mechanisms that the City could employ in order to fund redevelopment efforts in New Port Richey.

### **7.1 Local Funding Sources**

Florida's Community Redevelopment Act, Chapter 163, Florida Statutes provides for a variety of tools to be made available to support redevelopment including:

- Powers of Eminent Domain
- The power to utilize tax increment financing
- The ability to issue revenue bonds based upon expected tax increment revenues
- The ability to receive grants and to own, manage, lease and sell property

#### **A. Community Redevelopment Agency**

Such powers are conferred upon a Community Redevelopment Agency, which is appointed by the governing body (City Council). Currently, the City Council serves as the CRA. In order to address public concerns regarding the "accountability" of the redevelopment process, it is recommended that the City Council remain as the appointed CRA.

#### **B. Tax Increment Financing**

Tax increment financing (TIF) is an effective redevelopment financing technique, which uses the tax revenues within a redevelopment area to pay for redevelopment. Upon adoption of a Community Redevelopment Plan, the current tax base within the community redevelopment area is established as the "base year." Additional revenues in subsequent years due to property appreciation or new investments then constitute the "increment" and are diverted to a Redevelopment Trust Fund, the revenues in which can be used to support redevelopment revenue bonds. Base year revenues continue to flow into the City's general fund. Thus, redevelopment is paid for from additional tax revenues generated by a redevelopment area, but without placing an additional tax burden on owners of property within the redevelopment area.

One major advantage of tax increment financing is that tax revenues that would, otherwise go to other taxing entities are retained by the City in the Redevelopment Trust Fund. Tax increment revenues generally grow slowly in the initial years, following the creation of a community redevelopment area, dependent on the rate of new private investment and appreciating property values. Therefore, it is not anticipated that tax increment financing will be a useful tool for “early action” projects.

In estimating tax increment revenues that would be available as a result of the proposed redevelopment area, the first step is to estimate the base year revenues within the redevelopment area. The current taxable value of the properties in the TIF district total \$450,560,039.00 according to the Pasco County Property Appraiser’s office.

Working from this base year tax base, this analysis assumes that the increment will grow in value at a rate of 3.5 percent per year based on a conservative estimate of the City’s twenty-year historical performance. This assumption presents a conservative estimate, based on a number of indicators. In the years from 1990 to 2000, figures provided by the City show that the City’s overall tax base increased at an average annual rate of 3.5 percent. The projected growth is based primarily on the appreciation of existing properties despite a number of vacant, underdeveloped and underutilized properties within the proposed community redevelopment area. This analysis does not assume the occurrence of major development, which might occur within the proposed redevelopment area and which would provide an additional boost to the tax base. Other relevant factors, which would support a growth factor of at least 3.5 percent include recent growth rates that would tend to escalate demand for residential and commercial property. These include City population growth (0.99% per year) and County population growth (1.89 %per year).

Based on the preceding assumption, tax increment revenues are calculated as follows: First, the 3.5 percent annual increment is calculated. Then, the current rate of 9.132 county mills and 6.25 city mills is applied to calculate revenues, the annual tax increment revenue would amount to roughly \$15,769,601. Under the State Legislature, only 95% of this amount is actually allocated to the Redevelopment Plan Trust Fund; the available increment would amount to \$250,732 in year one.

In subsequent years, the amount of the increment continues to grow by 3.5 percent of the base year tax base. This produces a stream of revenues that increase each year, and a cumulative fund that grows as shown in Table 1. Thus tax increment funding would produce less than \$270,000 in the first year, but as property values continue to appreciate and new developments occur, this figure increases. The compounded cumulative redevelopment fund reserve would grow to nearly \$1.6 million after three years, over \$4 million after five years and over \$72 million after twenty years. These numbers are based strictly on current growth rates of 3.5 percent annually and do not take into account the amount of growth that would be added through increased investment in the City.

### **C. Supportable Revenue Bonds**

TIF revenues can also be used to leverage funds in the form of tax increment revenue bonds. Generally tax increment bonds are not considered a commitment of the full faith and credit of the community. The amount of the funds that could be raised through the issuance of TIF bonds can be estimated by calculating the maximum debt service that the increment could support.

In these calculations, this analysis assumes that bond underwriters would require a debt coverage ratio 1.5:1. A debt coverage ratio is the ratio of projected revenues to bond payment obligations. Thus the projected income stream, or annual revenue increment, would have to exceed the bond's debt service obligation by 50 percent. Based on a first-year income stream of roughly \$250,732, the maximum supportable debt service would be \$167,154. Then, assuming bond terms of 20 years at a seven percent yield, the maximum TIF bond would amount to approximately \$3,343,080.

The amount of the supportable bond increases as annual increment revenues increase. Thus, while TIF revenues would only support a bond of \$167,154 in year one, if the CRA waits until year five, its TIF revenue stream would support a bond of \$879,305. This figure grows to over \$1,977,181 by year ten and nearly \$4,815,238 in year twenty.

Combining bond proceeds with available Redevelopment Trust Fund reserves, the tax increment financing mechanism would generate total available funds that would accumulate. While TIF

generates minimal amounts in its initial, start-up years, by year five it can generate more than \$940,856 in available funds, including bond proceeds of approximately \$61,551 and a cumulative reserve fund of \$879,305. Chapter 163 provides broad flexibility in the use of tax increment bonds to pay for a wide variety of redevelopment costs, which could include streetscape enhancement, the construction of new parking facilities and improvements to existing lots, park and recreational facility enhancements and any other civic amenities which enhance the community and contribute to redevelopment. Tax increments may not be used, under normal conditions, for infrastructure projects that would be needed with or without the redevelopment plan.

#### **D. Business Improvement Districts and Special Taxing Districts**

Business Improvement Districts (BIDs) and special taxing districts are an alternative to a community redevelopment financing. These districts generate revenue based upon additional property taxes and voluntary contributions among associations of businesses and property owners. Funds generated within such districts are invested normally in special maintenance, marketing or security efforts, or in major capitol improvements such as shared parking, or streetscape improvements.

While such techniques allow a reduced participation role and lowered responsibility for local government, these methods are susceptible to several disadvantages. The burden of an additional tax upon redevelopment area property owners is not only unpopular with residents, but in most cases, less lucrative as well. The absence of tools such as the power of eminent domain, tax increment financing and the probable need for state enabling legislation for the establishment of the special taxing districts makes this method of finance less appealing. Furthermore, the additional tax could potentially dissuade prospective private investment from occurring because of the additional costs introduced by the special assessments.

Voluntary associations comprised of business owners and property owners that are willing to create a public-private partnership should, however, be encouraged to do so. Private contributions can be used to pay for improvements to public property, such as parks, landscaping and public buildings and private property as well.

## **E. Land Lease Revenues**

Leases of publicly held land provide another potential source of revenues to implement redevelopment projects. Under this scenario, the City would enter into an agreement to lease City land to a private entity involved in the operation of various uses thereon. The lease agreement would address a broad range of issues including without limitation; types of permissible uses, the size, design and character of such uses; public access and amenities; operating rights and duties and limitations (i.e. hours of operation, noise issues, maintenance etc.); lease payment terms; and other contingencies. While each of these issues is important, this discussion focuses primarily on the revenue-related issue involving the lease payment terms of the lease.

As with all leases, ground lease payment terms can be based on flat rates, percentage rates, or a combination of the two. A lease term might require the lessee to pay a “base rent” and a certain percentage of revenues. Alternatively, the lease might require a “base rent” and a certain percentage of revenues above an agreed-upon threshold. It is recommended that any lease entered into by the City for publicly held lands include the following provisions:

- Percentage rates should be used in determining lease payments. The concept of tying lease payments to the performance of projects ensures that, where the private lessee realizes windfall profits, the City is able to share commensurately in the benefits. In the absence of new revenues from new property taxes, this sharing is essential.
- Wherever possible, percentage rates should be linked to gross revenues, rather than net revenues, for net revenue calculations vary in accordance with different methods of accounting.
- Where the developer or operator seeks financing from private sources to fund development plans, the private lender typically requires collateral, often in the form of land assets. The City must be sure to recognize this possibility in its negotiations, and accordingly, provide that the lessor does not receive any interest in land that can be subordinated to third party encumbrances.

## **7.2 Outside Funding Sources**

### **A. Community Development Block Grant Program**

The Community Development Block Grant (CDBG) program, sponsored by the Federal Department of Housing and Urban Development (HUD), provides grant funding for **TBE Group, Inc.**

communities for a range of development projects. These projects include public facilities and infrastructure improvements. Cities receive CDBG funds either directly from HUD, or indirectly, through a state allocation of discretionary HUD grants.

New Port Richey can pursue CDBG funds through the State of Florida's Small Cities program, through which the Federal Department of Community Affairs administers the allocation of federal HUD monies. In seeking these funds through the Small Cities program, the City must apply for grants for specific projects, which typically involve public infrastructure. In order to qualify, the City must be able to demonstrate that the specified program will directly benefit a project area in which 51 percent or more of the households are defined as low to moderate income. Grants are competitive and the maximum award is \$600,000.

#### **B. ISTE/TEA-21 Funds**

The federal Transportation Equity Act, known as "TEA-21," (a reauthorization of the former "ISTEA," or Intermodal Surface Transportation Efficiency Act), maintains three funding programs. These programs, which focus on transportation-related projects on or adjacent to federal highways, include the Highway Enhancement Program, Surface Transportation Program and Livable Communities Initiative. Qualifying projects would include sidewalk, streetscape, and infrastructure improvements.

#### **C. Florida Highway Beautification Council**

The Florida Highway Beautification Council makes matching grants of up to \$150,000, available to local communities. Eligible projects must direct focus towards the improvement of highway appearance. These projects might include clean-up and landscaping along highway corridors.

#### **D. Community Development Corporation Support and Assistance**

Another state grant opportunity is through the State of Florida Department of Community Affairs (DCA). The Florida DCA offers grants to support agencies and organizations that are involved in economic development and neighborhood revitalization projects. These grants range in award amount, but typically are between \$40,000 and \$50,000 annually.

**E. Urban Infill Grants**

The Florida Department of Community Affairs offers an urban infill grant to communities, which provide an alternative to urban sprawl. New Port Richey clearly meets this criteria. One Pinellas County municipality received a two million dollar grant from this funding source this fiscal year.

**F. Coastal Partnership Initiative**

Issued through the Florida Department of Community Affairs, eligible recipients are the local governments of the 35 coastal counties and all municipalities within their boundaries designated as "coastal" by the state planning agency. Grants range from \$25,000 to \$50,000.

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**Figure 1**  
**GLOSSARY OF ABBREVIATIONS**

AAPC	Average Annual Percentage Change
BIDs	Business Improvement District
C-1	Light Commercial Zoning District
C-2	General Commercial Zoning District
CBD	Central Business District
CDBG	Community Development Block Grants
CIP	Capitol Improvements Plan
CITY	New Port Richey
CR	County Road
CRA	Community Redevelopment Area Community Redevelopment Agency
CRP	Community Redevelopment Plan
DCA	Department of Community Affairs
FAC	Florida Administrative Code
HUD	Department of Housing and Urban Development
ISTEA	Intermodal Surface Transportation Efficiency Act
MF-10	Low to Medium Density Single and Multi-Family Residential Zoning District
MF-14	Medium Density Single and Multi-Family Residential Zoning District
MF-30	High Density Single and Multi-Family Residential Zoning District
MHP	Mobile Home Park
R-1	Residential Zoning District (minimum 7,500square foot lot)
R-2	Residential Zoning District (minimum 5,000-6,000square foot lot)
R-3	Residential Zoning District (minimum 5,000square foot lot)
RO	Residential Office Zoning District
ROR	Residential Office Retail Zoning District
TEA-21	Transportation Equity Act
TIF	Tax Increment Financing
US 19	United States Highway 19

**Table 2**  
**FUTURE LAND USE DISTRIBUTION**

LAND USE CATEGORY	ACRES
Low Density Residential (0-5 UGA)	224.36
Low-Medium Density Residential (0-10 UGA)	693.16
Medium Density Residential (0-14 UGA)	207.70
Medium Density Residential (0-20 UGA)	4.40
High Density Residential (0-30 UGA)	244.42
Downtown (0-15 UGA, 2.0 FAR)	43.13
Highway Commercial (2.0 FAR)	198.69
General Commercial (0.50 FAR)	82.63
Office (0.50 FAR)	82.57
Light Industrial (0.50 FAR)	49.68
Recreation/Open Space	53.37
Conservation	101.27
Public/Semi-Public	83.55
Educational Facility	76.00
Right-of-way/Unassigned	577.82*
Residential/Office (0-10 UGA, 0.40 FAR)	4.2
Residential/Office/Retail (0-10 UGA, 0.40 FAR)	0
Preservation	0
TOTAL	2,779.44

**Table 3**

**DEVELOPMENT POTENTIAL BY  
ZONING DISTRICT**

<b>ZONING DISTRICT</b>	<b>ACREAGE</b>	<b>UNITS/ACRE</b>	<b>UNITS</b>
MHP	0	8.8	0
R-1	0	5.808	0
R-2	4.10	7.260	30
R-3	0.39	8.712	3
MF-1	11.36	10	114
MF-2	85.71	14	1,200
PMF	5.07	30	152
<b>TOTAL NUMBER OF POSSIBLE UNITS</b>			<b>1,499</b>

Source: City of New Port Richey, Zoning Map, 1997

Table 1 Tax Increment Funding

	Base year 2001	1st year 2002	2nd year 2003	3rd year 2004	4th year 2005	5th year 2006	5 year TOTAL 2002-06
COUNTY MILLAGE	\$450,560,039.00 \$0.00 x9.1320m x.95 \$0.00	\$466,329,640.37 \$15,769,601.36 x9.1320m x.95 \$136,807.60	\$482,851,177.78 \$32,091,138.78 x9.1320m x.95 \$278,403.47	\$499,543,969.00 \$48,983,930.00 x9.1320m x.95 \$424,955.19	\$517,028,007.91 \$66,467,968.91 x9.1320m x.95 \$576,636.22	\$535,123,988.19 \$84,563,949.19 x9.1320m x.95 \$733,626.08	\$2,150,428.55
CITY MILLAGE	\$450,560,039.00 \$0.00 x6.500m x1.0 \$0.00	\$468,086,825.00 \$17,526,785.00 x6.500m x1.0 \$113,924.10	\$486,295,401.00 \$35,735,362.00 x6.500m x1.0 \$232,279.85	\$505,212,293.00 \$54,652,254.00 x6.500m x1.0 \$355,239.65	\$524,865,051.00 \$74,305,012.00 x6.500m x1.0 \$482,982.58	\$540,611,002.00 \$90,050,963.00 x6.500m x1.0 \$585,331.26	\$1,769,757.44
<b>TOTAL TAX</b>	<b>\$0.00</b>	<b>\$250,732.00</b>	<b>\$510,683.00</b>	<b>\$780,195.00</b>	<b>\$1,059,619.00</b>	<b>\$1,318,957.00</b>	<b>\$3,920,186.00</b>
COUNTY MILLAGE	\$553,853,327.78 \$103,293,288.78 x9.1320m x.95 \$896,110.60	\$573,238,194.25 \$122,678,155.25 x9.1320m x.95 \$1,064,282.07	\$593,301,531.05 \$142,741,492.05 x9.1320m x.95 \$1,238,339.54	\$614,067,084.64 \$163,507,045.64 x9.1320m x.95 \$1,418,489.02	\$635,559,432.60 \$184,999,393.60 x9.1320m x.95 \$1,604,943.74	\$635,559,432.60 \$184,999,393.60 x9.1320m x.95 \$1,604,943.74	\$6,222,164.97
CITY MILLAGE	\$566,493,783.37 \$115,933,744.37 x6.500m x1.0 \$753,569.34	\$588,530,391.54 \$137,970,352.54 x6.500m x1.0 \$896,807.29	\$611,424,223.77 \$160,864,184.77 x6.500m x1.0 \$1,045,617.20	\$635,208,626.08 \$184,648,587.08 x6.500m x1.0 \$1,200,215.82	\$659,918,241.63 \$209,358,202.63 x6.500m x1.0 \$1,360,828.32	\$659,918,241.63 \$209,358,202.63 x6.500m x1.0 \$1,360,828.32	\$5,257,037.96
<b>TOTAL TAX</b>	<b>\$1,649,680.00</b>	<b>\$1,961,089.00</b>	<b>\$2,283,957.00</b>	<b>\$2,618,705.00</b>	<b>\$2,965,772.00</b>	<b>\$11,479,203.00</b>	
COUNTY MILLAGE	\$657,804,012.74 \$207,243,973.74 x9.1320m x.95 \$1,797,924.37	\$680,827,153.19 \$230,267,114.19 x9.1320m x.95 \$1,997,659.32	\$704,656,103.55 \$254,096,064.55 x9.1320m x.95 \$2,204,385.00	\$729,319,067.17 \$278,759,028.17 x9.1320m x.95 \$2,418,346.07	\$754,845,234.52 \$304,285,195.52 x9.1320m x.95 \$2,639,795.79	\$754,845,234.52 \$304,285,195.52 x9.1320m x.95 \$2,639,795.79	\$11,058,110.55
CITY MILLAGE	\$685,589,061.23 \$235,029,022.23 x6.500m x1.0 \$1,527,688.64	\$712,258,475.71 \$261,698,436.71 x6.500m x1.0 \$1,701,039.84	\$739,965,330.42 \$289,405,291.42 x6.500m x1.0 \$1,881,134.39	\$768,749,981.77 \$318,189,942.77 x6.500m x1.0 \$2,868,234.63	\$798,654,356.06 \$348,094,317.06 x6.500m x1.0 \$2,262,613.06	\$798,654,356.06 \$348,094,317.06 x6.500m x1.0 \$2,262,613.06	\$9,440,710.57
<b>TOTAL TAX</b>	<b>\$3,325,613.00</b>	<b>\$3,698,699.00</b>	<b>\$4,085,519.00</b>	<b>\$4,486,581.00</b>	<b>\$4,902,409.00</b>	<b>\$20,498,821.00</b>	
COUNTY MILLAGE	\$781,264,817.73 \$330,704,778.73 x9.1320m x.95 \$2,868,996.24	\$808,609,086.35 \$358,049,047.35 x9.1320m x.95 \$3,106,218.71	\$836,910,404.37 \$386,350,365.37 x9.1320m x.95 \$3,351,743.96	\$866,202,268.53 \$415,642,229.53 x9.1320m x.95 \$3,605,862.60	\$896,519,347.92 \$445,959,308.92 x9.1320m x.95 \$3,868,875.39	\$896,519,347.92 \$445,959,308.92 x9.1320m x.95 \$3,868,875.39	\$16,801,696.89
CITY MILLAGE	\$829,722,010.51 \$379,161,971.51 x6.500m x1.0 \$2,464,552.81	\$861,998,196.72 \$411,438,157.72 x6.500m x1.0 \$2,674,348.03	\$895,529,926.58 \$444,969,887.58 x6.500m x1.0 \$2,892,304.27	\$930,366,040.72 \$479,806,001.72 x6.500m x1.0 \$3,118,739.01	\$966,557,279.70 \$515,997,240.70 x6.500m x1.0 \$3,353,982.06	\$966,557,279.70 \$515,997,240.70 x6.500m x1.0 \$3,353,982.06	\$14,503,926.19
<b>TOTAL TAX</b>	<b>\$5,333,549.00</b>	<b>\$5,780,567.00</b>	<b>\$6,244,048.00</b>	<b>\$6,724,602.00</b>	<b>\$7,222,857.00</b>	<b>\$31,305,623.00</b>	
<b>SUMMARY</b>	<b>5 year TOTAL 2002-06</b>	<b>5 year TOTAL 2006-2011</b>	<b>10 year TOTAL 2002-2011</b>	<b>5 year TOTAL 2012-2016</b>	<b>5 year TOTAL 2016-21</b>	<b>20 year TOTAL 2002-2021</b>	
COUNTY MILLAGE	\$2,150,428.55	\$6,222,164.97	\$8,372,593.52	\$11,058,110.55	\$16,801,696.89	\$36,232,400.96	
CITY MILLAGE	\$1,769,757.44	\$5,257,037.96	\$7,026,795.41	\$9,440,710.57	\$14,503,926.19	\$30,971,432.16	
<b>TOTAL TAX</b>	<b>\$3,920,186.00</b>	<b>\$11,479,203.00</b>	<b>\$15,399,389.00</b>	<b>\$20,498,821.00</b>	<b>\$31,305,623.00</b>	<b>\$67,203,833.00</b>	

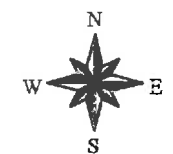
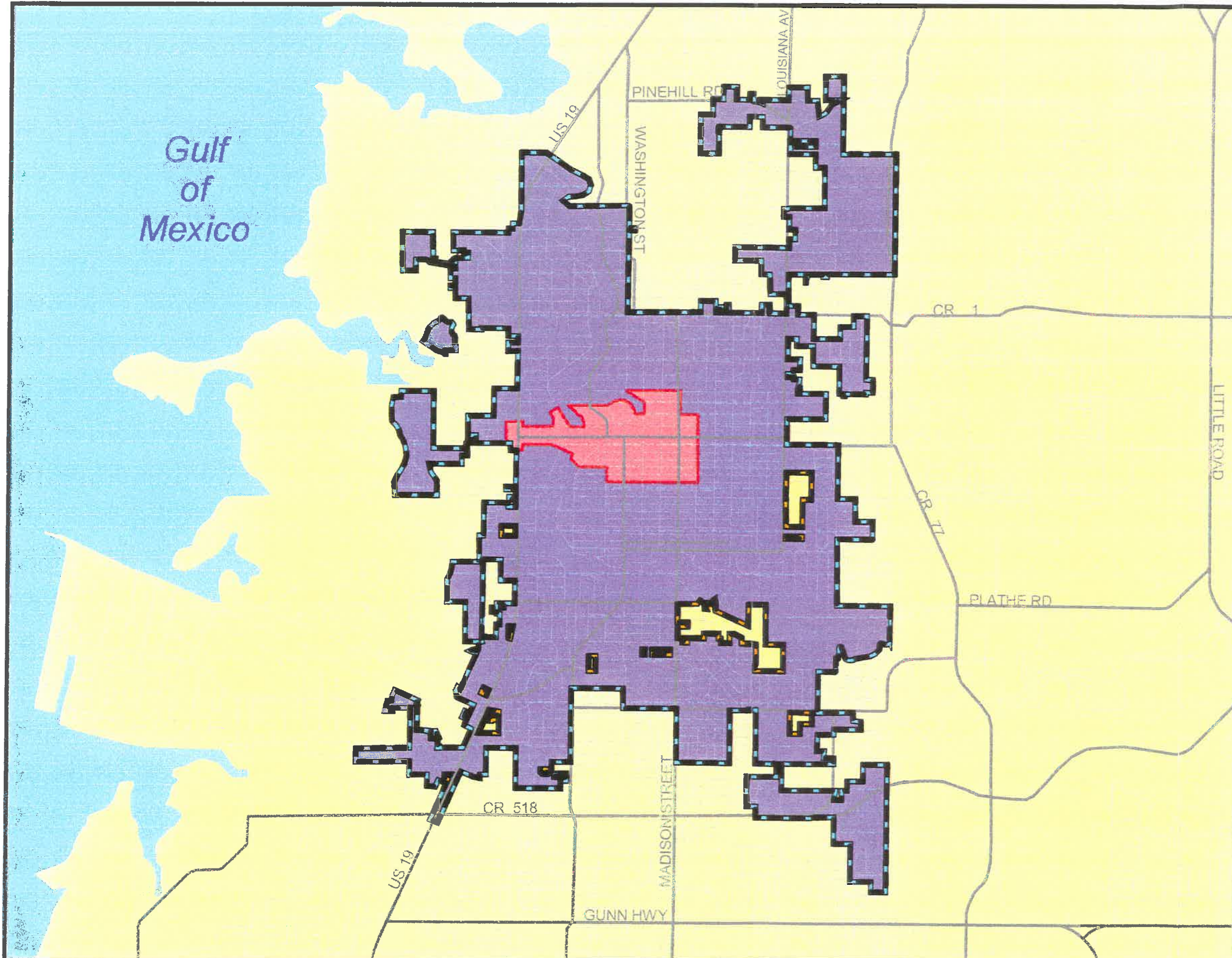
# City of New Port Richey Redevelopment Plan



## Existing Community Redevelopment Area

### Legend

- City Limits
- County Owned Land
- Community Redevelopment Area
- City of New Port Richey



2500 0 2500 Feet



Map 1

# City of New Port Richey Redevelopment Plan



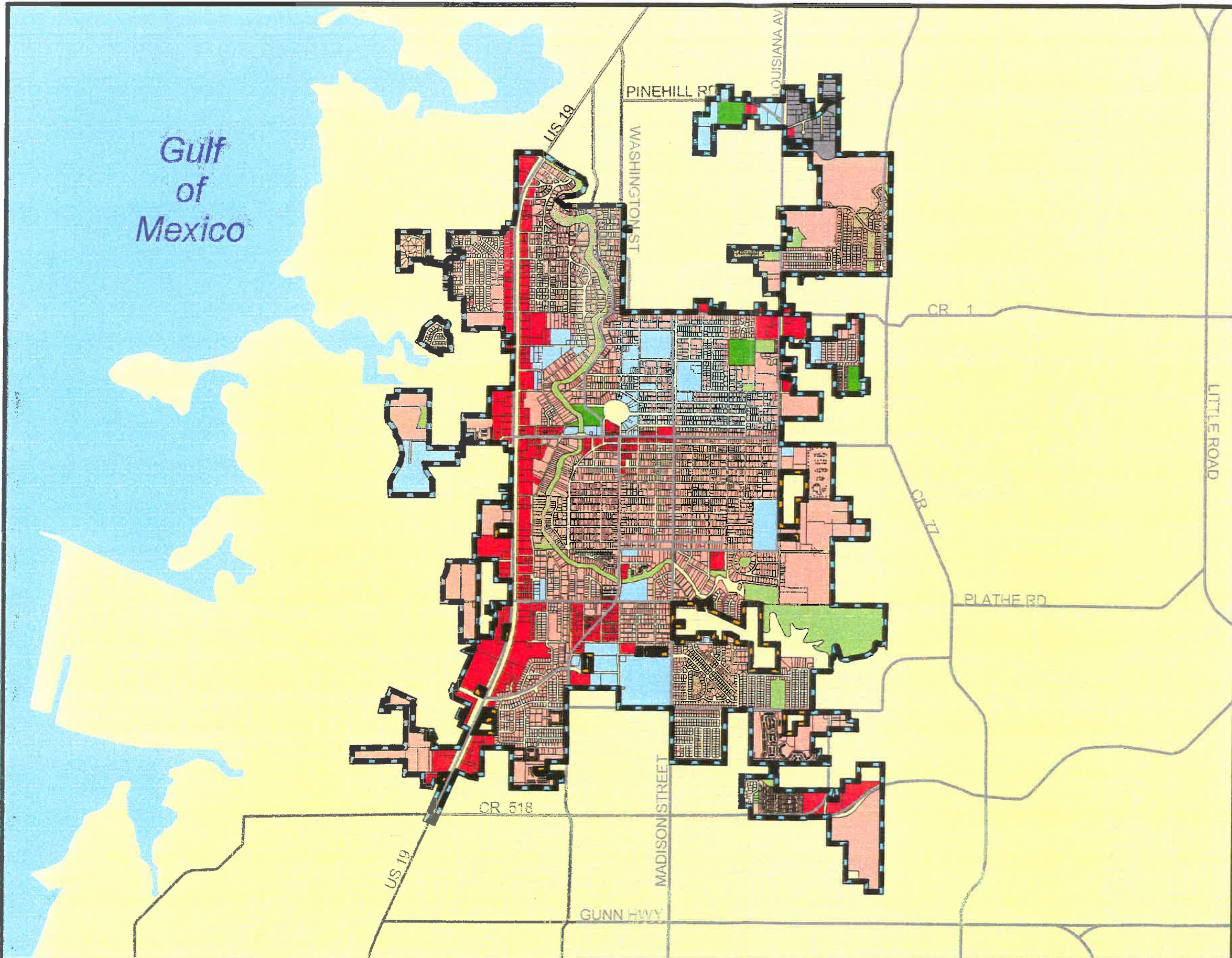
## Expanded Community Redevelopment Area

### Legend

- City Limits
- County Owned Land

### Existing Land Uses

- COM
- CON
- IND
- PUB
- REC
- RES
- VAC



2500 0 2500 Feet



Map 2

# City of New Port Richey Redevelopment Plan



## Neighborhood Planning Areas

### Legend

- City Limits
- Census Tract within City Limits
- County Owned Land
- Census Tract Number

### Neighborhood Planning Areas

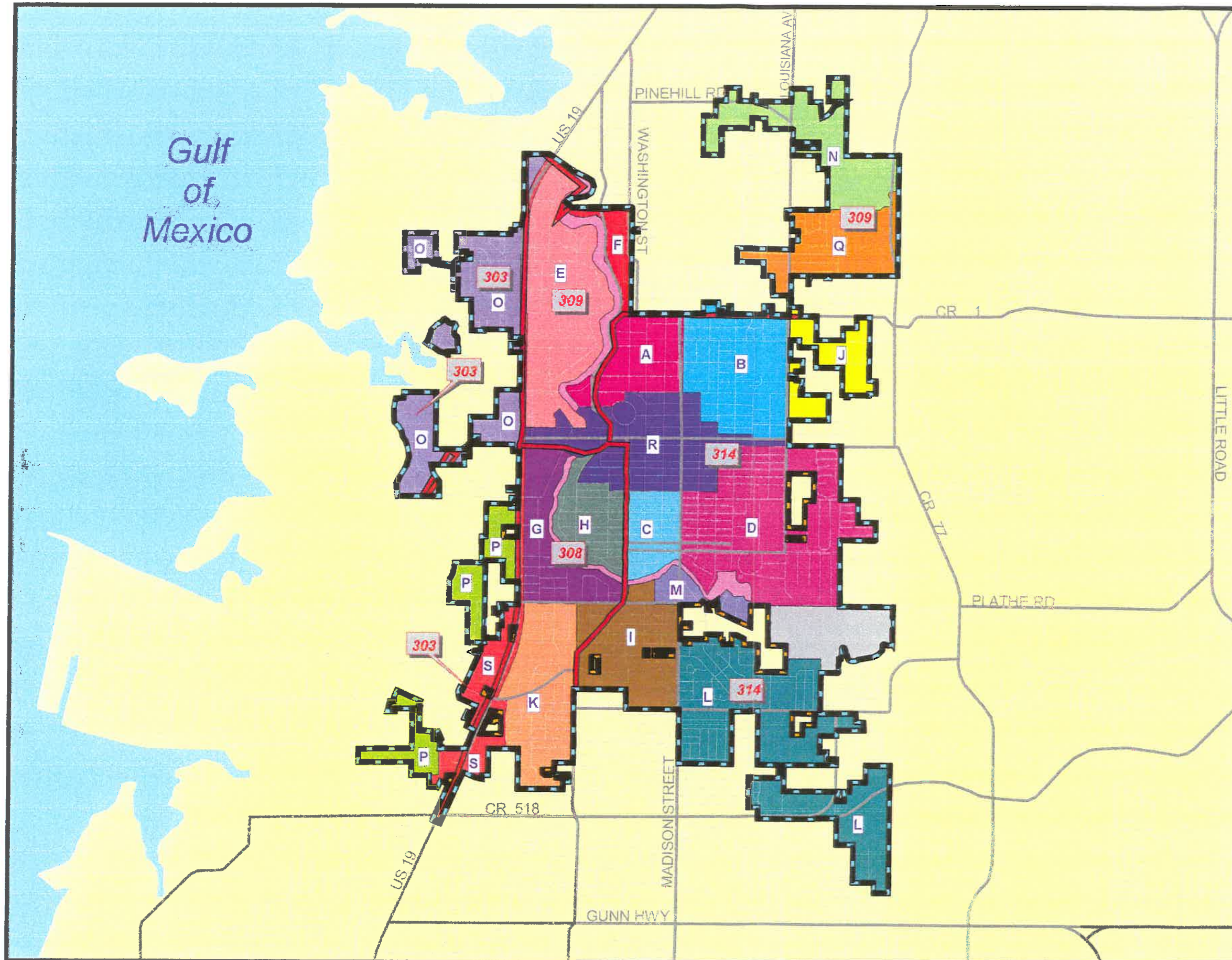
- A Sims Grant
- B North Park
- C East Grand
- D East Madison
- E North River
- F Big Bend
- G South River
- H West Grand
- I Schwetman Oaks
- J Jasmine Hills
- K The Heights
- L Southeast
- M Le Clair
- N Northeast
- O Northwest
- P Southwest
- Q Lake Estates
- S US 19 Corridor
- Pithlachacotee R.
- "NPR\_N/A"



2500 0 2500 Feet



Map 3

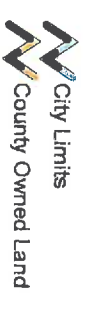


# City of New Port Richey Redevelopment Plan

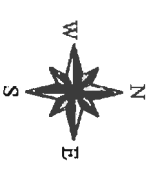
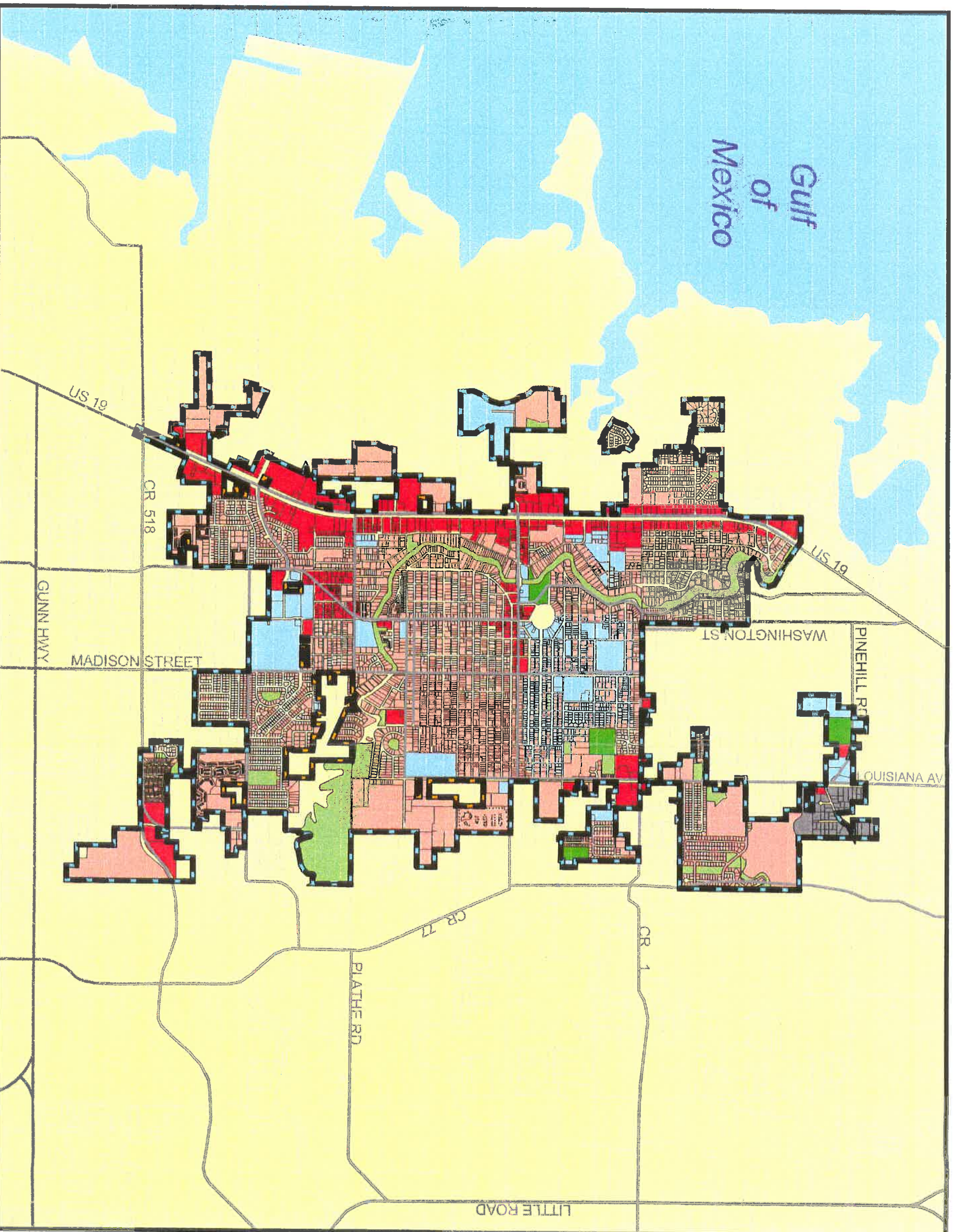


## Existing Land Use

### Legend



Existing Land Uses	
<span style="color: red;">■</span>	COM
<span style="color: green;">■</span>	CON
<span style="color: blue;">■</span>	IND
<span style="color: lightblue;">■</span>	PUB
<span style="color: lightgreen;">■</span>	REC
<span style="color: pink;">■</span>	RES
<span style="color: lightyellow;">■</span>	VAC



**Map 4**



# City of New Port Richey Redevelopment Plan



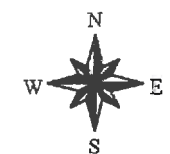
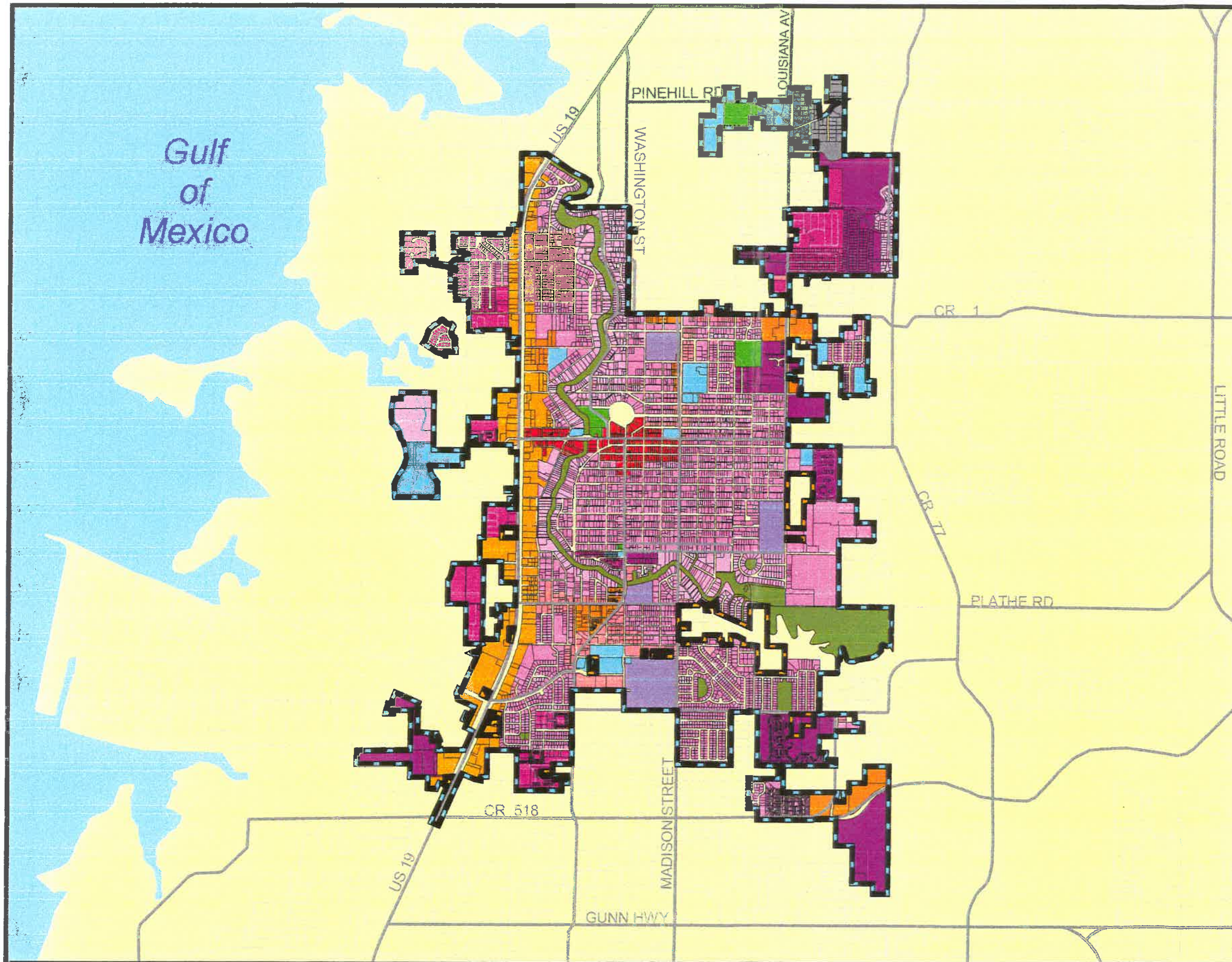
## Future Land Use

### Legend

- City Limits
- County Owned Land

### Future Land Use

- CON
- DT
- GC
- HC
- IND-1500
- HDR
- MDR
- LMDR
- LDR
- O
- R/O
- P/SP
- RO
- SCH



Map 5

# City of New Port Richey Redevelopment Plan



## Year 2000 Population by Census Tract

### Legend

- City Limits
- Census Tract within City Limits

Census Tract Number

### NPR Population/Census Tract

- 972
- 2048
- 2870
- 8022

### Neighborhood Planning Area

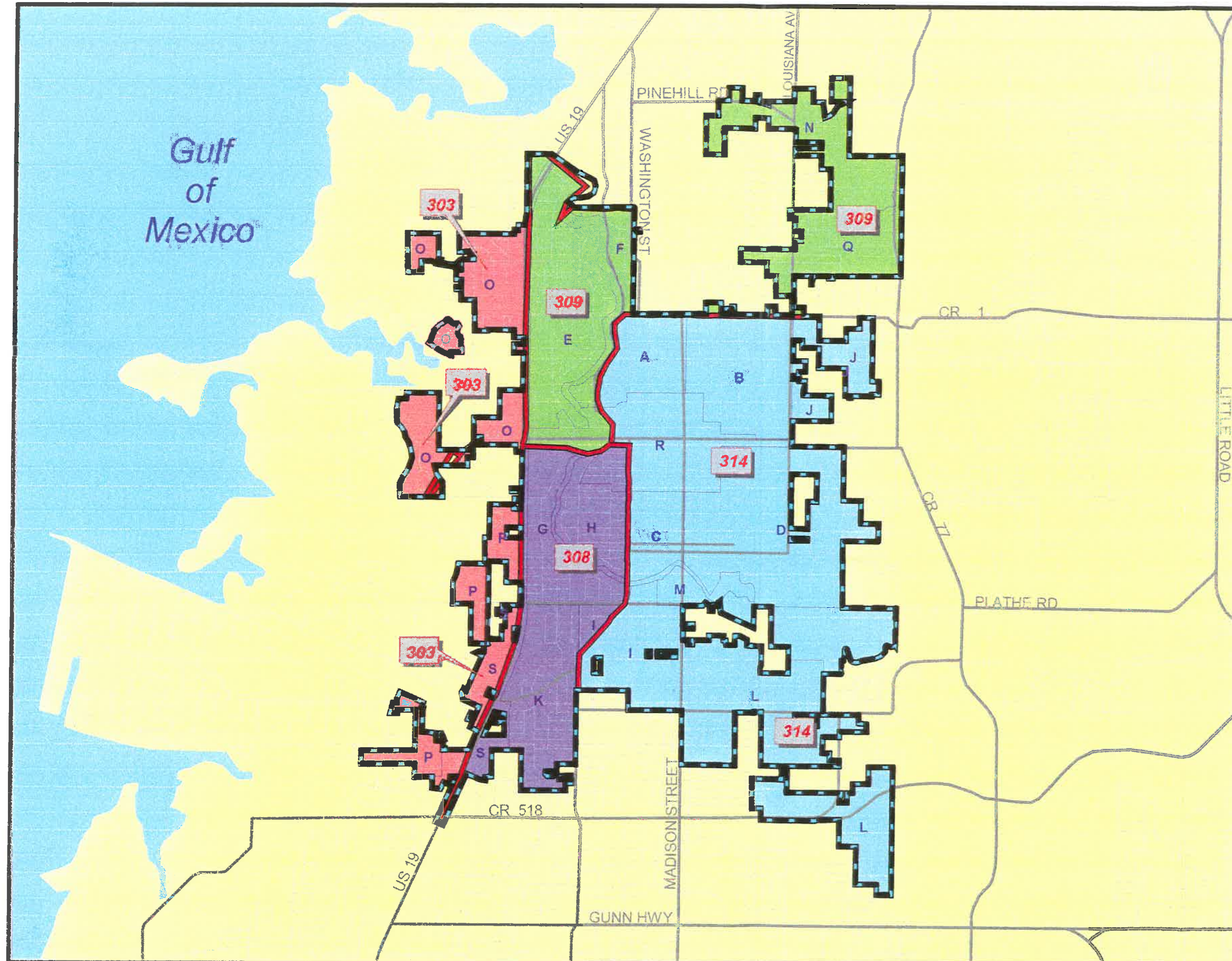
- A Sims Grant
- B North Park
- C East Grand
- D East Madison
- E North River
- F Big Bend
- G South River
- H West Grand
- I Schwetman Oaks
- J Jasmine Hills
- K The Heights
- L Southeast
- M Le Clair
- N Northeast
- O Northwest
- P Southwest
- Q Lake Estates
- R Downtown
- S US 19 Corridor



2500 0 2500 Feet



Map 6



# City of New Port Richey Redevelopment Plan



## Year 2000 Median Household Income by Census Tract

### Legend

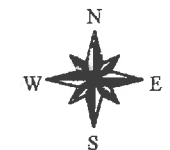
- City Limits
- Census Tract within City Limits
- Census Tract Number

### NPR Income/Census Tract

- \$24,514
- \$27,581
- \$30,040
- \$33,228

### Neighborhood Planning Area

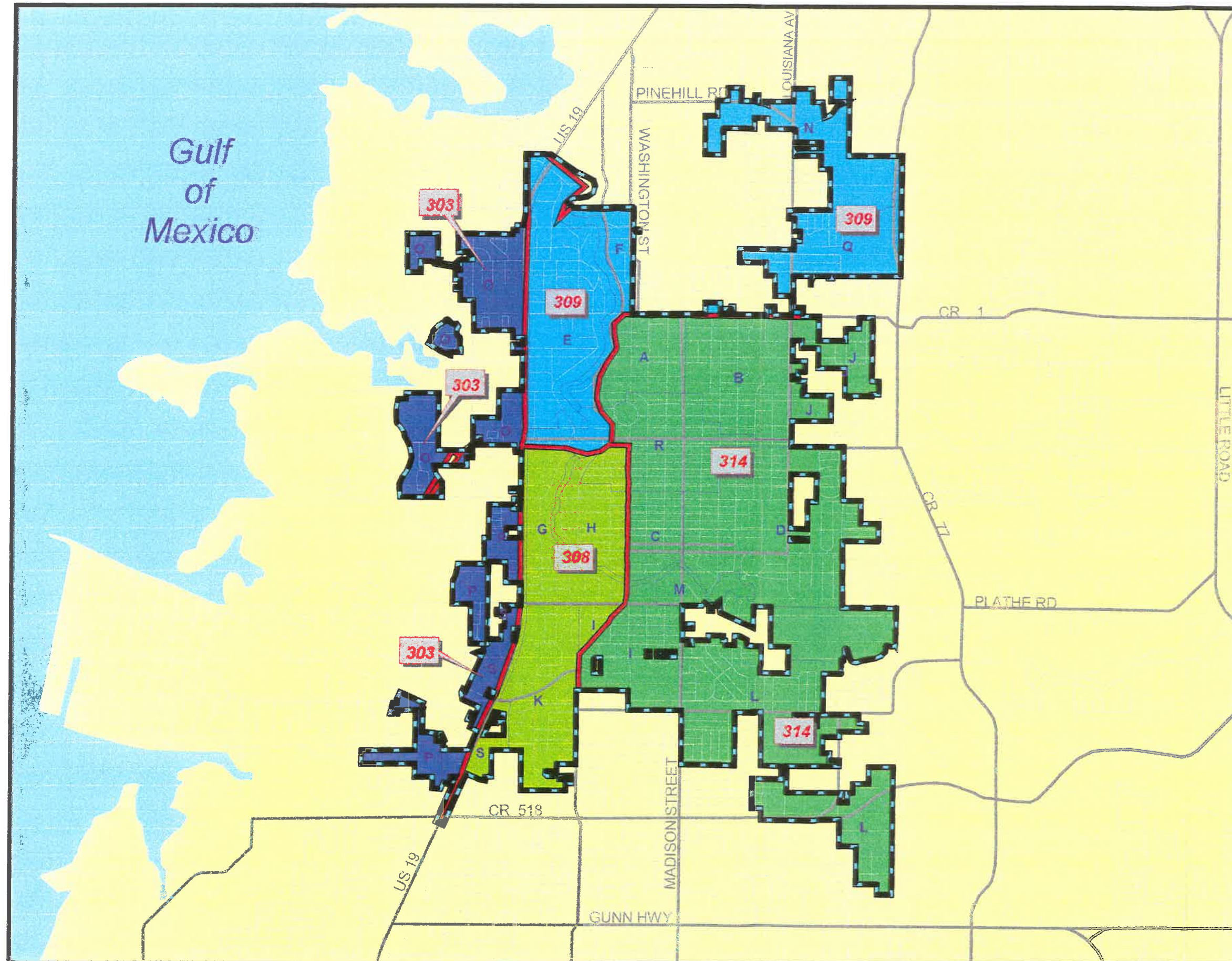
- A Sims Grant
- B North Park
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- I Schwettman Oaks
- J Jasmine Hills
- K The Heights
- L Southeast
- M Le Clair
- N Northeast
- O Northwest
- P Southwest
- Q Lake Estates
- R Downtown
- S US 19 Corridor



2500 0 2500 Feet



Map 7



City of New Port Richey  
Redevelopment Plan



Median Housing Value and  
School Age Population per  
Census Tract

Legend

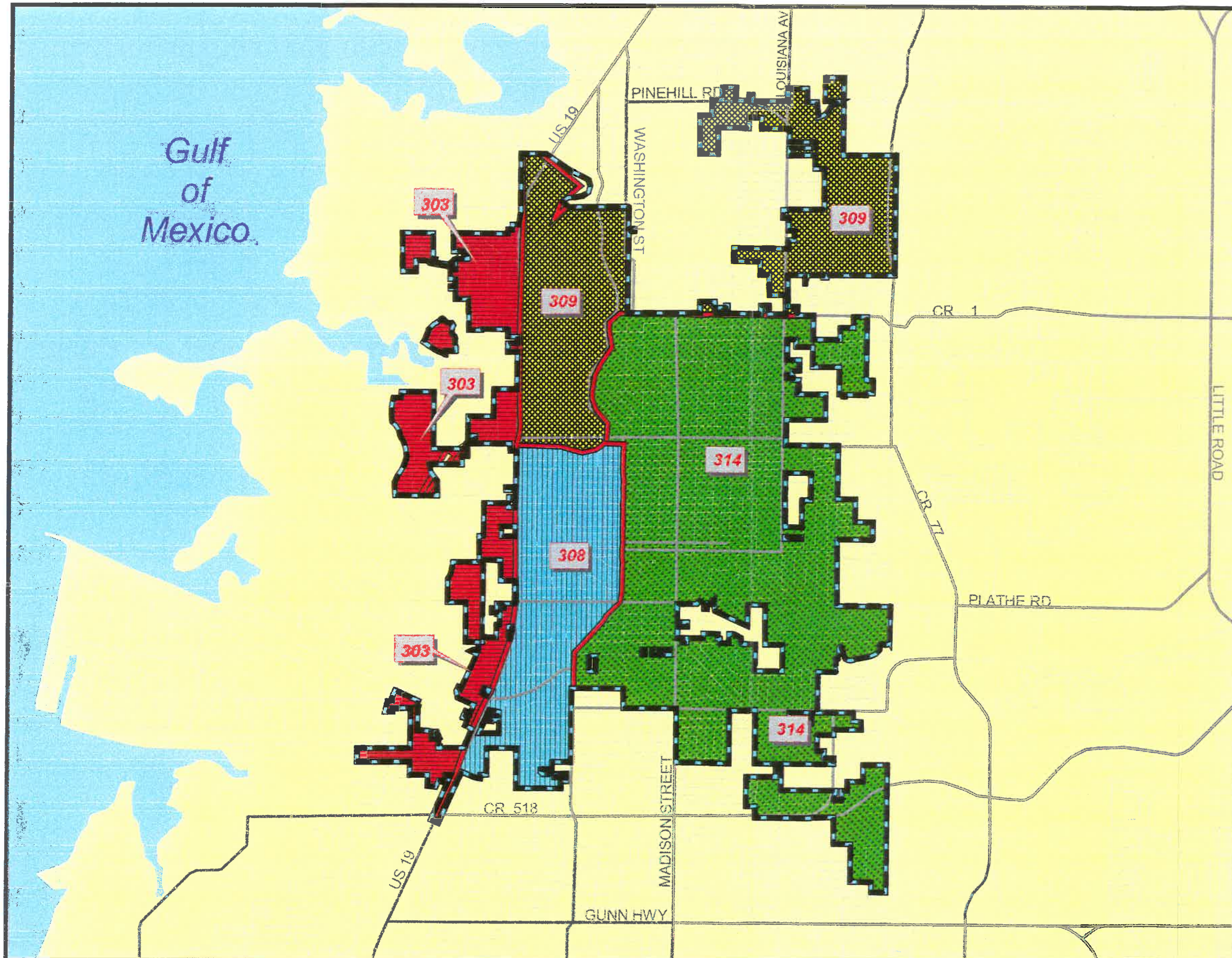
- City Limits
- Census Tract within City Limits
- Census Tract Number

Median Housing Value

- \$55,833
- \$67,365
- \$74,752
- \$137,727

School Age Population

- 137
- 474
- 597
- 1808



2500 0 2500 Feet



Map 8

# City of New Port Richey Redevelopment Plan



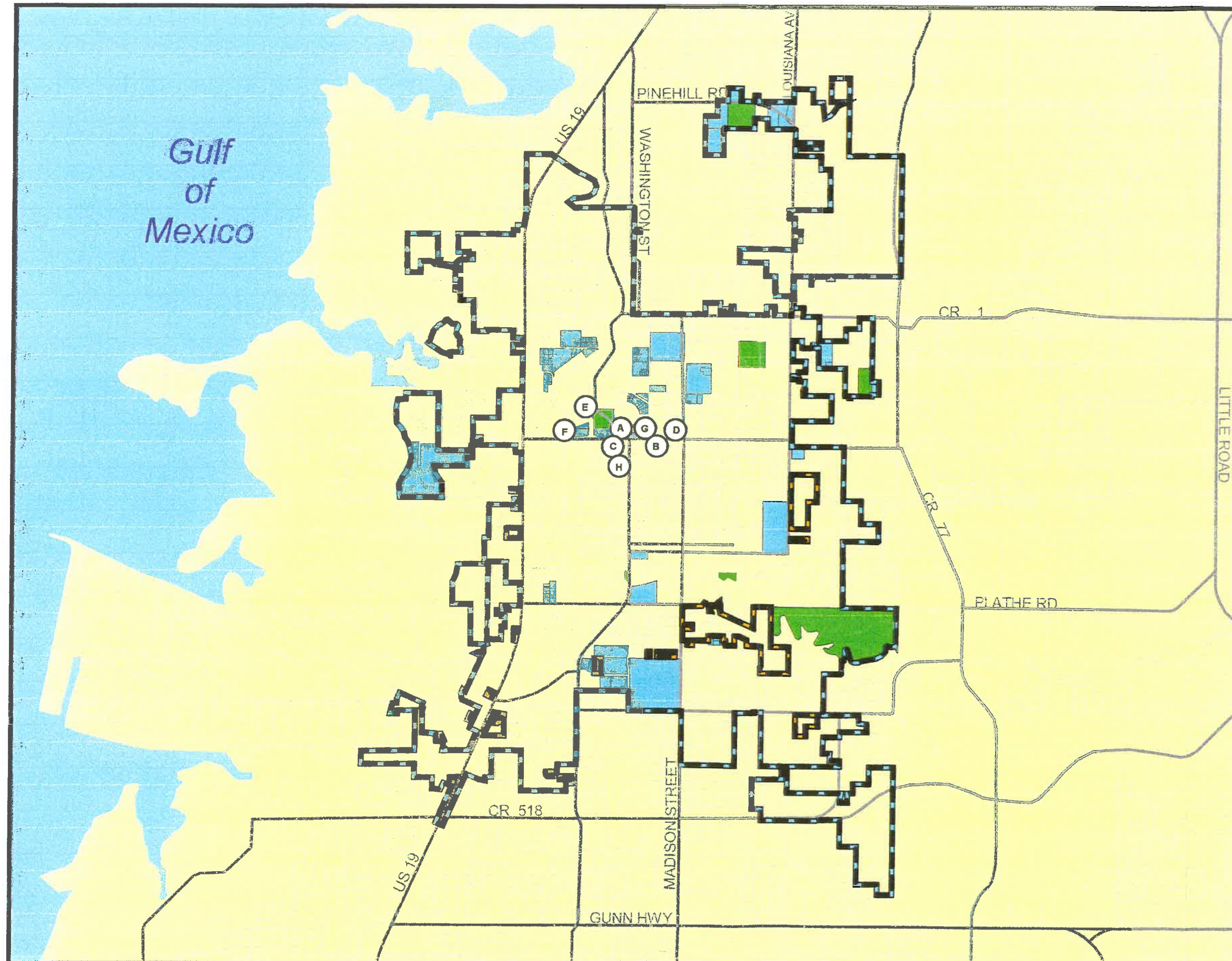
## Community Facilities & Parking Inventory

### Legend

- City Limits
- County Owned Land
- Public Lands
- Parks/Open Space

### Name - Number of Spaces

- (A)** Gloria Swanson - 96
- (B)** Gerber DeVries - 48
- (C)** Thomas Meighan - 94
- (D)** City Hall/Library - 70
- (E)** Sims Park - 25 plus overflow
- (F)** Sims Park Boat Ramp - 5 + 6 car/trailer
- (G)** Florida/Adams - 16
- (H)** Missouri/Grand - 28



2500 0 2500 Feet



Map 9

Gulf of Mexico

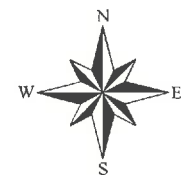
# City of New Port Richey Redevelopment Plan



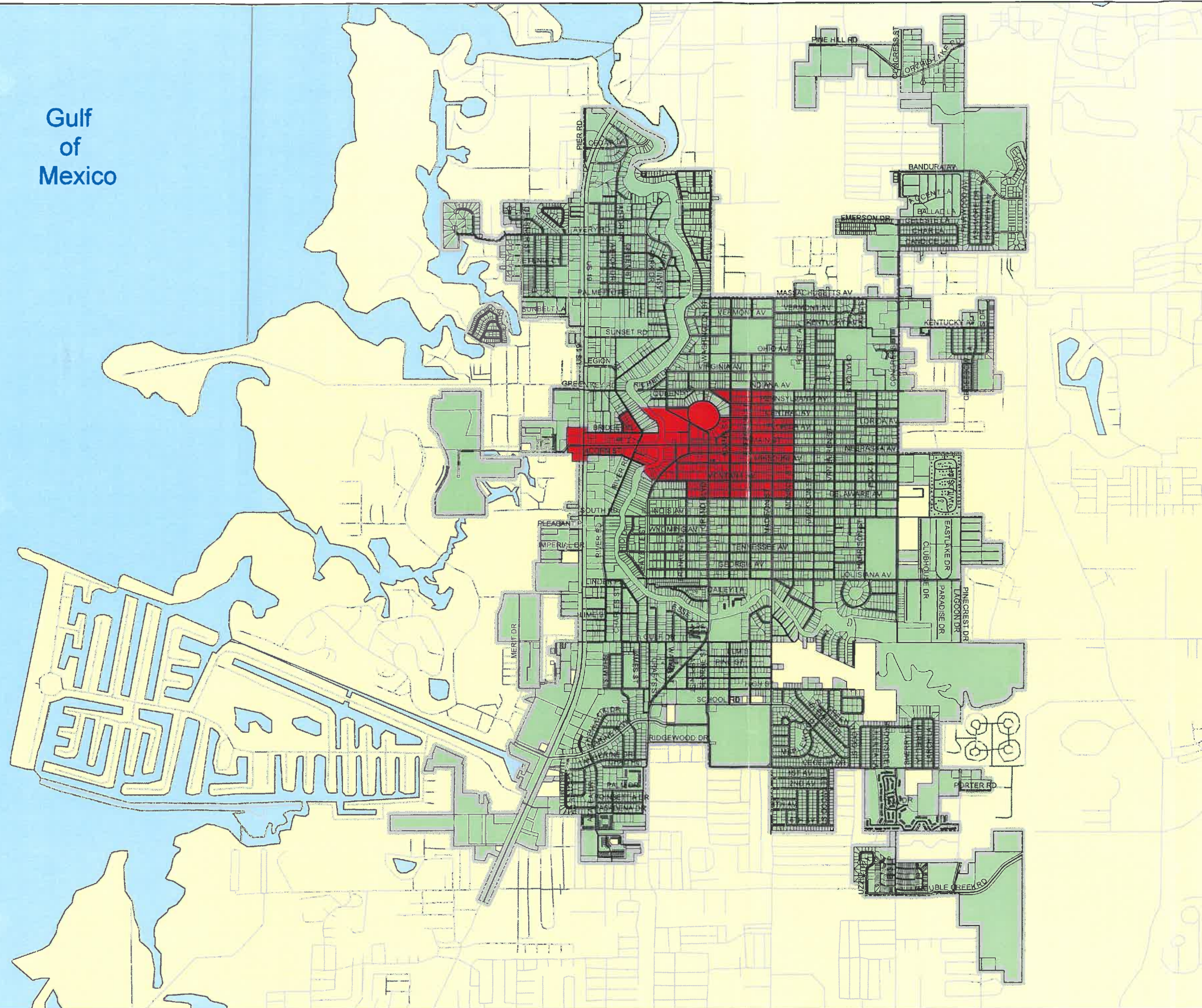
## Original Community Redevelopment Area

### Legend

- Roads
- Parcel
- Original CRA
- NPR
- PASCO
- Gulf of Mexico



2,000  
Feet



# City of New Port Richey Redevelopment Plan



## Neighborhood Planning Areas

### Legend

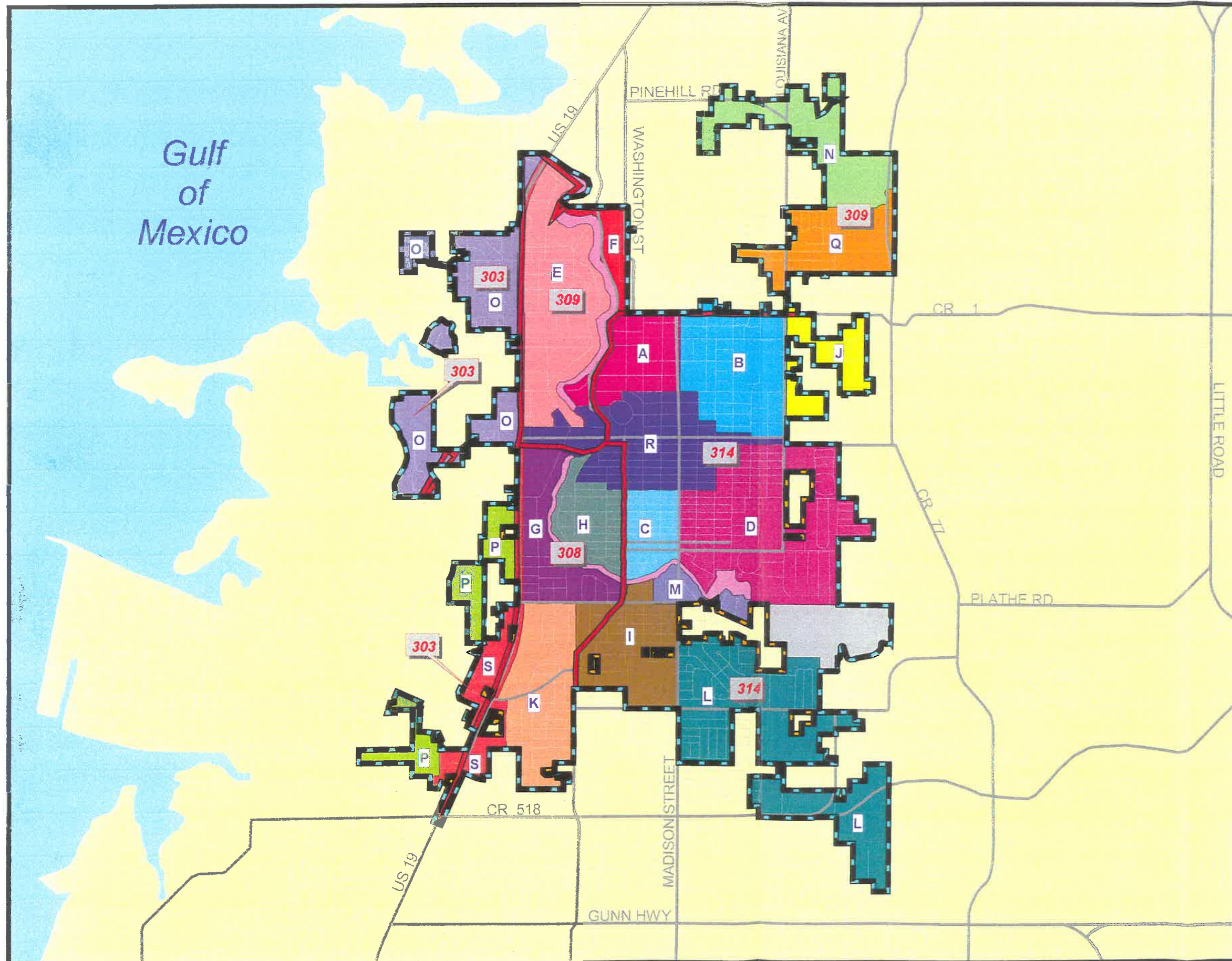
- City Limits
- Census Tract within City Limits
- County Owned Land
- Census Tract Number

### Neighborhood Planning Areas

- Sims Grant
- North Park
- East Grand
- East Madison
- North River
- Big Bend
- South River
- West Grand
- Schwettman Oaks
- Jasmine Hills
- The Heights
- Southeast
- Le Clair
- Northeast
- Northwest
- Southwest
- Lake Estates
- Downtown
- US 19 Corridor
- Pithlachacotee R.
- "NPR\_N/A"



2500 0 2500 Feet



# City of New Port Richey Redevelopment Plan



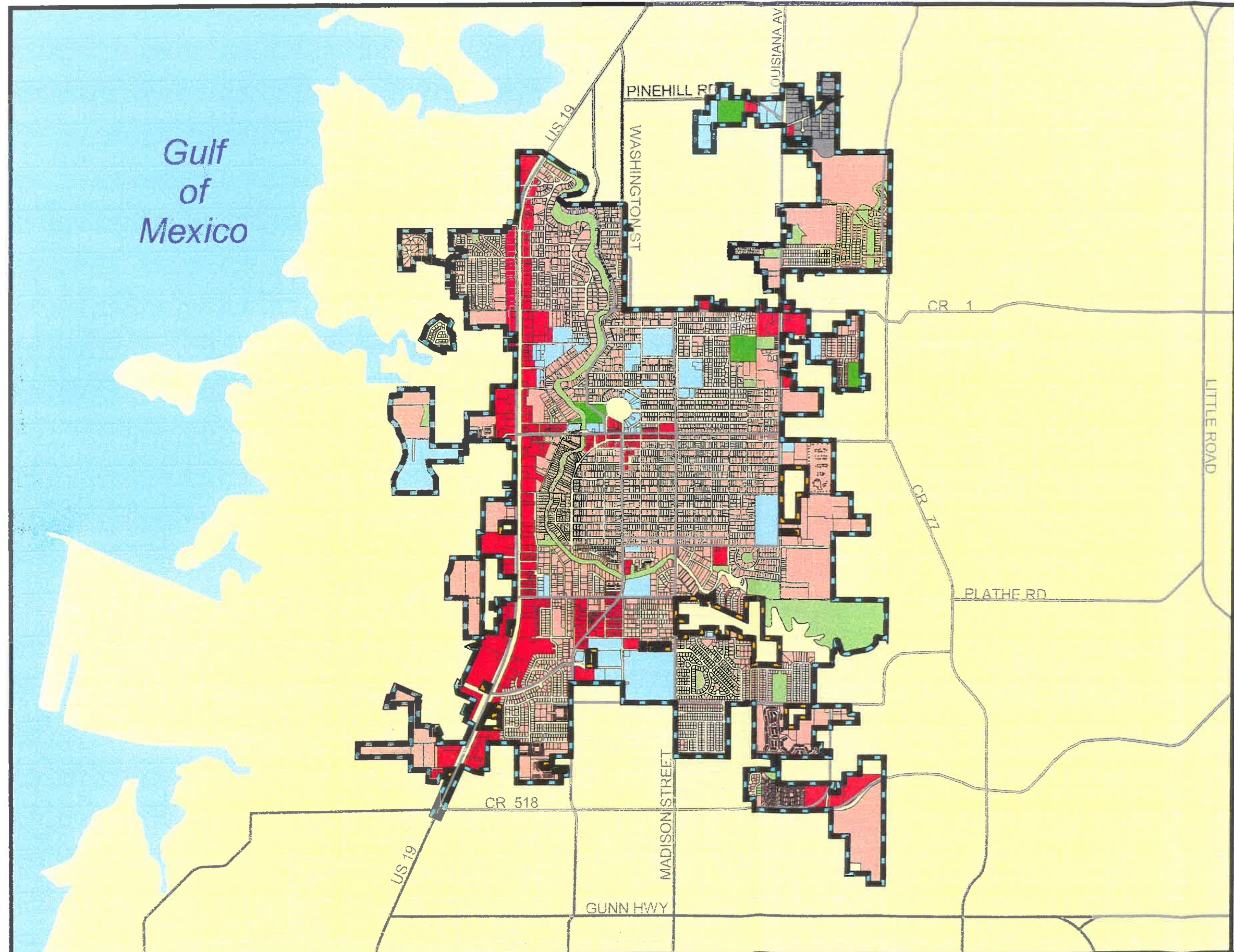
## Existing Land Use

### Legend

- City Limits
- County Owned Land

### Existing Land Uses

- COM
- CON
- IND
- PUB
- REC
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- VAC





# City of New Port Richey Redevelopment Plan



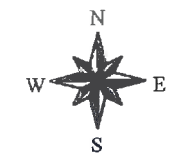
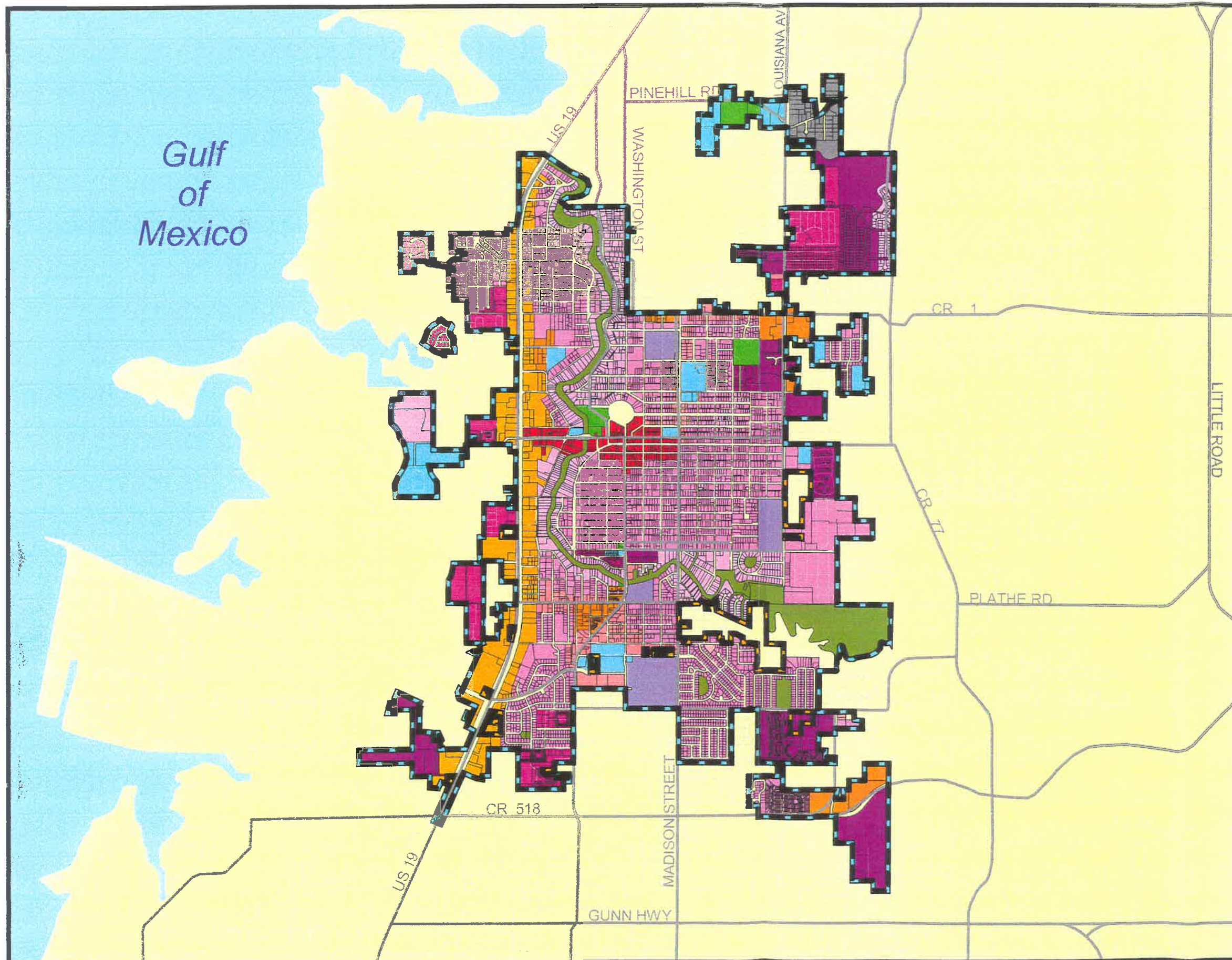
## Future Land Use

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- LMDR
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- P/SP
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- SCH



# City of New Port Richey Redevelopment Plan



## Year 2000 Population by Census Tract

### Legend

- City Limits
- Census Tract within City Limits

Census Tract Number

### NPR Population/Census Tract

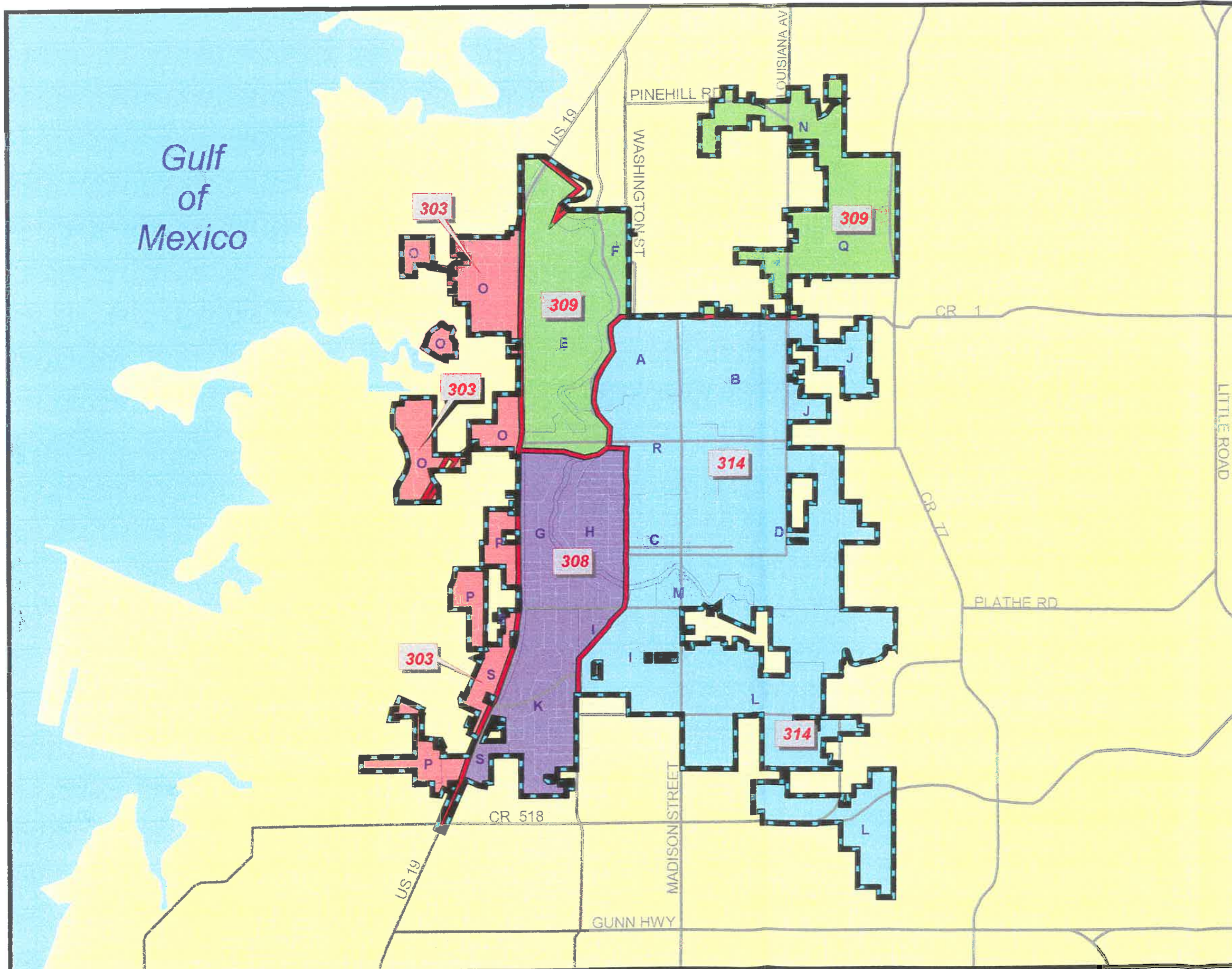
- 972
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### Neighborhood Planning Area

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- Northeast
- Northwest
- Southwest
- Lake Estates
- Downtown
- US 19 Corridor



2500 0 2500 Feet



# City of New Port Richey Redevelopment Plan



## Year 2000 Median Household Income by Census Tract

### Legend

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- Census Tract within City Limits
- Census Tract Number

### NPR Income/Census Tract

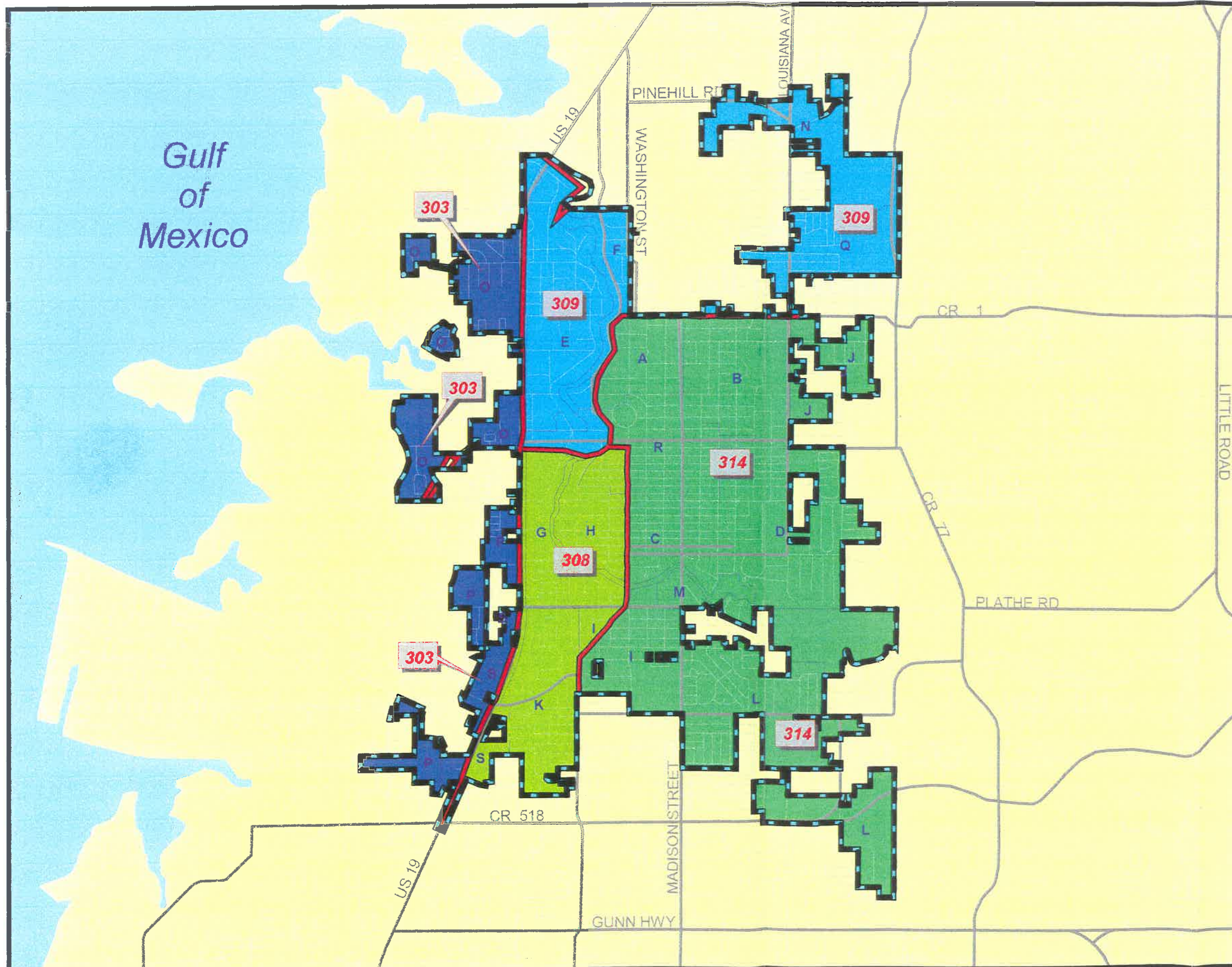
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- East Grand
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- South River
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- Jasmine Hills
- The Heights
- Southeast
- Le Clair
- Northeast
- Northwest
- Southwest
- Lake Estates
- Downtown
- US 19 Corridor



2500 0 2500 Feet



# City of New Port Richey Redevelopment Plan



## Median Housing Value and School Age Population per Census Tract

### Legend

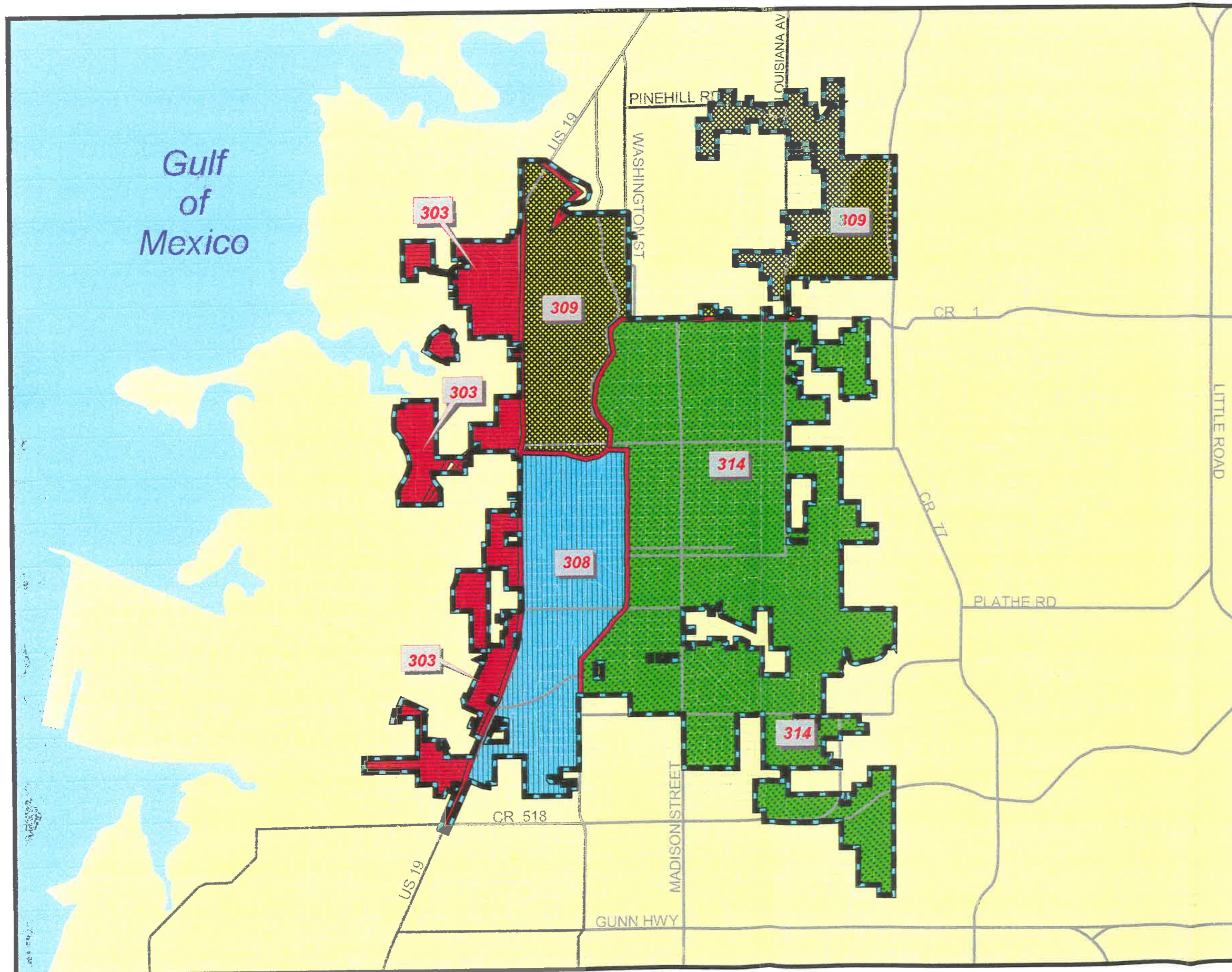
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2500 0 2500 Feet



# City of New Port Richey Redevelopment Plan



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2500 0 2500 Feet

