



West Bay Drive Mixed-Use Concept I  
**FUTURE LAND USE ELEMENT**



# FUTURE LAND USE

Largo Comprehensive Plan Element

## INTRODUCTION

The Future Land Use Element provides a strategic framework for the spatial growth and development within the City by determining the physical use of space that will influence how people live. It determines where housing, schools, commercial and retail uses can be built. It identifies what land will be preserved; where mixed-use development is allowed; and where higher density activity centers are encouraged, to name a few. Land use planning creates balance among the competing demands on land by creating development patterns that are orderly and rational, provide the greatest benefits for individuals and the community, and helps to avoid conflicts between land uses. The visual representation of this growth pattern is represented on a future land use map.

Land use decisions have a lasting effect on the quality of a community and the lives of its residents. Applying smart growth principles help guide these decisions that will impact future generations. Smart growth provides strategies for providing a land development pattern that uses land efficiently, reinforces community vitality, protects natural resources and helps mitigate the adverse impacts of population growth. Smart growth is about promoting development that is good for the economy, community and the environment.

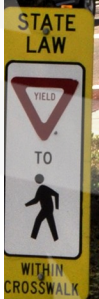


**“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody”.**

**—Jane Jacobs,**

## KEY THEMES

- Growth Management
- Sustainability
- Urban Design Standards / Principles
- Economic Prosperity
- Transportation and Accessibility
- Networks and Connectivity
- Placemaking





## SMART GROWTH PRINCIPLES

- ♦ Mix land uses
- ♦ Take advantage of compact building design
- ♦ Create a range of housing opportunities and choices
- ♦ Create walkable neighborhoods
- ♦ Foster distinctive, attractive communities with a strong sense of place
- ♦ Preserve open space, farmland, natural beauty, and critical environmental areas
- ♦ Strengthen and direct development towards existing communities
- ♦ Provide a variety of transportation choices
- ♦ Make development decisions predictable, fair, and cost effective
- ♦ Encourage community and stakeholder collaboration in development decisions

## CURRENT CONDITIONS

Largo is a built-out city with very little land available on which to develop and continues to grow in population. Infill development , redevelopment and strategic annexation will be essential to the efficient growth of the City. Largo's predominant development pattern consists of low density residential uses, one story office and retail uses, concentrations of industrial uses, and large-scale employment centers that lack adequate transit, bike and pedestrian facilities. Higher density residential uses are becoming more prevalent. From 2008-2017, the City's population has grown by 5,000, as did the City's land area by approximately 570 acres.

Existing land use patterns are illustrated on Map 1: Future Land Use. Residential development is the dominant land use in Largo, representing 5,790 acres or 64% of the City's total land area. With residential uses driving the land consumption pattern, the second largest land use classification is industrial, which accounts for clean industries, general industrial activities and development with transport and public/private utility uses. It accounts for 1,109.79 acres or 9% of the City's total land area. The third largest land use is commercial/retail/services at 972.63 acres or 8% of the City's land area made up of a vast network of diversified businesses along major roadways to other jurisdictions. The fourth largest land use at 924.65 acres or approximately 8% of the City's total land area is recreation/open space/preservation. Despite a constraint on available land for parks, the City has built an array of quality parks and recreation facilities. The fifth most substantial land use are the Community Redevelopment Districts at 551.67 acres or 5% of the City's land area. They provide a mix of uses not limited to retail, financial, governmental, residential and employment uses.

Lastly, the sixth largest land use classification is institutional which encompasses the State,

County and City government, universities and hospitals, has 538.67 acres or 4% of the City's total land area. Other land uses in the City include residential/office general, residential/office limited, scenic/noncommercial corridor, multimodal corridor, activity center including Largo Mall, target employment center overlay and resort facility overlay.

The intent is to encourage mixed-use and high density development in key areas to accommodate growth, improve walkability/bikability, and increase efficiency of transit use.

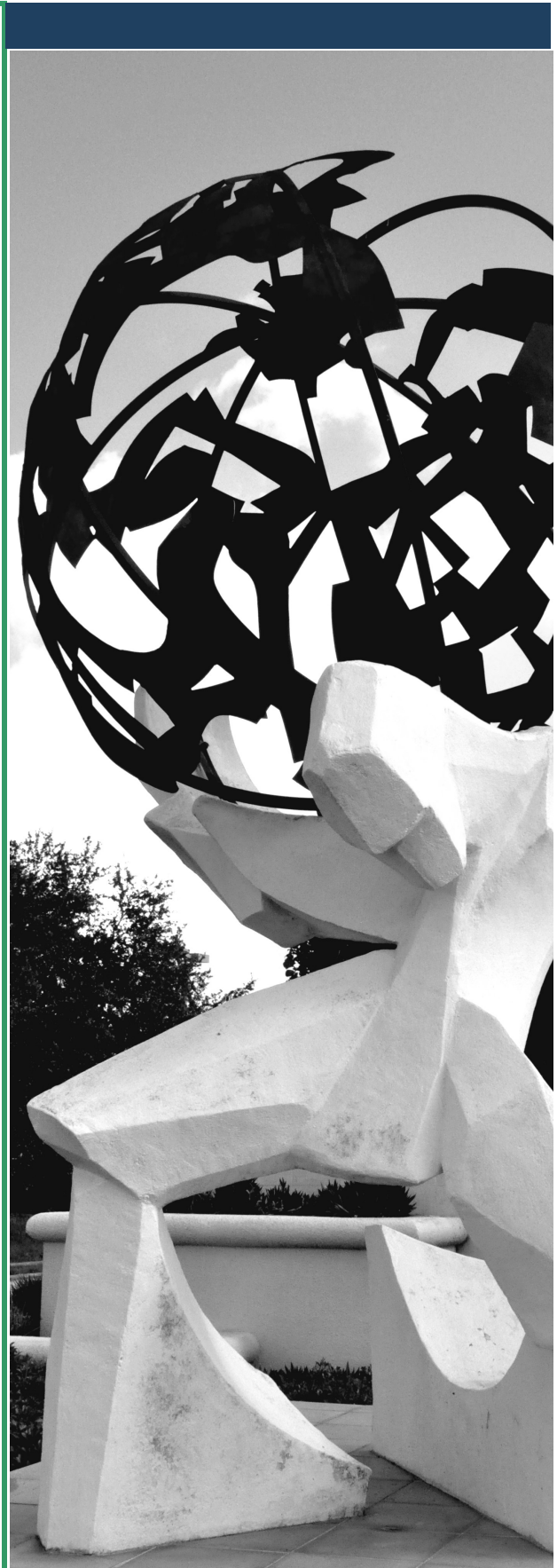
Some of the tools that the City have to achieve this are: .....



These tools when combined are termed, *interrelated planning system*, in recognition that all aspects must work together to achieve the overall goals of the community.

## INTERRELATED PLANNING SYSTEM

- ◆ **Employment Activity Centers** = areas developed with, or appropriate to be developed with a wide range of employment uses, including targeted industries;
- ◆ **Multimodal Activity Centers** = a designated area that incorporates or is anchored by a Major Activity Center, Transit Station Centers as identified by Forward Pinellas Transit-Oriented Vision Map, or is located on a multimodal corridor;
- ◆ **Community Redevelopment Districts** = an area designated for redevelopment and rehabilitation;
- ◆ **Downtown Largo Multimodal District** = an area designated for development that supports the use of multiple forms of transportation, leading to a reduction in automobile use;
- ◆ **Major Activity Centers** = mixed-use area that creates a walkable environment, which makes it convenient for residents and employees to travel by public transit, bicycle, foot or car (ie. Largo Mall Activity Center);
- ◆ **Neighborhood Activity Centers** = commercial uses that serve adjacent neighborhoods, which makes it convenient for residents and employees to travel by public transit, bicycle, foot or car;
- ◆ **Multimodal Corridors** = major roadways that are designated for the movement of people and goods throughout the City, and are served by multiple modes of transport, including automobile, bus, bicycle, rail, and/or pedestrian;
- ◆ **Community Streets** = public streets that provide safe and attractive connections for all users between neighborhoods, parks, community facilities, and daily commercial services;
- ◆ **Urban Trail Corridors** = multi-use public path that creates an active transportation corridor through a built environment for uses such as: bicycling, walking, running, in-line skating, stroller and wheelchair use in which people travel; and
- ◆ **Community Trails** = paths that provide both recreation and alternative transportation opportunities for residents to gain public access to the urban trail network.



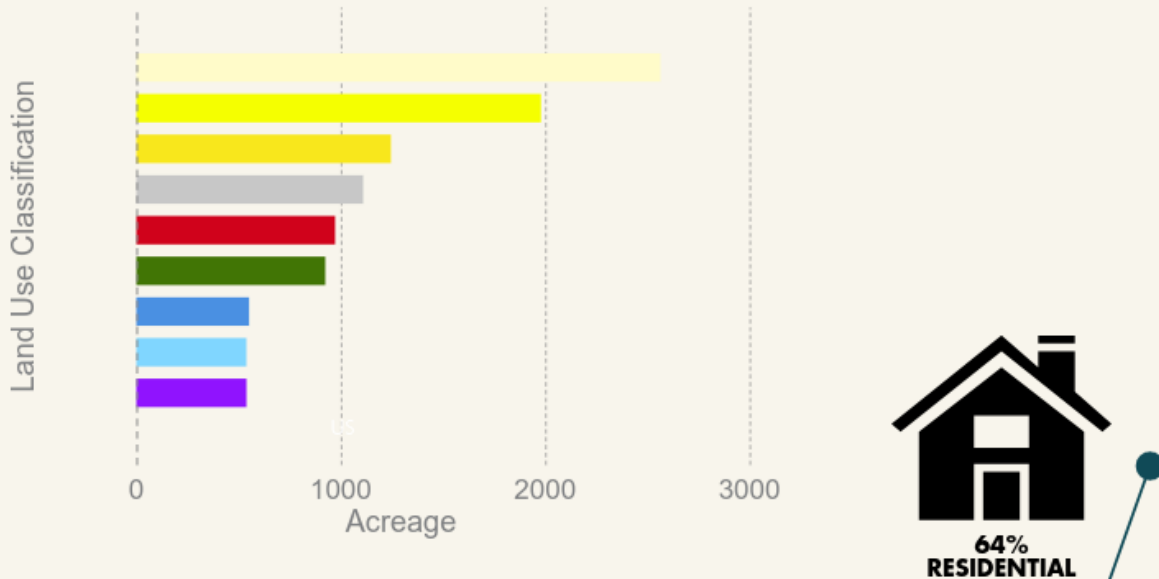
# FUTURE LAND USE

CITY OF LARGO

Note: the numbers do not represent actual data but are approximate estimations, used solely for creation of these charts.

## Land Use Classification Acreage

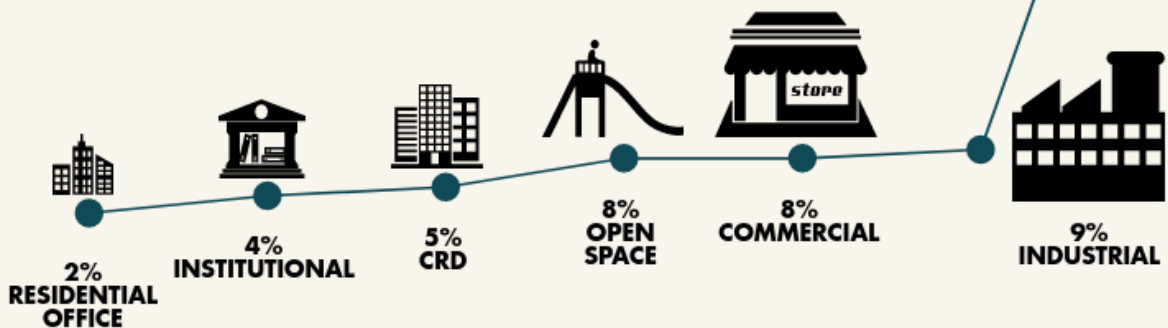
- Residential Office
- Institutional
- Community Redevelopment District
- Recreation/Open Space/Preservation
- Commercial/Retail/Services
- Institutional/Transportation/Utility
- Residential Medium/High
- Residential Urban
- Residential Low



**64%  
RESIDENTIAL**

## Land Use Classification Growth %

Largo's predominant development pattern consists of low density residential developments separated from non-residential uses.



## REFERENCE MAPS

**Map 1:** Future Land Use

**Map 2:** Largo Planning Area

**Map 3:** Activity Centers and Special Corridors

**Map 8:** Pinellas Suncoast Transit Authority Network (PSTA)

**Map 10:** Scenic/ Noncommercial Corridors

**Map 11:** Existing Urban Trails and Park Network

**Map 12:** Proposed Urban Trails and Park Network

**Map 15:** Historic Preservation

**Map 19:** Special Flood and Coastal High Hazard Areas (SFHA and CHHA)

## ASSETS AND COLLABORATIONS

Largo's desired future land use patterns are shown on the Future Land Use Map (Map 1), which provides the land use foundation for this Comprehensive Plan. The Future Land Use Map ("FLUM") indicates the intended distribution and intensity of land uses for the next 20 years to achieve the following objectives:

- Promote sustainable land use patterns to ensure compatibility between the transportation network, existing neighborhoods and new development
- Enhance the livability and accessibility of Largo
- Promote public health and placemaking principles
- Incorporate a broad mix of uses, shared/ joint uses, and compact developments
- Promote redevelopment and infill of existing commercial or residential areas
- Diversify and expand the City through annexation by eliminating enclaves

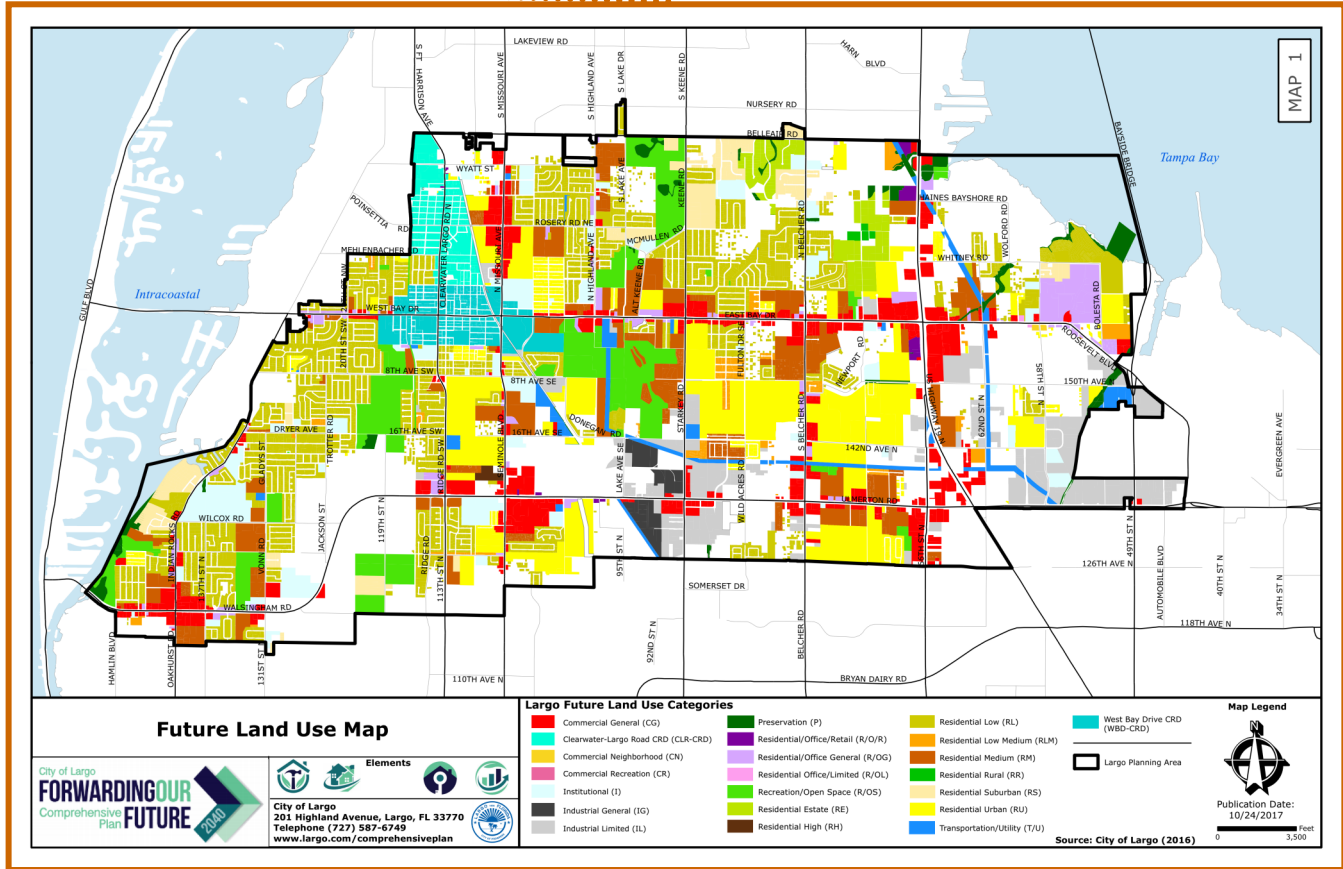
- Identify, protect and preserve historical architecture, archaeological and cultural resources within the City
- Interconnect Largo's transportation system into its surrounding context
- Coordinate, cooperate and partner with local governments and Pinellas County/ Forward Pinellas

The **FLUM** is a part of the adopted comprehensive plan and carries the same legal weight as the plan document itself. Each property within the City is assigned a land use classification in accordance with **Table FLUE-1: City of Largo's Land Use Classification / Locational Criteria**. The FLUM correspondingly color-codes each classification as to express the future land uses for development and conservation across the City. Largo's FLUM contains twenty-one color-coded classifications with six overlay designations and plays the role of a zoning map in the City of Largo. It is parcel-specific, and establishes detailed requirements for intensities, densities, setbacks, height, use, parking and other attributes the land use classification.

### A. Initiatives and Programs

- Activity Center Guidelines
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Historic Preservation Report (February 2012)
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan
- Complete Streets
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- Downtown Largo Multimodal Plan
- FDOT Completing Florida's Streets
- Future Focus Strategic Plan





- Largo's Urban Trails Master Plan
- Largo's Urban Forest Master Plan
- Parkland Impact Fee Study
- Pinellas by Design – an Economic Development and Redevelopment Plan for the Pinellas Community
- Pinellas County Emergency Management Plan
- Pinellas County Livable Communities
- Pinellas County MPO Bicycle Pedestrian Master Plan Facilities Element (December 11, 2013)
- Recreation, Parks and Arts Strategic Plan
- Special Area Plan (SAP) for the Largo Mall Activity Center
- Tampa Bay Area Regional Transportation Authority – TOD-Resource Guide
- Tri-City Interlocal Agreement
- West Bay Drive Community Redevelopment District Plan

## B. People and Organizations

- Bicycle Pedestrian Advisory Committee (BPAC)
- Community Conversations
- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Healthy Pinellas
- Historic Preservation Advisory Committee
- Pinellas County Metropolitan Planning Organization (MPO)
- Pinellas County Register of Historic Resources
- Pinellas Planning Council (PPC)
- Pinellas Suncoast Transit Authority (PSTA)
- Tampa Bay Regional Planning Council (TBRPC)
- Technical Coordinating Committee (TCC)
- Southwest Florida Water Management District (SWFWMD)



### C. Places and Infrastructure

By 2040, Largo is projected to grow by approximately 18,400 (source: Shimberg Center) people and approximately eight square miles based on annexation agreements. By way of this FLUE it is important that the goals, objectives and policies provide places and infrastructure to accommodate this growth now and for the future. The City continues to put into action the objectives listed above through assets such as:

- Creating new walkable neighborhoods to reduce auto-dependency, increase the viability of transit, walking and biking through design and management of land uses;
- Accommodating density while respecting desired neighborhood character and providing usable open space;
- Increased mixed-use development in Largo's Downtown with provided incentives for (re) development and sustainable designs;
- Pocket park located in Largo's Downtown, creating a usable open space and applying Placemaking principles;
- Focusing development within designated centers and corridors that provides for ways to ensure compatibility of land uses while still accommodating the uses that make Largo a thriving residential and employment center;
- Utilizing natural assets to provide essential environmental, aesthetic and recreational benefits to Largo;
- Diversity of housing;
- Practicing sustainable building practices to reduce the City's air and water pollution and its demand for energy and water.

## OPPORTUNITIES

The Future Land Use Element encompasses multiple strategies that can enhance how commercial corridors will redevelop, how businesses will develop and grow, how infrastructure assets will be maintained, how transportation choices will be expanded, how parks and open spaces will be cultivated, and how neighborhoods will be preserved. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals, guide community growth and change, and move closer to an interrelated community. Opportunities may be found through:

- Using land use tools within Activity Centers to guide both new development and redevelopment – The planning of key activity centers and redevelopment of the City's historic urban core are critical opportunities to be addressed within the current Comprehensive Plan horizon.

The Four Corners/Largo Town Center area at US19 and SR 686/East Bay-Roosevelt Rd is a Major Activity Center that does not yet have a Special Area Plan or other specific plan in place. This area has a concentration of retail, commercial, office and multi-family residential uses at a junction of two arterial roadways with fixed route public transit service. Substantial redevelopment and infill development within the activity center is highly probable during the time-frame of this comprehensive plan. This presents an opportunity for advanced planning to establish a vision, guidelines and standards as well as strategies for better coordinating land use with transportation for planning the optimal build-out of this important center. Potential assets that can support a future planning initiative are the Forward Pinellas Placemaking grant and the Department of

Economic Opportunity Local Planning Assistance grant. Furthermore, the 2018 Gateway/Mid-County Master Planning effort led by Forward Pinellas in partnership with Pinellas County, City of Largo, City of St. Petersburg, City of Clearwater, and City of Pinellas Park will provide a foundation for the future Four Corners/Largo Town Center Special Area Plan.

Redevelopment is a key planning tool for the continued revitalization and efficient development of the City. The Clearwater-Largo Road Community Redevelopment District (CRD) was established in 1996. Since its adoption it has not been approved for Tax Increment Financing (TIF). In 2017, a blight study was conducted in order to expand the CRD boundary. The City of Largo is expected to request that the County approve the new expanded CRD boundary with authorization to collect TIF. After approval of the new boundary, the City will begin to update the CRD plan.

As changes occur, they are guided by policies, regulations and urban design tools that focus on creating compatibility with the existing character of the community such as:

- ◇ Creating the opportunity for mixed-use redevelopment, higher density and increased intensity;
- ◇ Continuing to implement special area plans to reshape the City into a more competitive community;
- ◇ Increasing the efficiency of providing City services; as well as
- ◇ Providing a greater diversity of housing choices in both infill locations and in new neighborhoods.
- Promoting urban density by maximizing density levels to create optimal nodes of activity – Residential density is typically

expressed in housing units per acre and measured as net or gross. As of 2018, Largo's net average density is approximately seven units per acre. Largo has the opportunity to focus higher urban densities in and adjacent to activity centers, multimodal corridors and redevelopment and infill sites. According to the U.S. EPA's Smart Growth Guidelines for Sustainable Design and Development, the suggested minimum densities for new residential construction are:

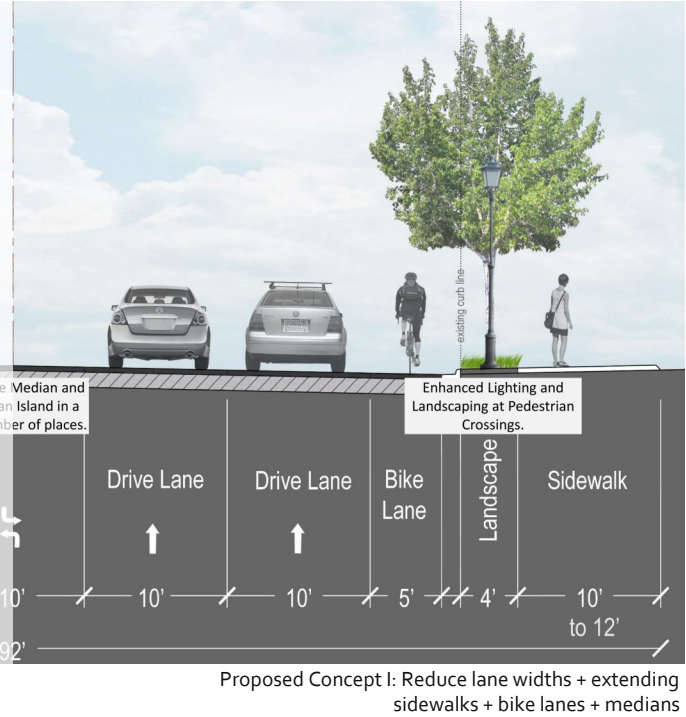
- ◇ 6 units per acre for detached/semi-detached houses,
- ◇ 10 units per acre for townhomes, and
- ◇ 20 units per acre for apartments.
- Improving Transportation Corridors – Accessibility better captures the relationship between land use and transportation by considering how easy it is for people to get to the destinations they need. As changes occur, accessibility and its infrastructure are guided by policies that focus on creating compatibility with the existing character of the community such as:
  - ◇ Improving bikeability and walkability in the City, most residents live in neighborhoods where jobs, goods, services, and recreation are not walkable or bikeable, even if these resources are close by, the lack of integration between uses discourages those to walk or bike;
  - ◇ Planning for specific land uses that will allow for transit-supportive development patterns; and
  - ◇ Enhancing multimodal transportation options.

Efforts are ongoing to improve the four primary multimodal corridors that traverse Largo. In 2017, widening of Ulmerton Road to improve this key east-west arterial roadway concluded.



The other three corridors and their subsequent efforts to improve them are described below:

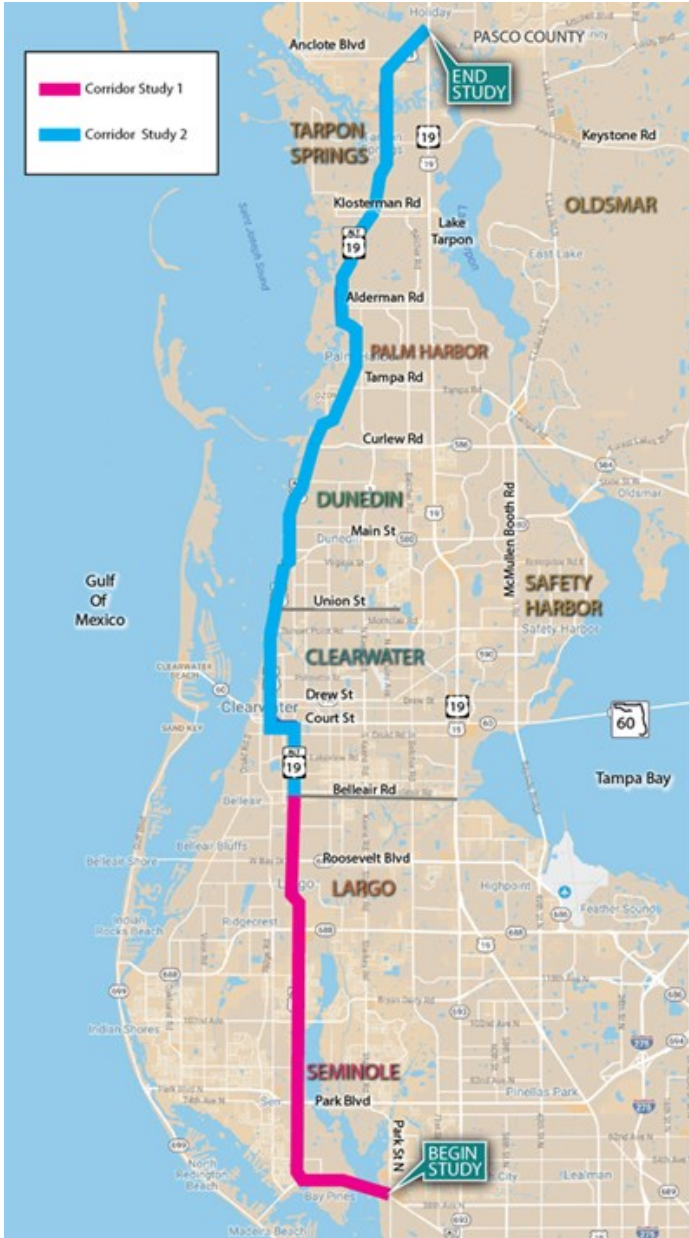
- West Bay Dr. Reconstruction (2017)** - A Complete Streets concept for the reconstruction of the County-owned portion of West Bay Drive, from Clearwater Largo Road (Alternate U.S. 19) to the Belleair Causeway Bridge, was approved by Forward Pinellas. This portion of roadway is mostly 4 lane divided, experiences speeding and lacks bicycle accommodations, median refuges for pedestrians and has median designs that are unsafe for multiple modes of travel. The intent is to connect the Pinellas Trail to the beaches while making the roadway safer and more convenient for all modes of transportation.



- US19 Mid-County Gateway Master Planning (2017)** - Initiated to maximize the long-term economic value of one of the Tampa Bay Area and Pinellas County's largest employment areas. The Master Plan is led by Forward Pinellas in partnership with Pinellas County, City of Largo, City of St. Petersburg, City of Clearwater, and City of Pinellas Park. A significant portion of the planning area includes southeast Largo which also coincides with the TECo, Target Employment Center Overlay to incentivize high wage, high skill job creation. The master plan will build off of the \$1.25 billion investment that FDOT is making with the partial reconstruction of the Howard Franklin Bridge to include express toll lanes, a bike-ped trail and designs to accommodate future mass transit and the Gateway Express Bypass that will connect I-275, U.S. 19 and the Roosevelt Blvd/Bayside Bridge with toll lanes. The outcome of the Gateway/Mid-County Master Plan will create many opportunities for coordination, cooperation

and partnership with the County and FDOT as it relates to both transportation and land use planning to improve the U.S. 19 corridor.

- Alternate US19 Revisioning** – FDOT began conducting a corridor planning study in 2016 along Alternate US19 (SR 595) from Park Street North to the Pinellas/Pasco County Line in Pinellas County. Alternate US19 is a major north-south corridor in Pinellas County, connecting to numerous regionally significant corridors – including Ulmerton Road (SR 688), East Bay Road (SR 686), SR 60, and US19. The corridor study will use FDOT's Complete Streets policy to shape the corridor. The study outcome will include technical work and data analysis, along with various opportunities for the public to be involved in discussing a vision for Alternate US19 that makes it accessible for all users. City staff is working with the FDOT project to identify the appropriate development contexts throughout the



Alternate U.S. 19 (SR 595) Corridor Studies. Photo Courtesy FDOT District 7 Studies

corridor including the Downtown Area/Community Redevelopment Districts and the Largo Mall Activity Center as well as identifying multimodal transportation improvements.

- Placemaking Principles** – As future land use focuses on the physical layout of the city while providing essential services, Largo must adequately address the intangible or hard to define aspects that may truly live, connect and include the surrounding community. Placemaking is an approach to fill those gaps. As changes occur, quality places are guided by the policies that focus on creating people-friendly, safe, walkable with mix of uses and transportation options. Opportunities may be seen in the **Placemaking Element**.
- Health in All Policies** – Protecting public health, welfare and safety is the goal of planning since its origin, and planners continue to play a critical role in influencing health. Where we live, work and play matters to our health and how the built environment is physically laid out. As changes occur, how Largo designs the built environment should be guided by policies that focus on key determinants of health. The Metrics for Planning Healthy Communities Table—provided by the American Planning Association (below) – helps advance Largo’s efforts to address the connection between health and planning from different points of view. >



**Table 1: Metrics for Planning Healthy Communities**

Domain	Sub-domain	Built Environment Assessment Indicators	Planning Policies
Active Living	Active Transportation	<input type="checkbox"/> Commute mode share <input type="checkbox"/> Ratio of sidewalk and/or bicycle lanes to roadway miles <input type="checkbox"/> Percentage of population living within a half-mile distance of frequent-service transit stops <input type="checkbox"/> Street intersection density	Transportation demand management policies Legislation prioritizing funding for pedestrian/bike facilities Complete streets policies
	Recreation	<input type="checkbox"/> Network distance to park entrances and other usable public open spaces <input type="checkbox"/> Acres of park land per 1,000 population <input type="checkbox"/> Percentage of sites implementing shared use agreements	Policies prioritizing equitable investment in parks and open space Shared use policies between local governments, school districts, faith-based organizations, etc.
	Traffic Safety	<input type="checkbox"/> Annual rates of fatal and serious pedestrian and cyclist injuries	Vision Zero or a similar initiative to end traffic fatalities Traffic calming policies and related design guidelines
Healthy Food System	Access	<input type="checkbox"/> Percentage of low-income population living in urban areas that are not within walkable distance of a full-service grocery store <input type="checkbox"/> Percentage of farmers markets that accept SNAP/WIC <input type="checkbox"/> Percentage of corner stores that have healthy food options <input type="checkbox"/> Density of fast food restaurants	Incentive programs to attract full service grocers to food deserts Financial incentives to corner stores for carrying healthy food choices Policies that expedite the permitting process or provide incentives for the development of new farmers markets Regulations prohibiting or limiting new fast food establishments
	Production	<input type="checkbox"/> Acres of urban area that is currently in use or have potential for community gardens or urban agriculture	Remove policy barriers to establishing urban agriculture and community gardens
Environmental Exposures	Air Quality	<input type="checkbox"/> Number of facilities serving vulnerable populations that are within 500 feet of a high traffic roadway.	Policy requiring facilities serving vulnerable populations to be at least 500 feet from high traffic roadways.
	Water Quality	<input type="checkbox"/> Percentage of green stormwater investment of total stormwater investment in dollars	Policies that manage stormwater through green infrastructure or low impact development practices
	Soil Contamination	<input type="checkbox"/> Acres of brownfields that are not remediated	Policies prioritizing brownfield remediation and urban infill
Emergency Preparedness	Natural Hazards	<input type="checkbox"/> Percentage of population living within 100-year and 500-year floodplains.	Hazard mitigation policies included in all forms of plan making, from comprehensive plan to area plans
	Climate Change	<input type="checkbox"/> Percentage of population living in the storm surge area <input type="checkbox"/> Total vehicles miles travelled	Climate change data or projection integrated into all future planning efforts Smart growth policies that reduce greenhouse gas emissions
	Infectious Disease	<input type="checkbox"/> Number of waterborne disease outbreaks <input type="checkbox"/> Number of drinking water violations	Incorporate measures addressing vector control and waterborne disease into community plans, zoning restrictions, and stormwater management
Social Cohesion	Green Infrastructure	<input type="checkbox"/> Percentage of tree canopy coverage	Policies that incentivize development of green infrastructure so that it is conveniently accessible to all residents
	Housing and Community Development	<input type="checkbox"/> Jobs to housing ratio <input type="checkbox"/> Percentage of households paying > 30% of monthly household income toward housing costs	Land use and zoning policies to promote and preserve affordable and fair housing Transportation policies that promote easy access to jobs, services, and amenities
	Public Safety	<input type="checkbox"/> Number of street miles without streetlighting <input type="checkbox"/> Violent crimes per 1,000 population <input type="checkbox"/> Percentage of population living in areas with high density of liquor stores	Crime Prevention Through Environmental Design (CPTED) policies that maximize visibility and eyes on street

Healthy Planning Metrics that can be used to assess, measure, monitor, and report progress toward healthy planning goals. Table Courtesy American Planning Association.



City of Largo

**FORWARDINGOUR**

Comprehensive  
Plan

**FUTURE**





# SOLUTIONS

## Community Character & Public Health

**GOAL I:** Achieve a viable and healthy balance of land uses to improve the quality of life and support the vision, mission and values of Largo.

**OBJECTIVE I.1:** Promote sustainable land use patterns to ensure compatibility between the transportation network, existing neighborhoods and new development.

**Strategies:**

- ◆ Compute the number of commercial properties that have been (re)developed to current Comprehensive Development Code (CDC) standards; and
- ◆ Ensure consistency with the mission, vision and values of the City of Largo Strategic Plan.

**It shall be the policy of the City to:**  
**POLICIES**

**I.1.1:** Maintain the consistency of the Future Land Use Map (Map I) and the Countywide Plan Map Categories, where Map I provides the City of Largo’s adopted Land Use Classifications as identified in Table FLUE-1.

**I.1.2:** Ensure compatibility among land use classifications by preserving its characteristics throughout existing and future development in order to accommodate anticipated growth.

**I.1.3:** Coordinate with adjacent jurisdictions and local government plans to ensure compatibility with existing and future planned uses along its common boundaries.

**I.1.4:** Where feasible, reduce **nonconforming uses** of land by utilizing planning and community development tools to redevelop.

A use of property that was allowed under the land use classification as the time the use was established but which, because of subsequent changes in the CDC, is no longer an allowable use.

**I.1.5:** Allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner in accordance with the adopted level of service standards established in the other elements of Forwarding Our Future 2040.

**Table FLUE-1—The following land use classification are hereby adopted:**

\*FAR is applicable to non-residential ancillary uses only.

\*\*Hospital uses within the Institutional classification shall be regulated by the I.0 FAR.





City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><b><u>Residential Rural (RR)</u></b></p> <p>This classification is generally appropriate to locations distant from urban activity centers; in areas where use and development are rural in nature such as very large residential tracts; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and groundwater resource areas.</p>	0.5 Du/A*	0.30	0.60	<p><b><u>Residential Very Low</u></b></p> <p>This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are rural or estate residential in nature; and ranging from areas where environmental features are linked to the protection of natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.</p>
<p><b><u>Residential Estate (RE)</u></b></p> <p>This classification is generally appropriate to locations distant from urban activity centers; in extremely environmentally sensitive areas; in areas where use and development characteristics are estate residential in nature with very large lots; and in areas serving as a transition between more rural and more suburban residential areas.</p>	1 Du/A*	0.30	0.60	
<p><b><u>Residential Suburban (RS)</u></b></p> <p>This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are suburban residential in nature with fairly large lots, and in areas serving as a transition between more rural and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	2.5 Du/A*	0.30	0.60	<p><b><u>Residential Low Medium</u></b></p> <p>This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to suburban areas near or in proximity to urban activity centers; in close, walkable, or bikeable proximity to low-intensity neighborhood servicing uses and low to mid-intensity and density mixed-use areas; in areas where use and development characteristics are residential in nature; and in areas serving as a transition between rural or suburban to more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and highway network.</p>
<p><b><u>Residential Low (RL)</u></b></p> <p>This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are low density residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	5 Du/A*	0.40	0.65	
<p><b><u>Residential Urban (RU)</u></b></p> <p>This classification is generally appropriate to locations removed from, but in close proximity to urban activity centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	7.5 Du/A*	0.40	0.65	
<p><b><u>Residential Low Medium (RLM)</u></b></p> <p>This classification is generally appropriate to locations in close proximity to urban activity centers, in areas where use and development characteristics are low medium residential in nature, and in areas serving as a transition between low density and high density residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.</p>	10 Du/A*	0.50	0.65	



City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><b><u>Residential Medium (RM)</u></b></p> <p>This classification is generally appropriate to locations within or in close proximity to urban activity centers, in areas where use and development characteristics are medium density residential in nature, and in areas serving as a transition between less urban and more urban residential and mixed-use areas. In close proximity and may have direct access from the arterial and thoroughfare highway network as well as mass transit.</p>	15 Du/A*	0.50	0.65	<p><b><u>Residential Medium</u></b></p> <p>This category is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are medium-density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed-use areas. These areas are generally served by and accessed from minor and collector roadways, which connect to arterial roadways and/or highways. The higher densities are typically in proximity to, and may have direct access from, the arterial and highway network. Amendments designating the Residential Medium category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the centerlines of Primary Corridors, Secondary Corridors, or Supporting Corridors depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><b><u>Residential High (RH)</u></b></p> <p>This classification is generally appropriate to locations within or in proximity to urban activity centers; in areas where use and development characteristics are high density residential in nature; and in areas serving as an urban center. These areas are typically in proximity to and may have direct access from the arterial and thoroughfare highway network and are served by mass transit in a manner that provides an alternative to individual automobile use.</p>	30 Du/A*	0.60	0.85	<p><b><u>Residential High</u></b></p> <p>This category is generally appropriate to locations within or in proximity to urban activity centers; often in close, walkable, or bikeable proximity to high-intensity communities and supporting services; or in areas where use and development characteristics are high density residential in nature. These areas are typically in proximity to and may have direct access from the arterial and highway network and are served by transit in a manner that provides an alternative to individual automobile use. Amendments designating the Residential High category on the Countywide Plan Map after August 7, 2015, are most appropriate within ¼ mile of the centerlines of Primary Corridors or Secondary Corridors as depicted on the Transit-Oriented Land Use Vision Map, and shall be discouraged in other locations.</p>
<p><b><u>Commercial Neighborhood (CN)</u></b></p> <p>This classification is generally appropriate to locations adjacent to and in the periphery of large, definable residential neighborhoods; in areas distant from other commercially designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.</p>	10 Du/A	0.40	0.80	<p><b><u>Retail &amp; Services</u></b></p> <p>This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><b><u>Residential/Office/Retail/(R/O/R)</u></b></p> <p>This classification is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to residential, office or public/ semi-public use; and in areas where the size and scale of development will accommodate mixed residential, office and retail use. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, in and adjacent to activity centers where mixed use development allows interaction between uses and encourages mass transit and non vehicular trips.</p>	18 Du/A	0.40	0.85	



City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><b><u>Commercial General (CG)</u></b> This classification is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use, and in areas in proximity to and with good access to major transportation facilities including mass transit.</p>	24 Du/A	0.55	0.90	<p><b><u>Retail &amp; Services</u></b> This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; in areas in proximity to and with access to major transportation facilities, including transit; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics</p>
<p><b><u>Residential/Office Limited (R/OL)</u></b> This classification is generally appropriate to locations where it would serve as a transition from more intensive non-residential use to low density residential or less intensive public/semi-public use, and in areas where a combination of office and residential use is established or is determined appropriate as a means of encouraging reuse and neighborhood scale conversion. These areas are typically in proximity to and served by the collector and arterial highway network.</p>	7.5 Du/A	0.40	0.75	<p><b><u>Office</u></b> This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive nonresidential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in proximity to and served by the arterial, collector, and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.</p>
<p><b><u>Residential/Office General (R/OG)</u></b> This classification is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to low density residential or public/semi public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. In close proximity to or served by the arterial and major thoroughfare highway network as well as mass transit.</p>	15 Du/A	0.50	0.75	
<p><b><u>Industrial Limited (IL)</u></b> This classification is generally appropriate to locations with sufficient size to encourage integrated industrial/mixed-use projects, with provisions for internal service access in locations suitable for light industrial use with minimal adverse impact on adjoining uses; and served by the arterial and thoroughfare highway network, as well as mass transit.</p>	N/A	0.65	0.85	<p><b><u>Employment</u></b> This category is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use projects, with provision for internal service access and other necessary site improvements in locations suitable for light industrial use with minimal adverse impact on adjoining uses; served by the collector, arterial, and highway network; and on Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map, where its proximity to transit service supports the type and density/intensity of the proposed use characteristics.</p>
<p><b><u>Industrial General (IG)</u></b> This classification is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and thoroughfare highway network as well as mass transit.</p>	N/A	0.75	0.95	<p><b><u>Industrial</u></b> This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provision for internal service access and adequate buffering of adverse noise, odor, or emissions; with minimal adverse impact on adjoining uses; and served by the arterial and highway network.</p>

City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><b><u>Institutional (I)</u></b> This classification is generally appropriate to locations where educational, health, public safety, civic, religious and like institutional uses are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>	12.5 Du/A	0.65**	0.85	<p><b><u>Public/Semi-Public</u></b> This category is generally appropriate to those locations where institutional uses (such as educational, health, public safety, civic, religious and like uses) and transportation/utility uses (such as air and sea transport terminals, utility installations, major transmission lines, refuse disposal, and public works facilities) are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.</p>
<p><b><u>Transportation /Utility (T/U)</u></b> This classification is generally appropriate for transport, utility installations, major transmission lines, refuse disposal and public works facilities; and to reflect the unique siting requirements and considerations to adjoining uses required in the placement of these facilities.</p>	N/A	0.70	0.90	
<p><b><u>Recreation/Open Space</u></b> This classification is generally appropriate to public and private open spaces and recreational purposes; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreational use of such locations.</p>	N/A	0.25	0.60	
<p><b><u>Resort Facility Overlay (RFO)</u></b> This is an overlay designation. It is appropriate to locations where it would identify existing low to moderately intensive mixed-use residential and small scale transient accommodation use in and adjacent to resort areas; and in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in close proximity to and served by the arterial and major thoroughfare network.</p>	Same as the underlying use			<p><b><u>Resort</u></b> This category is generally appropriate to locations characterized by, and appropriate for, a highly intensive mix of residential and temporary lodging uses; in locations where unique recreational assets warrant the combination of permanent and temporary accommodations in proximity to and served by the arterial and highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.</p>
<p><b><u>Commercial Recreation (CR)</u></b> This classification is generally appropriate to locations adjacent to activity centers or areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population.</p>	24 Du/A	0.55	0.90	
<p><b><u>Target Employment Center Overlay (TECo)</u></b> This overlay designation is generally appropriate to locations with sufficient size to support target employment and other industrial uses, as well as integrated industrial/mixed-use project.</p>	Densities and intensities will be guided per the underlying land use classifications, plus up to 100% for a floor area ratio (FAR) applicable only to Manufacturing, Office, and Research/Development uses as identified in Policy 2.1.4 of this FLUE.			
<p><b><u>Activity Center (AC)</u></b> This overlay designation is applied to concentrated commercial and mixed-use centers that are well-suited to a more intensive and integrated pattern of development.</p>	See Activity Center Guidelines and Special Area Plans See Map 3: Activity Centers and Special Corridors			<p><b><u>Activity Center</u></b> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>

City of Largo's Land Use Classification / Locational Criteria	Maximum Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><b><u>Largo Mall Activity Center (LMAC)</u></b> This overlay designation is both a major activity center and an area of regional importance.</p>	See Special Area Plan (SAP) for the Largo Mall Activity Center			<p><b><u>Activity Center</u></b> Activity Centers are intended to encompass areas developed in a radial pattern within walking distance (1/4 to 1/2 mile) of a central point or hub served by transit. The Activity Center plan category includes five subcategories: Transit Station Centers; Major Center; Community Center; Neighborhood Center; and Special Center.</p>
<p><b><u>Community Redevelopment District (CRD)</u></b> This classification is generally appropriate to community areas designed to serve as local retail, financial, governmental, residential, and employment focal points for the community; and to specific target neighborhoods designed to encourage redevelopment in one or a combination of uses as identified and set forth in a special area plan.</p>	See West Bay Drive Community Redevelopment District Plan or Clearwater-Largo Road Community Redevelopment District Plan			
<p><b><u>Multimodal Corridor</u></b> Locational characteristics are based on uses and density specified in the local government's Special Area Plan and the commensurate locational characteristics found in the applicable plan categories under the Countywide Plan Rules, Section 2.3.3.15.</p>	See Special Area Plan			<p><b><u>Multimodal Corridor</u></b> This category is intended to include those transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.</p>
<p><b><u>Scenic/Noncommercial Corridor</u></b> This designation is to guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in following Pinellas County.</p>	Same as the underlying use See Map 10: Scenic/Noncommercial Corridors			<p><b><u>Scenic/Noncommercial Corridor</u></b> To guide the preservation and enhancement of scenic qualities, to ensure the integrity of the Countywide Plan Map, and to maintain and enhance the traffic operation of these especially significant roadway corridors in Pinellas County.</p>
<p><b><u>Preservation (P)</u></b> This classification is generally appropriate to those natural resource features it is designed to recognize wherever they appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other plan categories.</p>	N/A	0.10	0.20	<p><b><u>Preservation</u></b> This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories. This category is also generally appropriate to those properties that are the assets of a regional, county or municipal utility, held and operated for the provision, operation and delivery of a public water supply system consistent with the natural resource features of the property, pursuant to a management plan approved by the local government.</p>



**OBJECTIVE 1.2:** Maintain adequate land designated for residential uses to accommodate the projected population and provide balanced and organized combination of residential, non-residential, recreational, and public uses.

**Strategies:**

- ◆ *Coordinate with the Housing Division to gather and analyze data on housing needs citywide;*
- ◆ *Measure the ratio of jobs to housing within Largo’s Planning Service Area (Map 2); and*
- ◆ *Measure the percentage of households paying greater than 30% of monthly household income toward housing costs.*


**POLICIES**

**It shall be the policy of the City to:**

1.2.1: Protect stable residential neighborhoods from possible negative impacts due to incompatible land uses; blighting influences; and density increases from redevelopment and new development.

1.2.2: Maintain adequate land designated for residential uses, including multi-family, and mixed income communities that support a healthy environment, active and passive recreation facilities, walkability, and a prosperous economy.

1.2.3: Where possible incorporate **density bonuses** for affordable and workforce housing when new development occurs.

  
Density bonuses shall be permitted in all land use classification that allow residential uses. The bonus shall not exceed the maximum density of the next highest land use classification. See CDC, Section 14.1.7 for more information.

1.2.4: Promote a wide variety of residential uses/types, including detached and attached residential, multi-family residential, mixed-use residential, live-work residential, assisted living, long-term care, and multi-generational accommodations among others, consistent the socioeconomic profiles of the City’s households and future needs consistent with Forwarding Our Future 2040.

1.2.5: Engage neighborhoods when making long-term land use decisions, with particular attention to neighborhoods vulnerable due to residents’ lack of time or resources to participate, historic or current discrimination, or other barriers to participation.

**OBJECTIVE 1.3:** Create a planning framework and implementation strategy that will enhance the livability and accessibility of Largo; promote public health and placemaking principles; strengthen community identity, improve economic sustainability and enhance the aesthetics of the City.

**Strategies:**

- ◆ *Coordinate with the City of Largo Strategic Plan to achieve its initiatives that will promote sustainability, community pride, public health and safety; and*
- ◆ *Increase the linear miles of complete streets.*

**POLICIES**

**It shall be the policy of the City to:**



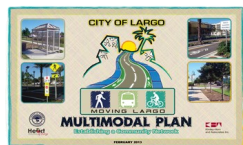
1.3.1: Require all development to meet the locational criteria contained in Table FLU-I.

1.3.2: Plan, design, and create complete and well-structured neighborhoods whose physical layout and land use mix promote walking, bicycling, and public transportation use as a means of accessing services, food, retail, employment, education, childcare, recreation, and other destinations.

1.3.3: Continue to strengthen community character using urban design standards/principles to achieve economic sustainability, strengthen community pride, protect natural resources and increase accessibility through, but not limited to:

- ◆ Crime Prevention through Environmental Design (CPTED);
- ◆ Low Impact Development (LID);
- ◆ Mixed-Use Development;
- ◆ Placemaking Principles;
- ◆ Form-Based Codes;
- ◆ Smart Growth Principles;
- ◆ Complete Streets Principles; and
- ◆ Transit-Oriented Development.

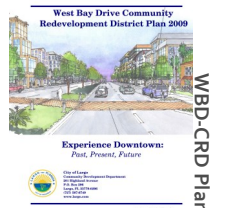
Here are a few related plans that have incorporated urban design standards based on its interrelated planning system:



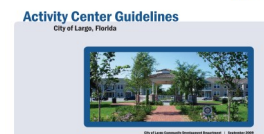
City of Largo Multimodal



Largo Urban Forest



WBD-CRD Plan



Activity Center Guidelines

1.3.4: Involve residents, business owners and other applicable stakeholders in the early stages of any development to foster local ideas and address local concerns for the proposed planning areas.

1.3.5: Implement a broad set of programs to engage residents, help neighborhoods promote their unique identities and develop neighborhood plans to ensure long term stability and success of the City's residential areas.

1.3.6: Establish livable communities that create jobs, regional destinations, invoke diversity, arts, culture and aging in place that coordinates with the other elements of Forwarding Our Future 2040.

## Community Development

**GOAL 2:** Revitalize, (re)develop and reconnect the City by transcending its interrelated planning system to achieve a future land use pattern that includes a full range of employment, shopping, civic and leisure opportunities.

**OBJECTIVE 2.1:** Include a broad mix of uses, shared/joint uses, and compact developments, that will provide opportunities for housing while also addressing neighborhood and citywide demand for retail, services and employment.

### Strategies:

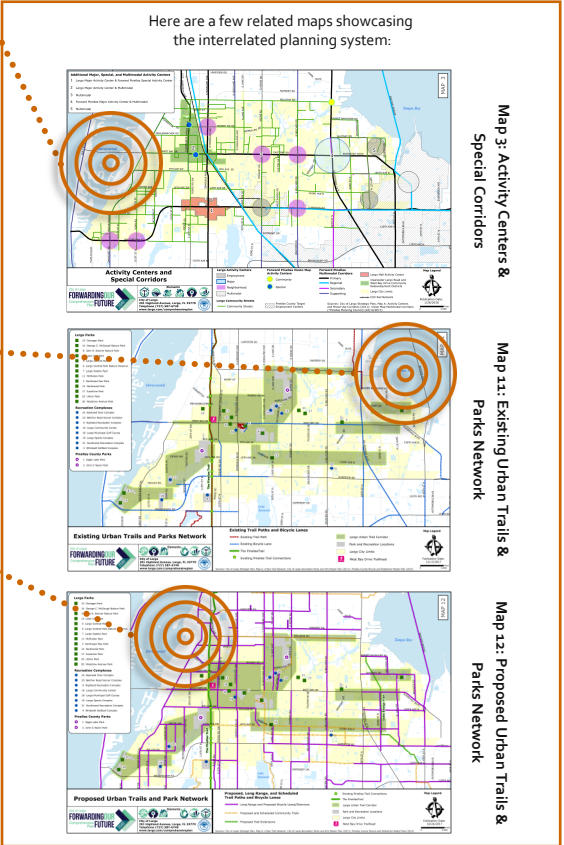
- ◆ Implement and maintain technology systems to integrate land use information with

infrastructure management permitting systems to coordinate site plan review and concurrency approval;

- ◆ Measure and direct **growth areas** that contribute to the strengthening of the local economy and support regional transit; and
- ◆ Integrate the plans, initiatives and implementation programs created for the interrelated planning system that includes:
  - ◇ Employment Activity Centers
  - ◇ Multimodal Activity Centers
  - ◇ Community Redevelopment Districts
  - ◇ Downtown Largo Multimodal District
  - ◇ Largo Mall Activity Center
  - ◇ Major Activity Centers
  - ◇ Neighborhood Activity Centers
  - ◇ Multimodal Corridors
  - ◇ Community Streets
  - ◇ Urban Trail Corridors
  - ◇ Community Trails

A growth area contains a full range of public infrastructure services, including utilities, transportation facilities, community facilities and parks to accommodate community growth into centralized locations in order to preserve and protect neighborhoods, strengthen the local economy, and support regional transit.

planning system, to improve quality of life and attract private investment. The built environment includes gray infrastructure (such as buildings, streets, sidewalks, parking, water and sewer pipes), green infrastructure (such as parks, trails and landscaping), and **placemaking** (such as urban design, public art, gateways, or creative signage).



## POLICIES

It shall be the policy of the City to:

- 2.1.1: Facilitate when applicable, public-private partnerships, investment and/or new (re)development/revitalization in any interrelated planning system that will improve public infrastructure systems to support redevelopment and growth, preserve neighborhood character, and encourage community engagement.
- 2.1.2: Invest in the built environment in and around each interrelated






2.1.3: Identify possible incentives through state and/or county governmental offices that will encourage mixed-use development. Some incentives may include but are not limited to:

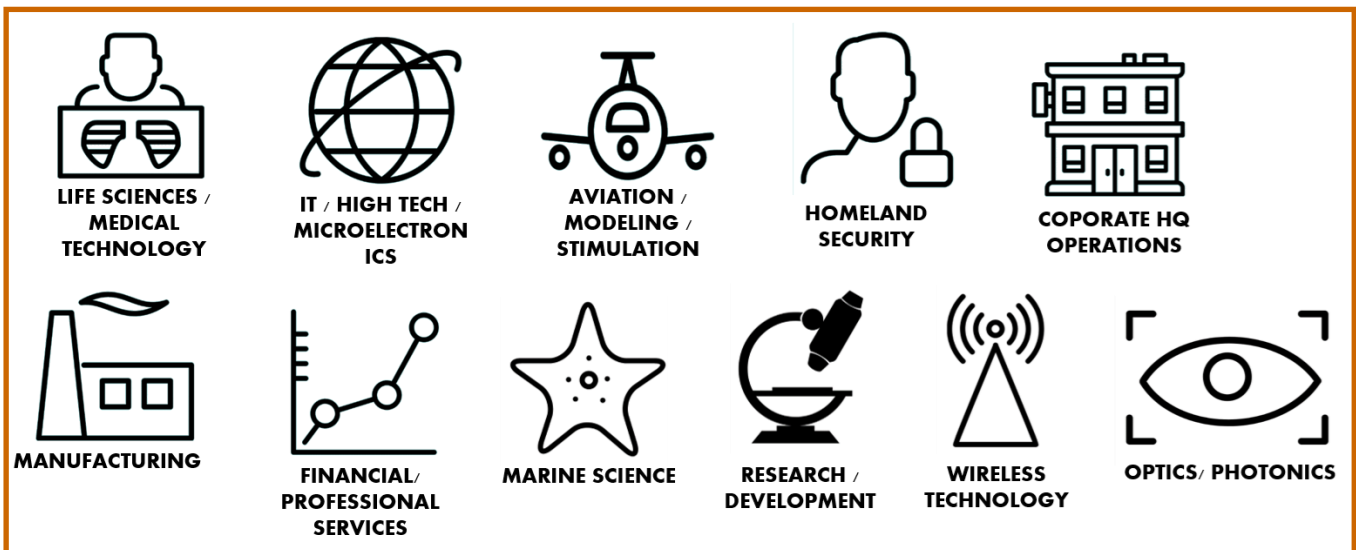
- ◆ Expedited permitting;
- ◆ Shared retention/detention ponds; and
- ◆ Transportation improvements (ie. cross-access easements or other agreements).

2.1.4: Utilize the Target Employment Center Overlay (TECO) designation, that will support the efforts outlined with the **Economic Development Element** and Countywide Plan Rules. Target Employment is defined as high-wage, primary employment uses that are identified as, **targeted industries**.

2.1.6: Through partnerships and effective collaboration with local governments and Pinellas County/Forward Pinellas, continue to coordinate and (re) develop any interrelated planning system in accordance with **Goal 16.0: Planning and Urban Design Principles** of the Countywide Plan Strategies.



Countywide Plan Strategies, Goal 16:  
 "Amendments to transit-oriented plan categories will be subject to a set of Planning and Urban Design Principles, to provide a basis for evaluating areas to be designated with either an Activity Center or Multimodal Corridor designation.



2.1.5: Coordinate with the “Special Flood Hazard Area (SFHA), Coastal High Hazard Areas (CHHA) and Shoreline” section of the CDC for all new developments located in Special Flood and Coastal High Hazard Areas (Map 19).

**OBJECTIVE 2.2:** Devote effort to redevelopment and infill of existing commercial or residential areas that will provide alternatives to sprawl; conserve land; support and maximize each interrelated planning system.

**Strategies:**

- ◆ Facilitate incremental, infill redevelopment in the Activity Centers and along the Mixed-Use Corridors; and
- ◆ Evaluate existing development patterns and redevelopment trends (both regionally and locally) in the Activity Centers and Mixed-Use Corridors to identify the most probable future redevelopment scenarios.

**POLICIES**

**It shall be the policy of the City to:**

- 2.2.1: Facilitate and support incremental infill and (re) development in the interrelated planning system by way of:
- ◆ Urban design standards;
  - ◆ Bonus density and height;
  - ◆ **Compact infill development;**
  - ◆ Pedestrian-oriented site configurations and building designs;
  - ◆ Development guidelines; and
  - ◆ Capital improvement project proposals to address safety and connectivity issues whenever feasible.



Refers to building within unused and underutilized lands within existing development patterns, typically but not exclusively in urban areas. Infill development is critical to accommodating growth and redesigning our cities to be environmentally and socially sustainable. Photo Courtesy SPR117-022—Orange Blossom Townhomes.

2.2.2: Identify and promote infill development in established or built-out neighborhoods, often using vacant land or rehabilitating existing properties, to encourage many benefits, including financial savings for Largo, increased property values for residents and businesses and economic stabilization of distressed neighborhoods.

2.2.3: Continue to implement redevelopment and revitalization strategies and incentives for private reinvestment in underutilized residential and/or commercial areas where adequate infrastructure exists to support redevelopment.

2.2.4: Pursue development incentives, funding, public-private partnerships, joint/shared facilities, environmental remediation, and property consolidation of small and/or fragmented lots for (re) development within adopted interrelated planning system.

**OBJECTIVE 2.3:** Diversify and expand the City through a strategic annexation program focused on compact boundaries, eliminating enclaves, ensuring efficiency of services and infrastructure, providing for consistent land uses, and creating a cohesive community identity.

**Strategies:**

- ◆ Measure the net taxable value of annexed properties added to the City’s tax base; and



- ◆ Continue to develop and maintain a data base of all enclaves and/or properties fully annexed.

**POLICIES**

**It shall be the policy of the City to:**

2.3.1: Extend the City's municipal limits to the boundaries of its Planning Service Area (Map 2) when financially feasible, in accordance with the:

- ◆ Interlocal Agreement between the City of Largo, Pinellas County, City of Pinellas Park (“Tri-City Interlocal Agreement”);
- ◆ Interlocal Service Boundary Agreement between the City of Largo, Pinellas County, City of Clearwater, City of Dunedin, Town of Kenneth City, City City of Pinellas Park, City of Safety Harbor, City of St. Petersburg, City of Seminole and City of Tarpon Springs; and
- ◆ Interlocal Agreement between Pinellas County and the City of Largo to establish the Largo Planning Area.

Establishes a coordination mechanism for land use and annexation consistency.

2.3.2: Increase the connectivity to recreation and open spaces throughout Largo’s Planning Service Area and support access for all users (including walkers, cyclists, transit riders and drivers).

2.3.3: Extend utilities when financially feasible, including the City’s sanitary sewer system and reclaimed water system within the Largo Sanitary Sewer Service Boundary (Map 21).

2.3.4: Connect any developed parcel of land (located within the Sanitary

Sewer Service Boundary) using septic tanks to the City’s sanitary sewer system when available; and require all development, not contiguous but serviced by the City, to pay the full documented cost of the needed capital facility.

2.3.5: Provide **incentives** that serve a public purpose and are legally valid to landowners that voluntarily agree to annex into the City to mitigate costs that may result from complying with City regulations, that are more stringent than the regulations of Pinellas County, or from connecting to the City's infrastructure.

Some incentives are:

- ◆ Target Industry Incentives
- ◆ Infrastructure Incentives
- ◆ Special Opportunities Incentives (i.e. Brown-fields)
  - ◆ Expedited permitting
  - ◆ Fee waivers or reduction

A good source to check out as well is the Pinellas County Economic Development.

**OBJECTIVE 2.4:** Identify, protect and preserve historical architecture, archaeological and cultural resources within the City.

**Strategies:**

- ◆ Submit eligible historic properties to the Florida Department of State, Pinellas County and become approved for placement on the Pinellas County Register of Historic Resources; and
- ◆ Continue to maintain the City’s historical, architectural and cultural resources database.

**POLICIES**

**It shall be the policy of the City to:**

- 2.4.1: Maintain and update the Florida Master Site File, Pinellas County Register of Historic Resources, and the Largo Historic Sites Survey Report consistent with Map 15: Historically Significant Properties.
- 2.4.2: Coordinate with the local chamber of commerce and the Florida Department of State to promote the City’s historical, architectural, and cultural resources.
- 2.4.3: Encourage adaptive reuse in accordance with the guidelines of Pinellas County Code, Historic Preservation.
- 2.4.4: Preserve, protect, and enhance the City’s historic original layout, especially in relationship to redevelopment, infill, improvements, maintenance, and planning activities

surrounding context and provide for new and improved connections with emphasis on a network of streets, corridors and trails that will expand and improve pedestrian and bicycle facilities.

**Strategies:**

- ◆ Measure the ratio of sidewalk and/or bicycle lanes to roadway miles;
- ◆ Conduct traffic studies when necessary to determine and mitigate any adverse impacts of non-residential traffic on the City’s neighborhoods;
- ◆ Measure the percentage of population living within a half-mile distance of frequent-service transit stops to identify opportunities to increase accessibility; and
- ◆ Increase the percentage of sites implementing **shared-access street agreements**.

**Connectivity**

**GOAL 3:** Plan for active living to provide residents with safe, convenient, and interconnected mobility options within neighborhoods, corridors, centers and other special area districts; and continue to guide Largo’s participation in all planning efforts, intergovernmental and interagency coordination in accordance to the other elements of Forwarding Our Future 2040.

**Objective 3.1:** Interconnect Largo’s transportation system into its



This includes, rights-of-way (ROW), cross-access easements or other agreements. Streets that could be turned into pedestrian-only spaces with street furniture, including bollards, benches, planters, and bicycle parking, can help define a shared space. Photo Courtesy Urban Street Design Guide.

**POLICIES**

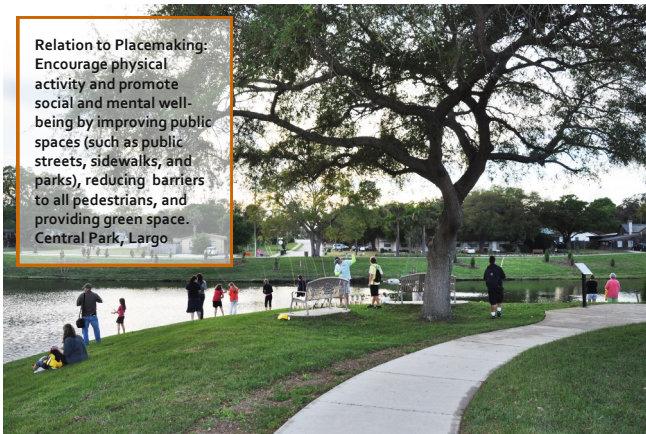
**It shall be the policy of the City to:**

- 3.1.1: Ensure land use regulations remain consistent with City initiatives and programs, county-



wide and regional long-range multi-modal transit plans, to improve a vibrant mix of uses and street-level activity. Where possible, land development patterns, including land use, density/intensity, urban form and related planning considerations, should be established in advance of transit service to establish transit-ready conditions.

**3.1.2:** Strive to protect and, if feasible, acquire or gain public access to rights-of-way for urban trail corridors, trails, bicycle and pedestrian paths, future multimodal corridors, and alternative mobility options, as may be identified or needed to create, enhance, connect, or interconnect the needs of each transportation system.



**3.1.3:** Develop an active and interconnected downtown that will create linkages between Downtown Largo and the City's Activity Centers, to create a sense of place that offers a destination for residents and visitors alike.

**3.1.4:** Work with Pinellas Suncoast Transit Authority (PSTA) to advocate for attractive landscaped bus shelters and similar amenities not limited to, standardized designs specific to the City of Largo, or other features that can take advantage of vistas, scenic corridors, or natural surroundings.

**3.1.5:** Promote **Transit-Oriented Development (TOD)** principles, where applicable, and if possible through private investment, partnerships and effective collaboration with Pinellas County, adjacent jurisdictions, and relevant agencies.



The creation of compact, walkable, pedestrian-oriented, mixed-use communities centered around high quality transit systems.

**3.1.6:** Utilize complete streets principles where applicable and if possible through private investment, partnerships and effective collaboration with Pinellas County, adjacent jurisdictions, and relevant agencies.



Photo Courtesy Complete Street Implementation, Florida Department of Transportation.

**OBJECTIVE 3.2:** Coordinate, cooperate and partner with local governments and Pinellas County/Forward Pinellas; and integrate the goals, objectives, and policies of this Comprehensive Plan into the CDC.

**POLICIES**

**It shall be the policy of the City to:**

3.2.1: Identify and reconcile inconsistencies between the following:

- ◆ City of Largo FLUM;
- ◆ Countywide Plan;
- ◆ City of Largo Code of Ordinances; and
- ◆ CDC.

3.2.2: Review all proposed Future Land Use Plan amendments against the City's locational criteria described in **Table FLU-I** of the Future Land Use Element and the Countywide Future Land Use Element, as amended.

3.2.3: Utilize the CDC as the primary regulatory document to guide development in accordance with the goals, objectives, and policies of Forwarding Our Future 2040.

3.2.4: Continue to include impacted **agencies** as members of the City's Development Review Committee (DRC) in site plan review process for the purpose of jointly determining constraints and opportunities associated with proposed developments within the City.

3.2.5: Continue to participate on the following boards/committees, not limited to:

- ◆ Planner's Advisory Committee (PAC);
- ◆ Tampa Bay Regional Planning Council (TBRPC) Advisory Committee;
- ◆ Bicycle Pedestrian Advisory Committee (BPAC);
- ◆ Healthy Pinellas;
- ◆ Pinellas Suncoast Transit Authority (PSTA)
- ◆ Technical Coordinating Committee (TCC); and
- ◆ County Mitigation Strategy Working Group.

3.2.6: Coordinate with Forward Pinellas and other relevant agencies to engage in joint planning studies, sharing of countywide data and analysis, and implementation of projects, including the development of the Master Plan for the Gateway / Mid County Area and an economic study to guide a unified vision and future implementation steps for U.S. Highway 19.

