

**ORDINANCE NO. 2021-32**

**AN ORDINANCE OF THE CITY OF LARGO, FLORIDA AMENDING THE CITY OF LARGO COMPREHENSIVE DEVELOPMENT CODE TO ESTABLISH APPLICABLE STANDARDS FOR DEVELOPMENT WITHIN THE LARGO TRI-CITY SPECIAL AREA BY AMENDING SECTION 5.2 LAND USE CLASSIFICATIONS; SECTION 7.1 SPECIAL DESIGNATIONS IN GENERAL; SECTION 7.2 SPECIAL DESIGNATIONS IN GENERAL AND SECTION 7.4 CORRIDORS; SECTION 15.9 DRIVE-THRU FACILITIES; CREATING SECTION 15.20 GAS STATIONS WITHIN THE LARGO TRI-CITY SPECIAL AREA PLAN AND SECTION 15.21 STORAGE FACILITIES IN THE TRI-CITY SPECIAL AREA PLAN; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the City of Largo has adopted the Comprehensive Development Code (CDC) which encompasses all of the City's land development regulations; and

WHEREAS, the CDC is intended to regulate and protect the health, safety, and welfare of the citizens of Largo, and to implement the City Comprehensive Plan; and

WHEREAS, the City of Largo has adopted the Largo Tri-City Special Area Plan; and

WHEREAS, the City of Largo amended the Comprehensive Plan to incorporate policies supporting the implementation of the Largo Tri-City Special Area Plan; and

WHEREAS, the City of Largo amended the Comprehensive Plan Future Land Use Map to establish Major Activity Center and Multimodal Corridor land use overlays that correspond with the Largo Tri-City Special Area Plan boundaries; and

WHEREAS, the City of Largo recognizes and supports the growth and redevelopment within the Largo Tri-City Major Activity Center and Multimodal Corridors; and

WHEREAS, the City of Largo determines that it is in the best interest of its residents, businesses and visitors to enact regulations within the CDC to establish standards to implement the Largo Tri-City Special Area Plan.

NOW, THEREFORE, THE CITY OF LARGO CITY COMMISSION HEREBY ORDAINS:

**SECTION 1.** The above recitals are true and correct and are hereby incorporated by reference as the findings of the City Commission.

**SECTION 2.** That Section 5.2.4 I. of the Comprehensive Development Code is amended to read as follows:

1. *Activity Center (AC)* - This is a special designation that is applied to identifiable centers of business, public and residential activity, that are the focal point of a community and served by enhanced transit commensurate with the type, scale and intensity of use; that are situated to serve a significant area of the countywide population. This classification is depicted using an overlay. Designation to this category requires additional planning criteria and studies as well as minimum acreage requirements as provided in the Countywide Plan Rules.

(1) Largo Tri-City Activity Center

- a. Transit Core Overlay - The Transit Core overlay implements the subarea of the Largo Tri-City Activity Center with the highest density/intensity and mix of uses most appropriate to support existing transit service and future premium transit service at the intersection of East Bay Drive/Roosevelt Boulevard and US Highway 19. Development within the transit core should contain the greatest density and intensity with a mix of uses such as commercial, office, residential, and entertainments uses designed to encourage a compact development pattern to support all modes of transportation (automobile, bicycling, walking, and mass transit).
- b. Urban Scale Overlay - The Urban Scale overlay implements the subarea of the Largo Tri-City Activity Center to create a walkable area that is oriented to transit hubs or stations in the Urban Scale overlay and a transition from the more intensive transit core to surrounding lower density residential areas adjacent to the Urban Scale overlay. Development within the Urban Scale is comprised of high to medium density/intensity, a mix of uses, and connectivity to neighborhood commercial and services designed to encourage a compact development pattern to support all modes of transportation (automobile, bicycling, walking, and mass transit).

Applicable development standards shall be required for all new development and redevelopment in the Largo Tri-City Activity Center to ensure appropriate building form and placement, treatment of the public realm, connectivity, and parking regulation and placement.

**SECTION 3.** That Section 5.2.4 V. of the Comprehensive Development Code is amended to read as follows:

- V. Multimodal Corridor Overlay - The multimodal corridor overlay implements the corresponding Countywide Plan Multimodal Corridor designation along certain segments of East Bay Drive/Roosevelt Boulevard and US Highway 19. Development along these corridors should contain a mixture of complimentary/supportive uses, such as a combination of high to medium density/intensity residential, office, and commercial uses that results in a compact development pattern to support all modes of transportation (automobile, bicycling, walking, and mass transit). Applicable development standards shall be required to ensure appropriate building form and placement, treatment of the public realm, connectivity, and parking regulation and placement.

**SECTION 4.** That Section 7.1.1 A.(1) of the Comprehensive Development Code is amended to read as follows:

7.1.1 – Purpose

A. Major Activity Centers

(1) Location and Description - There are three (3) Major Activity Centers in the City of Largo: The Downtown Multimodal Activity Center (DMAC), the Largo Mall Activity Center and the Largo Tri-City Activity Center (LTAC) (See Map 7-1). Major Activity Centers are characterized by a mix of business, residential and civic uses in a high density, compact physical arrangement that creates a walkable environment, which makes it convenient for residents and employees to travel by public transit, bicycle, foot, or car.

**SECTION 5.** That Map 7-1 of the Comprehensive Development Code is amended to read as shown in Exhibit A.

**SECTION 6.** That Section 7.2.6 of the Comprehensive Development Code is hereby created and shall read as follows:

**7.2.6 - Largo Tri-City Activity Center**

**A. *General characteristics and purpose*** - The Largo Tri-City Activity Center (LTAC) is a Major Activity Center identified in the City's Strategic Plan. The LTAC is both a Major Activity Center and an area of regional importance included in the Pinellas County Gateway/Mid-County Master Plan. The objective of the LTAC is intended to encourage redevelopment and infill development with a mix of higher density and intensity uses and transit-oriented design that supports increased walkability and transit usage. The activity center overlays are intended to allow development to have higher densities and intensities and require additional design standards to support the vision for the activity center. These standards are intended to:

- (1) Enhance the function of new development, minimize community impacts associated with such uses;
- (2) Meet the mobility goals of the Special Area Plan; and
- (3) Improve the visual appearance/cohesiveness of all new uses.

To appropriately scale development density and intensity from the transit node at the intersection of US Highway 19 and Roosevelt Boulevard out to the boundaries of the activity center two separate overlays were created: Transit Core Scale and Urban Scale. Table 7-3 provides an outline of the allowable development thresholds in each of the two activity center overlays within the LTAC. The LTAC overlays do not change the allowable use entitlements of any of the future land use designations codified in Chapter 6, Table 6-1: Allowable Uses within Land Use Classifications. Properties/projects which provide workforce/affordable housing and/or sustainable development in accordance with subsection 7.2.6.C consistent with the Largo Tri-City Special Area Plan (SAP) are entitled to additional density and/or intensity to the thresholds identified by Table 7-3.

**B. *Location and boundaries*** - The LTAC overlays encompass approximately 379 acres (159 acres in the Transit Core overlay and 220 acres in the Urban Scale overlay) that are roughly centered around the intersection of US Highway 19 and East Bay Drive /Roosevelt Boulevard, as indicated by Map 7-1.

**C. *Density and intensity*** - Table 7-3: Largo Tri-City Special Area Plan Overlays Density and Intensity

Table 7-3: Largo Tri-City Special Area Plan Overlays Density and Intensity				
Largo Tri-City Special Area Plan Overlays	Allowable Maximum		Maximum with Incentives	
	Density (DUA)	Intensity (FAR)	Density (DUA)	Intensity (FAR)
Transit Core Scale	30	2.0	60	2.5
Urban Scale	25	1.5	55	2.0
Multi-Modal Corridor	20	1.0	50	1.5

- (1) Base Maximum Density and Intensity - The Largo Tri-City Overlays shall allow higher densities and intensities than are permitted in the underlying future land use designations. These allowable densities and intensities are shown in Table 7-3. The Major Activity Center Transit Core Scale Overlay shall allow a maximum base density of 30 units per acre and intensity of 2.0 floor area ratio. The Major Activity Center Urban Scale Overlay shall allow a maximum base density of 25 units per acre and intensity of 1.5 floor area ratio. The Multimodal Corridor Overlay shall allow a maximum base density of 20 units per acre and intensity of 1.0 floor area ratio.
- (2) Bonus Maximum Density and Intensity- Density and intensity bonuses, as shown in Table 7-3, may be achieved with the following elements incorporated into any individual development order to accomplish the Special Area Plan priorities such as promoting affordable and workforce housing, sustainable development and enhanced open/civic spaces:
- a. Affordable Housing Bonus Option 1 - Affordable housing may receive up to 20 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes at or below 80 percent of the area median income (AMI). This bonus shall comply with Sections 14.1.3.D and 14.1.4.B of the CDC and is based on the following scale:
- (i) Minimum 20% of Total Units meets one of the following:
    - 1. 60-80% AMI + 10 Units/Acre
    - 2. <60% AMI + 15 Units/Acre
  - (ii) Minimum 40% of Total Units meets one of the following:
    - 1. 60-80% AMI + 15 Units/Acre
    - 2. <60% AMI + 20 Units/Acre
- b. Affordable Housing Bonus Option 2 - Alternatively, affordable housing may receive up to 10 dwelling units per acre of additional density (above the base residential density) by providing dwelling units for households with incomes between 80-120 percent of the area median income (AMI). This bonus shall comply with Sections 14.1.3.D and 14.1.4.B of the CDC and is based on the following scale:
- (i) Minimum 20% of Total Units meets the following:
    - 1. 80-120% AMI + 5 Units/Acre
  - (ii). Minimum 40% of Total Units meets the following:
    - 1. 80-120% AMI + 10 Units/Acre
- c. Green Building Bonus Option- Developments meeting the following Leadership in Energy Efficient Design (LEED) or National Green Building Standard (NGBS) certification criteria may receive an increase of 0.5 FAR and/or 10 dwelling units per acre subject to the following scale and requirements:
- (i) Density and Intensity Bonus Scale:
    - 1. LEED or NGBS Platinum certification qualifies for an additional 0.5 FAR and/or 10 units per acre.
    - 2. LEED or NGBS Gold certification qualifies for an additional 0.25 FAR and/or 5 units per acre.
    - 3. LEED or NGBS Silver certification qualifies for an additional 2.5 units per acre.
  - (ii) Requirements -
    - 1. Documentation – Applicant shall provide proof of registration of the project with the LEED or

NGBS, proof of payment of all applicable fees for the rating system, a draft scorecard showing the achieved credits or points or any third-party documentation from an appropriately credentialed green building professional demonstrating how the measure is equivalent to the indicated certification level.

2. Green Building Density Bonus Agreement – For properties receiving an intensity/density bonus pursuant to the Green Building Bonus Option, a land use restriction agreement must be entered into to ensure compliance with the requirements of this section of the CDC, prior to issuance of building permits. The land use restriction agreement will be recorded in the official records of Pinellas County, and will subject the property to covenants and restrictions running with the land for a minimum of thirty (30) years. The land use restriction agreement shall be in a form acceptable to the City Attorney.

3. A certificate of occupancy for any building utilizing bonuses will not be issued until all incentive options are verified by documentation, as deemed necessary by the Development Controls Officer, and field inspections.

4. If the owner cannot achieve the incentives provided in the land use restriction agreement, the owner shall be required to substitute incentive options to earn all points necessary for the Green Building Bonus Option, which must be approved by the Development Controls Officer, before a certificate of occupancy will be issued.

d. Sustainable Development Bonus Option – [Reserved]

(3) Floor Area Ratio Exemption - The following are not included in the calculation of floor areas and/or are exempt from FAR limitations:

- Civic and open space, including interior atriums, outdoor plazas, courtyards and seating areas, or other public pedestrian use areas.

(4) Density and Intensity Restrictions – The density and intensity allowed by the overlays does not apply to properties with a future land use designation of Preservation (P) or Recreation / Open Space (R/OS) or that are located within a Coastal High Hazard Area (CHHA).

D. *Development standards* - Development standards apply to all parcels within the LTAC overlays in addition to all other applicable CDC standards, including but not limited to minimum lot sizes, impervious surface ratios and landscaping. Where there is a conflict between the standards of this section and other development standards in this CDC, the standards of this section shall govern.

(1) Building Form and Placement

- a. Minimum Street Frontage Setbacks:
  - (i) East Bay Drive/Roosevelt Blvd & US19 Frontage Road – 15 feet
  - (ii) All other roads – 0 feet
- b. Maximum Building Height per Table 7-4: Maximum Building Height

Table 7-4: Largo Tri-City Maximum Building Height

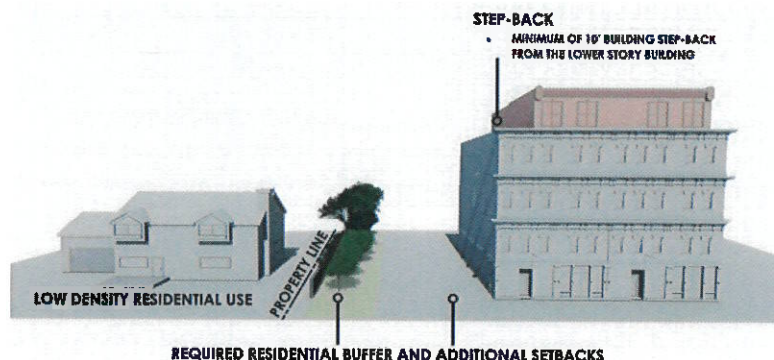
<b>Largo Tri-City Maximum Building Height</b>	
Future Land Use Classification	Height Limit (Stories)
Residential Suburban (RS), Residential Low (RL)	3
Residential Urban (RU), Residential Low Medium (RLM), Residential Medium (RM), Commercial Neighborhood (CN), Residential/Office/Limited (R/OL)	4

c. Compatibility with Adjacent Uses:

(i) Building height step-backs – Buildings exceeding 4-stories adjacent to single family homes or a property with a low density residential FLUM designation (7.5 dwelling units per acre or less) shall have a minimum building step-back. To minimize impacts on the single-family or future low density development, the building step-back shall measure a minimum of ten (10) feet deep from the lower story building facade commencing above the fourth story. See Figure 7-10.

(ii) Additional setback requirements shall apply to buildings that exceed 2-stories that are adjacent to single family homes or a property with a low density residential FLUM designation (7.5 dwelling units per acre or less) as follows: for every story above the second story an additional 5 foot building setback shall be added to the minimum required buffer in Chapter 10. For example: an 8-story building shall be required to setback an additional 30 feet from the required buffer adjacent to single family homes or a property with a low density residential FLUM. See Figure 7-10.

**Figure 7-10: Building Height Step-Backs & Additional Setbacks**



d. Design Elements:

(i) A façade transition line shall be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.

(ii) Ground floors are required to have an active use with building entrances that face the pedestrian realm.

(iii) All buildings should have their primary pedestrian entrance oriented towards the street.

(iv) For office and retail uses, the ground floor elevation shall achieve a minimum of 60% transparency. Upper floors (high than 20 feet above grade) shall be no greater than 35% transparent.

(v) Buildings adjacent to East Bay Drive/Roosevelt Boulevard and US 19 frontage roads shall address multiple frontages and orientations.

(vi) Structures facing East Bay Drive/Roosevelt Boulevard and US 19 frontage roads may have one bay of parking in front of the building, while structures facing all other roads shall have pedestrian-oriented building design.

(vii) Predominant exterior building materials shall be composed of high quality materials, such as architectural block, brick, concrete with an architectural finish, stucco, or glass. Exterior building materials shall not include unfinished concrete panels, pre-fabricated metal panels or smooth face concrete block.

- (viii) There shall be no expanse of blank walls greater than 20 feet. When architectural features are not an option, landscaping or murals may be allowed as an alternative.
  - e. Architectural Design Review Submittal Requirements – Developers shall provide architectural elevations with sufficient detail to demonstrate the project meets the requirements of Largo Tri-City Activity Center at the time of preliminary site plan review.
- (2) Public Realm and Connectivity
- a. Sidewalks - New development and redevelopment shall construct, reconstruct or expand frontage road sidewalks to the following minimum widths:
    - (i) Activity Center Transit Scale Overlay Minimum Sidewalk Width:
      - East Bay Drive/Roosevelt Blvd & US19 Frontage Road – 10 feet
      - All other roads – 8 feet
    - (ii) Activity Center Urban Scale Overlay Minimum Sidewalk Width:
      - East Bay Drive/Roosevelt Blvd & US19 Frontage Road – 8 feet
      - All other roads – 6 feet
  - b. Internal private roads shall have sidewalks serving internal circulation.
  - c. Other Pedestrian Walkways:
    - (i) Pedestrian walkways shall be provided to access parking behind or to the side of buildings, connect destinations on adjacent properties, connect building frontages to adjacent sidewalks, and allow pedestrian circulation through parking lots to create a continuous pedestrian network.
    - (ii) Pedestrian walkways shall be provided along individual or shared driveways connecting rights-of-way with side and rear yard parking.
    - (iii) Pedestrian walkways shall be 6-foot wide minimum and free of obstructions.
    - (iv) Pedestrian walkways that cross a parking area, driveway, street or other vehicular use area shall be clearly marked with striping, contrasting paving materials (e.g., light-color concrete inlay between asphalt), textured or raised pavement, or other appropriate treatment as approved by the DCO.
  - d. Transit Facilities - The applicant for a development approval is responsible for coordinating with PSTA and the appropriate jurisdiction for the roadway on which development is proposed, to identify locations within and bordering the project boundary where current or planned transit stops are or will likely be located. At those locations, space shall be reserved for transit shelters and any required associated improvements, including bicycle racks.
  - e. Access and Circulation
    - (i) Access & Driveway Consolidation - Curb cuts and driveways shall be consolidated where possible and located to minimize impact on pedestrian circulation along public sidewalks and front building facades.
    - (ii) Cross Parcel Connections & Shared Access- To facilitate circulation and improve accessibility, vehicle and pedestrian networks on adjacent sites shall be interconnected and cross-access easements implemented. Parking lot drive aisles and pedestrian walkways shall be aligned and connected and drive aisle stub outs shall be constructed on properties abutting undeveloped sites to allow for future connections.
    - (iii) Connection to Duke Energy Trail - Connections to the Duke Energy Trail shall be incorporated into site plans where property is adjacent to the Trail when feasible.
    - (iv) Connective street network – Where feasible, new street network connections shall be incorporated into development sites and dead-end street and cul-de-sacs shall be minimized.
  - f. Reconstruction of Sidewalks & Landscaping - Reconstruction of existing sidewalks and landscape within rights-of-way shall be required. To the extent possible given right-of-way limits and utility conflicts, and with approval of the FDOT, Pinellas County, and/or the City, reconstruction shall follow the general standards for landscaping and sidewalks within the CDC and City Engineering Standards.
  - g. Trash collection, mechanical equipment and loading areas:
    - (i) Areas for trash collection and compaction, truck parking, loading docks, utility and other

service functions shall be incorporated into the overall design of the building using decorative and durable materials consistent with the building facades.

(ii) All containers for trash collection and compaction are required to be screened from the right-of-way and all adjacent properties. Enclosures shall be a minimum of six (6) feet in height and constructed of solid masonry walls with solid gates that totally conceal all of the contents. Where possible, they should be located behind buildings, away from streets, and obscured from public view from driveways.

(iii) Additional landscape plantings shall be provided adjacent to truck parking, loading docks, utility and other service functions that are visible from the public right-of-way to further enhance the appearance.

(3) *Parking Regulation and Requirements* – Parking shall be provided for within the LTAC consistent with Chapter 9 of the CDC and the following standards. Where there is a conflict, the standards of this section shall govern.

a. Parking shall be placed at the rear of buildings or hidden/buffered from public right-of-way, internal private streets and open/civic spaces.

b. Surface parking lots shall be screened with landscaping or a decorative façade structure to create an attractive public realm. Surface parking lots shall comply with the following standards:

(i) Surface parking located along public sidewalks shall be screened from view by a low (24 to 36 inches) opaque hedge or wall.

(ii) Alternative: Any surface parking areas fronting a street right-of-way that exceeds fifty percent (50%) of the property street frontage length shall provide a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) feet minimum height to four (4) feet maximum height wall, decorative fence, linear evergreen hedge, or combination thereof.

c. One bay of parking with no more than two rows of parking stalls permitted between buildings and the right-of way along East Bay Drive/Roosevelt Boulevard and US 19 Frontage Roads.

d. On-street parking within 500 feet of the development site may be used towards meeting parking requirements.

e. Parking in excess of maximums shall be permitted if the excess parking is shared within a 1,500 ft radius.

f. Reduction of required minimum parking spaces by ten percent (10%) shall be permitted for development within ¼ mile of a public transit stop.

g. Parking in excess of 90% of the maximum allowed, shall utilize reinforced grass or other permeable surface. All driveways and/or access aisles shall be improved with a permanent all-weather paving material which is graded to drain stormwater.

h. Interior islands of parking lots in new projects shall be designed to utilize Low Impact Development techniques such as bioretention swales and native species. Where parking curbs and gutters are provided, they shall have breaks to allow water to enter the bioretention facilities within the parking landscape islands.

i. Parking structures along street frontages shall incorporate liner buildings, active ground floor uses, or articulation of the façade (with design and materials compatible to adjacent buildings) to create a pedestrian friendly street edge.

j. Minimum Electric Vehicle Charging Station Parking Requirement - The following uses shall provide a minimum of 1 off-street electric vehicle charging station:

- Commercial/Office/Medical Uses of 50, 000 square feet of gross floor area or more;
- Industrial Uses of 125,000 square foot of gross floor area or more;
- Multi-Family Development with 150 dwelling units or more;
- Hotel/Lodging with 75 rooms or more.

(i) At least one space must meet ADA parking dimension and accessibility requirements, but not restricted to ADA parking only.

(4) *Open and Civic Space Requirements* - The objective of this section is to ensure the provision of well-designed open and civic spaces to enhance the attractiveness, livability, and economic vitality of



new development and redevelopment consistent with the Largo Tri-City Special Area Plan and the Activity Center Design Guidelines.

- a. Required area - Development projects greater than 4 acres in area, except for industrial uses or development within the Industrial Limited future land use designation, shall set aside a minimum of 5% of the total acreage of the proposed project as open and civic space.
- b. Area restrictions - The following areas may not be used in the open and civic space calculations: landscaping that is required for buffers, parking areas or screening of mechanical equipment, loading zones or other similar areas; medians; parking areas; private yards for single family developments, courtyards, or fenced areas only accessible by non-residential building occupants; and areas used for stormwater management or drainage system that are not accessible and enhanced as an open and civic space amenity. Enhanced stormwater systems must include at a minimum a hardscaped seating area and perimeter walkways. Enhanced stormwater systems larger than 3,600 square feet must also include a shade structure, water fountain, pedestrian scaled lighting, and a pet waste station.
- c. Location and use - Open and civic spaces should be visible and accessible from adjacent streets, sidewalks and buildings. Open and civic spaces should be incorporated in the development and designed for access by the general public during normal hours of operation of the principal use.
- d. Form - Open and civic spaces should generally be square or rectangular in form and located at the corner or end of a development block or surrounded on all sides by streets as long as traffic does not impede pedestrian access to and from the space. To ensure access, comfort, and adaptability, open and civic spaces are to be designed as extensions of the streetscape environment and include adequate seating, shade, landscaping, and open spaces for informal gathering and planned events. Clear lines of site are required to allow for the formal and informal surveillance of the space. The grade of hardscape areas, lawn panels, and planting beds shall generally match adjacent sidewalks.
- e. Open and Civic Space Types - Open and civic spaces should be designed as either a central space, neighborhood space, pedestrian activity zone or a combination of central or neighborhood space and pedestrian activity zone. See Figure 7-11.
  - (i) Central spaces are required for development projects that are ten or more acres in area. Central spaces should be centrally-located within the project, and to be located in clear sight of key intersections. Design elements will include hardscape area with seating, lighting, shade structures, and amenities designed to support active use and allow for the possibility of special events and activities.
  - (ii) Neighborhood spaces are required for development projects that are between four and ten acres in area. Designs will include a mix of hardscape and landscape areas with seating and other amenities designed to support passive uses and limited allow for the possibility of small-scale active uses.
  - (iii) Pedestrian Activity Zones – Pedestrian activity zones allow for attractive sidewalks, outdoor activities, display or dining, seating, public art and other amenities. Non-residential and mixed use buildings should include pedestrian activity zones between the building and parking lot, drive aisles, and internal streets.
  - (iv) The minimum width for pedestrian activity zones is 15 feet and must include a pedestrian clear zone width of at least five feet.
- f. Amenity Requirements:
  - Placement. Furnishings must be placed at least forty-two (42) inches from the curb. Furnishings may not be placed within the pedestrian clear zone.
  - Minimum Seating and Trash Receptacles. A minimum of one trash receptacle and one seating area is required for each building frontage and for each 5,000 square feet of open and civic space.
  - Seating Requirements. Acceptable seating options include, but are not limited to benches, moveable seats, low walls, ledges, and steps. Each seating area must provide seats for at least four (4) people and meet the following minimum design standards: seating materials must be durable, weather resistant and free of any sharp edges. With

the exception of individual moveable chairs, seating must be permanently anchored and immovable.

- **Seating Height and Depth.** Seating surfaces shall be between 16 and 18 inches high. Seating without a back must be at least 16 inches deep. Seats with a back shall be no less than 14 inches deep.
- **Wall, Ledge, and Step Seating.** Walls, ledges, and steps to be used for seating must be between 12 and 20 inches high, and at least 16 inches wide. Walls designed for seating on both sides must be at least 30 inches wide.
- **Landscaping.** Three canopy trees are required within the pedestrian activity zone for each 100 lineal feet of building frontage and for each 5,000 square feet of central or neighborhood space. Understory trees may be used in place of canopy trees at a minimum rate of 2.5 to 1.

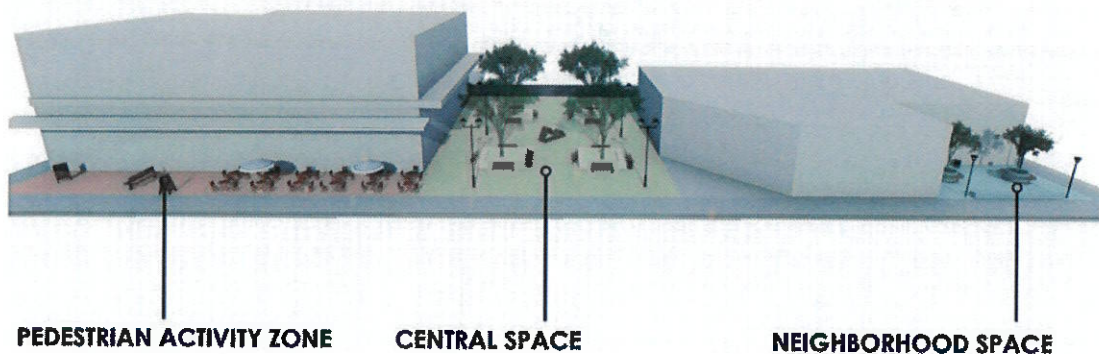
g. **Weather Protection** - To enhance the pedestrian experience and architecture, buildings are required to provide protection from rain and sun. At a minimum, building facades must include weather protection along at least 75% of façade lengths fronting open and civic space. Where required, weather protection may be provided through the use of arcades, galleries, canopies, or awnings that generally meet the Activity Center Urban Design Guidelines.

h. **Lighting:**

- Pole mounted light heights may not exceed 15 feet within pedestrian activity zones or public spaces; 30 feet in driveways, or 25 feet in parking areas.
- Light fixtures may not be placed within a pedestrian clear zone.
- All intersections, parking areas, and perimeter public roads shall be illuminated with similar poles and fixtures.

**Figure 7-11: Civic & Open Space Type Examples**

**OPEN AND CIVIC SPACE TYPES**



**(5) Auto-oriented and other special use restrictions**

a. Drive-thrus, Gas Stations and Self-Storage Facilities subject to Supplemental Standards in Chapter 15

b. Prohibited outdoor Uses -

(i) Vehicular repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right of way.

(ii) Vehicular repair garages which have overnight, outdoor storage of vehicles.

c. Residential development in the Residential/ Office General (R/OG) and Residential/Office Limited (R/OL) future land use designations is limited to shall be limited an area of no greater

than 5 acres consistent with Countywide Plan Rules, Section 2.3.3.6 – Office category.

**(6) Other Applicable Standards:**

- a. Activity Center Design Guidelines - All non-industrial uses shall be designed generally in accordance with the Activity Center Guidelines(Resolution No. 2026, as amended from time to time).
- b. Large Scale Retail Development Standards – Commercial developments that meet the criteria for large scale retail development in Section 13.1 of the CDC shall comply with the requirements set forth in Chapter 14 of the CDC in addition to the requirements of this section.

**SECTION 7.** That Section 7.4.1 of the Comprehensive Development Code is amended to read as follows:

**7.4.1 - Purpose**

Corridors are defined as the land uses that are generally adjacent to significant roadways in the City and support the modes of transportation intended for those roadways. Within the City, there are three (3) types of corridors: Mixed-Use Corridors, Community Streets, and Scenic Non-Commercial Corridors; and a Multimodal Corridor Overlay. These corridor types are described below.

**SECTION 8.** That Section 7.4.5 of the Comprehensive Development Code is hereby created and shall read as follows:

**7.4.5 – Multimodal Corridor Overlay**

A. *General characteristics and purpose* - The objective of the Multimodal Corridor Overlay is intended to encourage redevelopment and infill development with a mix of higher density and intensity uses and transit-oriented design that supports increased walkability and transit usage. The overlay shall allow development to have higher densities and intensities and require additional design standards. These standards are intended to:

- (1) Enhance the function of new development, minimize community impacts associated with such uses;
- (2) Meet the mobility goals of the Largo Tri-City Special Area Plan, and;
- (3) Improve the visual appearance/cohesiveness of all new uses.

Table 7-3 identifies the allowable development density and intensity for the Multimodal Corridor Overlay. The overlay does not amend the allowable use entitlements of any of the future land use designations codified in Chapter 6, Table 6-1: Allowable Uses Within Land Use Classifications.

- B. Location and boundaries – The Multimodal Corridor Overlay encompasses approximately 355 acres generally located along certain segments of Roosevelt Boulevard and US Highway 19, as depicted in Map 7-1.
- C. *Density and intensity* – Maximum density and intensity shall be consistent Table 7-3: Largo Tri-City Special Area Plan Overlays Density and Intensity and subsection 7.2.6 C.
- D. Development standards– Development standards apply to all parcels within the Multimodal Corridor Overlay in addition to all other applicable CDC standards, including but not limited to minimum lot sizes, impervious surface ratios and landscaping.

- (1) Building Form and Placement

- a. Minimum Street Frontage Setbacks:
    - (i) Roosevelt Blvd & US19 Frontage Road – 15 feet
    - (ii) All other roads – 0 feet
  - b. Maximum Building Height per Table 7-4: Maximum Building Height
  - c. Compatibility with Adjacent Uses:
    - (i) Building height step-backs – Buildings exceeding 4-stories adjacent to single family homes or a property with a low density residential FLUM designation (7.5 dwelling units per acre or less) shall have a minimum building step-back. To minimize impacts on the single-family homes of future low density development, the building step-back shall measure a minimum of ten (10) feet deep from the lower story building facade commencing above the fourth story.
    - (ii) Additional setbacks shall be applied to buildings that exceed 2-stories adjacent to single family homes or a property with a low density residential FLUM designation (7.5 dwelling units per acre or less) – for every story above the second story an additional 5 foot building setback shall be added to the minimum required buffer set forth in Chapter 10. For example: An 8-story building shall be required to setback an additional 30 feet from the required buffer adjacent to single family homes or a property with a low density residential FLUM.
  - d. Design Elements:
    - (i) A façade transition line shall be provided at the top of the second story. The transition will be expressed by a material change, a trim line, or a balcony.
    - (ii) Ground floor of buildings are required to have an active use with building entrances that face the pedestrian realm.
    - (iii) All buildings should have their primary pedestrian entrance oriented towards the street.
    - (iv) For office and retail uses, the ground floor elevation shall achieve a minimum of 60% transparency. Upper floors (high than 20 feet above grade) shall be no greater than 35% transparent.
    - (v) Building frontage should be oriented towards the primary street.
  - e. Architectural Design Review Submittal Requirements – Applicants shall provide architectural elevations with sufficient detail to demonstrate that they meet these requirements at the time of preliminary site plan review.
- (2) Public Realm and Connectivity
- a. Minimum Sidewalk Width- - New development and redevelopment shall construct, reconstruct or expand frontage road sidewalks to the following minimum widths:
    - East Bay Drive/Roosevelt Blvd & US19 Frontage Road – 8 feet
    - All other roads – 6 feet
  - b. Internal private roads shall have sidewalks serving internal circulation.
  - c. Other Pedestrian Walkways:
    - (i) Pedestrian walkways shall be provided to access parking behind or to the side of buildings, connect destinations on adjacent properties, connect building frontages to adjacent sidewalks, and allow pedestrian circulation through parking lots to create a continuous pedestrian network.
    - (ii) Pedestrian walkways shall be provided along individual or shared driveways

- connecting rights-of-way with side and rear yard parking.
  - (iii) Pedestrian walkways shall be 6-foot wide minimum and free of obstructions.
  - (iv) Pedestrian walkways that cross a parking area, driveway, street or other vehicular use area shall be clearly marked with striping, contrasting paving materials (e.g., light-color concrete inlay between asphalt), textured or raised pavement, or other appropriate treatment as approved by the DCO.
  - d. Transit Facilities - The applicant for a development approval is responsible for coordinating with PSTA and the appropriate jurisdiction for the roadway on which development is proposed, to identify locations within and bordering the project boundary where current transit stops are located or planned transit stops will be located. At those locations, space shall be reserved for transit shelters and any required improvements, including bicycle racks.
  - e. Access and Circulation
    - (i) Access & Driveway Consolidation - Curb cuts and driveways shall be consolidated where possible and located to minimize impact on pedestrian circulation along public sidewalks and front building facades.
    - (ii) Cross Parcel Connections & Shared Access- To facilitate circulation and improve accessibility, vehicle and pedestrian networks on adjacent sites shall be interconnected and cross-access easements implemented. Parking lot drive aisles and pedestrian walkways shall be aligned and connected and drive aisle stub outs shall be constructed on properties abutting undeveloped sites to allow for future connections.
    - (iii) Connection to Duke Energy Trail - Connections to the Duke Energy Trail shall be incorporated into site plans where the property is adjacent to the Trail when feasible.
    - (iv) Connective street network – Where feasible, new street network connections shall be incorporated into development sites and dead-end street and cul-de-sacs shall be minimized.
  - f. Reconstruction of Sidewalks & Landscaping - Reconstruction of existing sidewalks and landscape within rights-of-way shall be required. To the extent possible given right-of-way limits and utility conflicts, and with approval of the FDOT, Pinellas County, and/or the City, reconstruction shall follow the general standards for landscaping and sidewalks within the CDC and City Engineering Standards.
- (3) Parking Regulation and Requirements. Parking shall be provided for within the Multimodal Corridor Overlay consistent with Chapter 9 of the CDC and the following standards. Where there is a conflict, the standards of this section shall apply.
- a. Parking shall be placed at the rear of buildings or hidden/buffered from public streets, internal private streets and open/civic spaces.
  - b. Surface parking lots shall be screened with landscaping or a decorative façade structure to create an attractive public realm. Surface parking lots shall comply with the following standards:
    - (i) Surface parking located along public sidewalks shall be screened from view by a low (24 to 36 inches) opaque hedge or wall.
    - (ii) Alternative: Any surface parking areas fronting a street right of way that exceeds fifty percent (50%) of the property street frontage length shall provide a minimum five (5) feet wide landscape buffer with canopy trees and a solid three (3) feet minimum height to four (4) feet maximum height wall, decorative fence, linear evergreen hedge, or combination thereof.
  - c. One bay of parking with no more than two rows of parking stalls permitted between

buildings and the right-of way along East Bay Drive/Roosevelt Boulevard and US 19 Frontage Roads.

d. On-street parking within 500 feet of the development may be used to meet parking requirements.

e. Parking in excess of maximums shall be permitted if the excess parking is shared with another property located within a 1,500 feet radius.

f. Reduction of required minimum parking spaces by ten percent (10%) shall be permitted for development within ¼ mile of transit stop.

g. Parking in excess of 90% of the maximum allowed, shall utilize reinforced grass or other permeable surface. All driveways and/or access aisles shall be improved with a permanent all-weather paving material which is graded to drain stormwater.

h. Interior islands of parking lots in new projects shall be designed to utilize low impact development techniques such as bioretention swales and native species.

Where parking curbs and gutters are provided, they shall have breaks to allow water to enter the bioretention facilities within the parking landscape islands.

i. Parking structures along street frontages shall incorporate liner buildings, active ground floor uses, or articulation of the façade (with design and materials compatible to adjacent buildings) to create a pedestrian friendly street edge.

j. Minimum Electric Vehicle Charging Station Parking Requirement - The following uses shall provide a minimum of 1 off-street electric vehicle charging station:

- Commercial/Office/Medical Uses of 50, 000 square feet of gross floor area or more;
- Industrial Uses of 125,000 square foot of gross floor area or more;
- Multi-Family Development with 150 dwelling units or more;
- Hotel/Lodging with 75 rooms or more.

(i) At least one space must meet ADA parking dimension and accessibility requirements, but not restricted to ADA parking only.

**(4) Auto-oriented and other special use restrictions**

a. Drive-thrus, Gas Stations and Self-Storage Facilities subject to Supplemental Standards in Chapter 15

b. Prohibited Outdoor Uses -

(i) Vehicular repair garages engaging in outdoor repairs or repairs visible from abutting properties or the right of way.

(ii) Vehicular repair garages which have overnight, outdoor storage of vehicles.

c. Residential development in the Residential/ Office General (R/OG) and Residential/ Office Limited (R/OL) future land use designations is limited to an area of no greater than 5 acres consistent with Section 2.3.3.6 – Office category, Countywide Plan Rules.

**(5) Other Applicable Standards:**

a. Large Scale Retail Development Standards – Commercial developments that meet the criteria for large scale retail development in Section 13.1 shall comply with the requirements set forth in Chapter 14 in addition to the requirements of this section.

**SECTION 9.** That Figure 7-10 is renumbered as Figure 7-12 in Section 7.6.1 of the Comprehensive Development Code.

**SECTION 10.** That Figure 7-11 is renumbered as Figure 7-13 in Section 7.6.1 of the Comprehensive Development Code.

**SECTION 11.** That Section 15.9.6 is renumbered as Section 15.9.7 and Section 15.9.6 of the Comprehensive Development Code shall now read as follows:

15.9.6– Design Standards in the Largo Tri-City SAP

In addition to the requirements of Section 15.9.1-4, drive-thru within the Largo Tri-City SAP must meet the following standards:

- A. *Placement of drive-thru service window(s), bays or lanes and all stacking lanes* - Shall be located to the rear of the building and away from any pedestrian access or walkways. Service windows and stacking lanes are not permitted within the front of buildings.
  - (1) No drive-through speaker shall be oriented to face a single-family residential use or neighborhood zoning district.
- B. *Pedestrian circulation*
  - (1) Pedestrian circulation within the site shall be well marked, both for the operator of a vehicle and for the pedestrian. Pedestrian circulation markings include, but are not limited to, pavers, reflective paint, and elevated sidewalks/crosswalks.
  - (2) The design of drive-through facilities shall allow for convenient, comfortable, and safe pedestrian movement between the building and street sidewalks and transit stops.
  - (3) Drive-thru facilities shall be oriented so that service entrances and exits result in minimal interaction with pedestrian walkways.
  - (4) Drive-through lanes that obstruct the pathway between parking areas and entries into the building shall be designed with a pedestrian crossing that is delineated by landscaping, curbing, raised or decorative pavement,
- C. *Design Standards*- The architecture and site design shall conform to the design standards contained in the Largo Tri-City Special Area Plan.
- D. *Landscaping and screening* – Landscaping requirements for drive-thru facilities shall adhere to the standards outlined in Chapter 10. When practical, applicable buffering requirements should be utilized as screening of service windows and stacking lanes in order to provide aesthetic appeal and mitigate potential impacts of odor and noise on surrounding land uses.
  - (1) Drive-through stacking lanes shall be delineated from other vehicular use areas by means of one of the following prioritized divider median options;
    - (a) In the case that stacking lines are situated within the side or rear of the building, a landscaped divider median will be installed in order to separate them from other vehicular uses on site.
    - (b) When site dimensions do not allow for the practicality of side or rear stacking lanes, a separating wall shall serve as a buffer between stacking lanes and the adjacent right of way. This divider shall conform to the architectural and design standards outlined within the Tri-City SAP Plan.
- E. *Hours of Operation* - When the drive-through facility abuts a residential use, drive-through services shall be prohibited between the hours of 11:00 p.m. and 6:00 a.m. weekdays and between 12:00 a.m. and 6:00 a.m. on Saturday, Sunday and holidays.
- F. *Conditional Use Approval* – Drive-thru facilities allowed by the underlying future land use designation and proposed at either of the following locations shall require conditional use approval to ensure compliance with the intent of the Largo Tri-City Special Area Plan and mitigation of impacts to the multimodal transportation system:
  - (1) Within the Activity Center Transit Core Scale Overlay
  - (2) Within the Multimodal Corridor Overlay along Roosevelt Boulevard and not immediately

adjacent and accessible to a signalized intersection by vehicle.

**SECTION 12.** That Section 15.20 of the Comprehensive Development Code is hereby created and shall read as follows:

15.20 - Gas Stations within the Largo Tri-City SAP

- A. *Purpose* - To set forth standards that will allow a gas station within the Largo Tri-City SAP, while preserving and protecting the aesthetics and intended purpose of the SAP.
- B. *Applicability* - The supplemental standards created in this section apply to any structure or area of land or portion thereof used primarily for the retail sale of automobile fuel, oil, and accessories, where repair services and/or an automatic car wash, if present, is incidental and which meets the locational requirements of subsection C below.
- C. *Location Restrictions* - Gas stations shall be permitted in allowable land use categories, per CDC, Chapter 6, Table 6-1, within the SAP Activity Center overlays.
- D. *Design Standards* -
  - (1) The orientation of the facility shall be such that pump dispensers are located on the side or rear of the property and are not directly adjacent to a public right of way. In the case of intersecting streets, pumps must be located to the rear of the property.
  - (2) The property shall be screened from any abutting residential use by a six (6) foot opaque wall or fencing.
  - (3) Outdoor storage of materials, parts and equipment is prohibited.
  - (4) An associated convenience store shall have a maximum of one thousand (1,000) square foot gross floor area.
  - (5) The sale of vehicles is prohibited.
  - (6) Pedestrian circulation within the site shall be well marked, both for the operator of a vehicle and for the pedestrian. Pedestrian circulation markings include, but are not limited to, pavers, reflective paint, and elevated sidewalks/crosswalks.
- E. *Conditional Use Approval* – Drive-thru facilities allowed by the underlying future land use designation and proposed at either of the following locations shall require conditional use approval to ensure compliance with the intent of the Largo Tri-City Special Area Plan and mitigation of impacts to the multimodal transportation system:
  - (1) Within the Activity Center Transit Core Scale Overlay
  - (2) Within the Multimodal Corridor Overlay along Roosevelt Boulevard and not immediately adjacent and accessible to a signalized intersection by vehicle.

**SECTION 13.** That Section 15.21 of the Comprehensive Development Code is hereby created and shall read as follows:

15.21 Self-Storage Facilities in the Tri-City Special Area Plan

- A. *Purpose* – To set forth criteria to establish self-storage facilities within the Tri-City Special Area Plan (SAP), while maintaining the intent, character, and aesthetics of the plan to create active ground floor spaces and support multimodal access consistent with Countywide Plan Rules.



**B. Applicability** – The criteria set forth in this supplemental standard shall apply to the establishment of any business whose primary operation involves self-storage facilities.

**C. Location Restrictions** – Storage facilities shall be permitted in allowable land use categories, per CDC, Chapter 6, Table 6-1, within the SAP Activity Center Urban Scale and Multimodal Corridor overlays. Storage facilities proposed within the Activity Center Transit Core Scale Overlay shall require conditional use approval.

**D. Design Standards** – The intent of these self-storage facility design standards is to ensure active ground floor/mixed uses along street frontages consistent with the SAP.

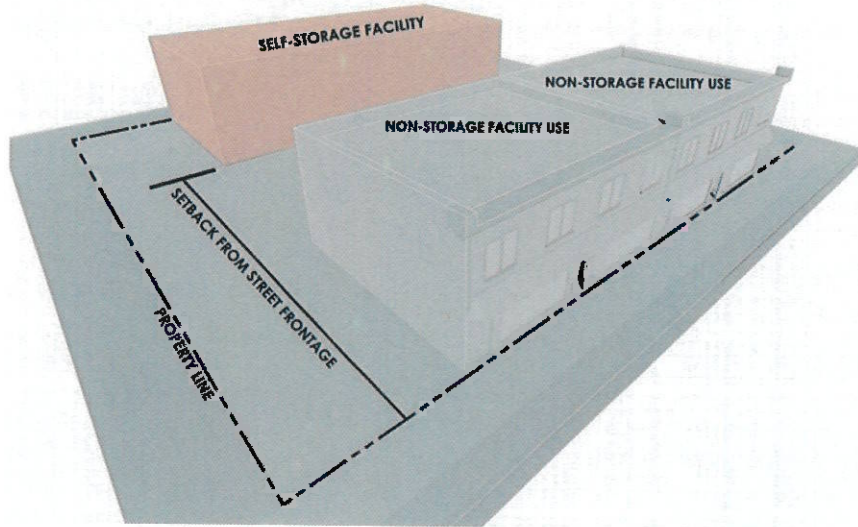
- (1) Self-storage facilities are not permitted to be the only use in multi-tenant building sites or on parcels fronting a public street. Storage facilities shall be designed as to allow for a minimum of 50% ground-floor uses, not associated with the storage facility, along public streets measured by linear building frontage. The ground-floor uses not associated with the storage facility may be commercial, office, institutional or medical as allowed by the future land use designation. See Figure 15-5.
- (2) Self-storage facilities that do not incorporate a separate ground floor use shall be set back from the street frontage at a distance adequate enough to meet the minimum lot size for the remaining portion of the site to be developed for a non-storage facility use. See Figure 15-6
- (3) Outdoor storage of materials, parts and equipment is prohibited.

**E. Conditional Use Approval** – Self-storage facilities allowed by the underlying future land use designation and proposed within the Activity Center Transit Core Scale Overlay shall require a conditional use approval to ensure compliance with the intent of the SAP and mitigation of impacts to the multimodal transportation system.

**Figure 15-5: Ground Floor Mixed Use Self-Storage Facility**



**Figure 15-6: Self-Storage Facility Setback From Street Frontage**




**SECTION 14.** That all ordinances or parts thereof inconsistent herewith are hereby repealed and superseded.

**SECTION 15.** That it is the intention of the Largo City Commission that each provision hereof be considered severable, and, if any section, subsection, sentence, or provision of this ordinance is held invalid, the remainder of the ordinance shall not be affected.

**SECTION 16.** That this ordinance shall become effective immediately upon its final passage and adoption.

APPROVED ON FIRST READING February 2, 2021  
 PASSED AND ADOPTED ON SECOND AND FINAL READING March 2, 2021

CITY OF LARGO, FLORIDA

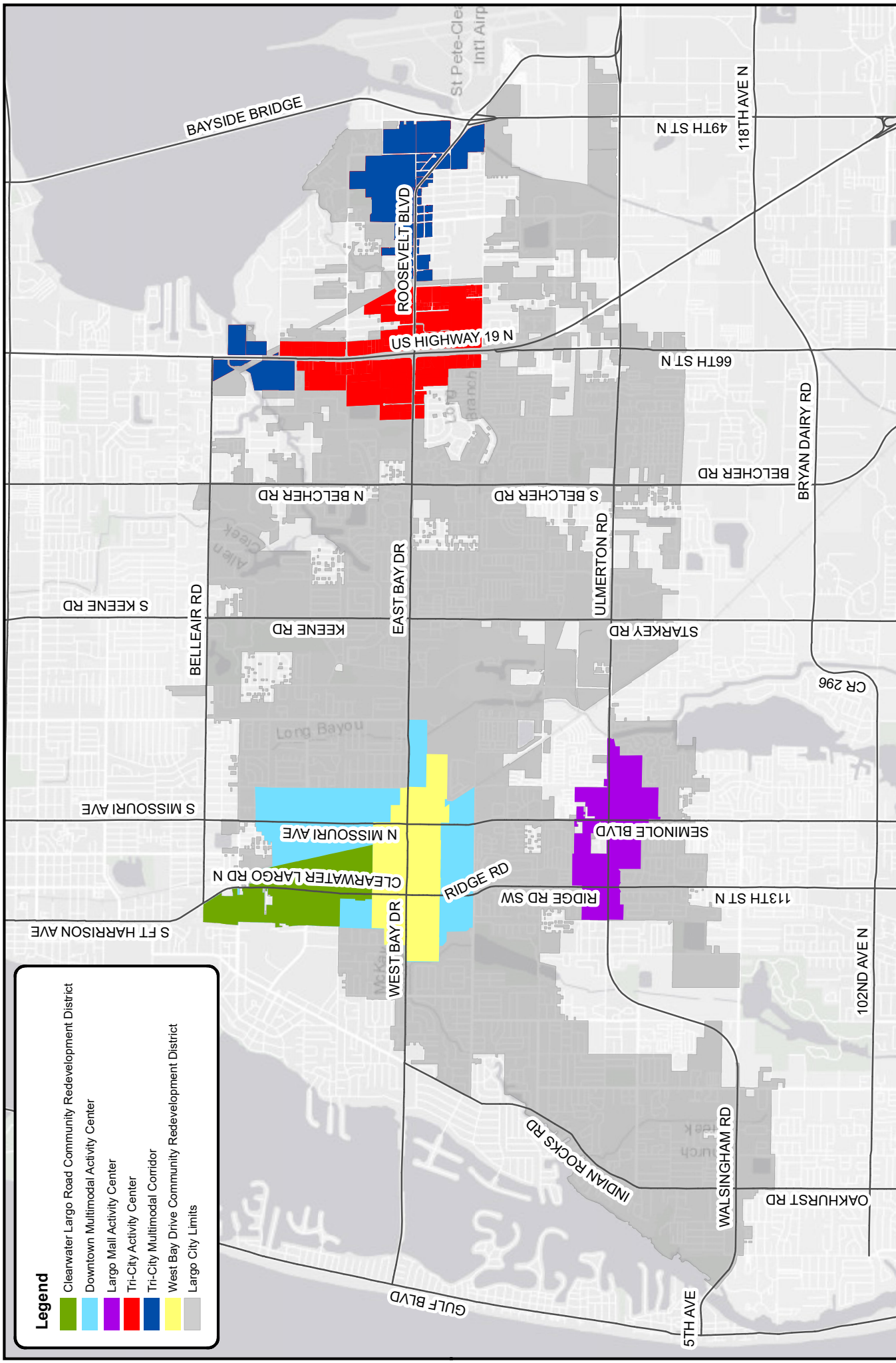
  
 Louis ("Woody") L. Brown, Mayor

ATTEST:

  
 Diane Bruher, City Clerk  


REVIEWED AND APPROVED:

**APPROVED**  
 By Alan S. Zimmet at 2:27 pm, 2/9/21  
 Alan Zimmet, City Attorney



**Legend**

- Clearwater Largo Road Community Redevelopment District
- Downtown Multimodal Activity Center
- Largo Mall Activity Center
- Tri-City Activity Center
- Tri-City Multimodal Corridor
- West Bay Drive Community Redevelopment District
- Largo City Limits

# CITY OF LARGO MAJOR ACTIVITY CENTERS



GIS  
LARGO GEOGRAPHIC INFORMATION SYSTEMS



Miles



Publication Date: 10/16/2020