

ORDINANCE NO. 2020 - 36

AN ORDINANCE OF THE CITY OF LARGO, FLORIDA AMENDING THE CITY OF LARGO COMPREHENSIVE PLAN TO INCORPORATE POLICIES RELEVANT TO THE IMPLEMENTATION OF THE LARGO TRI-CITY SPECIAL AREA PLAN BY AMENDING POLICY 1.1.1, TABLE FLUE-1, BY ADDING POLICY 2.2.5 WITHIN THE FUTURE LAND USE ELEMENT PROVIDING THAT THE MOST INTENSE NON-RESIDENTIAL USES SHOULD BE DIRECTED TO INTERSECTIONS WITHIN THE ROOSEVELT BOULEVARD MULTIMODAL CORRIDOR; BY ADDING POLICY 2.2.6 AND TABLE FLUE-2 WITHIN THE FUTURE LAND USE ELEMENT PROVIDING THAT (RE)DEVELOPMENT SHOULD BE ACTIVELY PURSUED WITHIN THE LARGO TRI-CITY OVERLAYS IN ACCORDANCE WITH THE LARGO TRI-CITY SPECIAL AREA PLAN; AMENDING POLICY 1.1.8 WITHIN THE PLACEMAKING ELEMENT; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the State Legislature passed the Local Government Comprehensive Planning and Land Development Regulation Act in 1986 requiring all counties and cities to prepare a Comprehensive Plan; and

WHEREAS, Section 163.3187, Florida Statutes, provides the process by which local governments may adopt amendments to their Comprehensive Plans; and

WHEREAS, the City has initiated this amendment to the Comprehensive Plan to incorporate policies supporting the implementation of the Largo Tri-City Special Area Plan; and

WHEREAS, the City of Largo Planning Board, in its capacity as the Local Planning Agency, held a public hearing August 6, 2020 and recommended approval of the amendments to the Future Land Use Element and Placemaking Elements; and

WHEREAS, the City Commission held public hearings in consideration of a request to amend the Future Land Use and Placemaking Elements of the Comprehensive Plan, and have carefully considered written and oral comments by members of the public and governing agencies.

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

Section 1. That the amendments to the Future Land Use Element of City of Largo's Comprehensive Plan, a copy of which is attached hereto as "Exhibit A" and made part thereof, are approved and adopted.

Section 2. That it is the intention of the City Commission that each provision hereof be considered severable, and that the invalidity of any provision of this ordinance shall not affect the validity of any other portion of this ordinance, the Largo Comprehensive Plan, or the Largo Comprehensive Development Code.

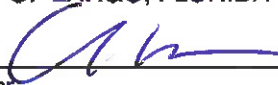
Section 3. That the effective date of this Comprehensive Plan amendment, if the amendment is not timely challenged, shall be thirty one (31) days after the state land planning agency notifies the City of Largo that the plan amendment package is complete. If timely challenged, this amendment shall become

effective on the date the state land planning agency or the Administration Commission enters a final order determining this adopted amendment to be in compliance.

APPROVED ON FIRST READING September 7, 2020

PASSED AND ADOPTED ON
SECOND AND FINAL READING December 15, 2020

CITY OF LARGO, FLORIDA



Mayor

REVIEWED AND APPROVED:



City Attorney
By: Alan S. Zimmet at 6:37 pm, 11/25/20

ATTEST:



City Clerk



EXHIBIT "A"

TEXT AMENDMENTS OF THE

GOALS, OBJECTIVES, AND POLICIES

OF THE CITY OF LARGO'S COMPREHENSIVE PLAN

FUTURE LAND USE ELEMENT

SOLUTIONS

POLICIES

It shall be the policy of the City to:

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

Table FLUE-1 – The following land use classifications are hereby adopted:

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>Residential Rural (RR) 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>Residential Very Low 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>Residential Estate (RE) 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>Residential Suburban (RS) 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>Residential Low Medium 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>Residential Low (RL) 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>Residential Urban (RU) 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>Residential Low Medium (RLM) 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>Residential Medium (RM) 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>Residential Medium 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>Residential High (RH) 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>Residential High 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>Commercial Neighborhood (CN) 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>Retail & Services 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>Residential/Office/Retail/(R/O/R) 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>Commercial General (CG) 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>Retail & Services 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>Residential/Office Limited (R/OL) 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>Office 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>Residential/Office General (R/OG) 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>Industrial Limited (IL) 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>Employment 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>Industrial General (IG) 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>Industrial 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	Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
<p><u>Institutional (I)</u> 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><u>Public/Semi-Public</u> 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><u>Transportation /Utility (T/U)</u> 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><u>Recreation/Open Space</u> 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><u>Recreation/Open Space</u> This category is generally appropriate to those public and private open spaces and recreational facilities dispersed throughout the county; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreation use of such locations.</p>
<p><u>Resort Facility Overlay (RFO)</u> 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><u>Resort</u> 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><u>Commercial Recreation (CR)</u> 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><u>Target Employment Center Overlay (TECo)</u> 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><u>Target Employment Corridor</u> This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities (i.e. employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community).</p>
<p><u>Activity Center (AC)</u> 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><u>Activity Center</u> 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	Density (Dwelling unit/acre)	Intensity		Corresponding Countywide Plan Map Categories / Locational Criteria
		Floor Area Ratio	Impervious Surface Ratio	
Largo Mall Activity Center (LMAC) This overlay designation is both a major activity center and an area of regional importance.	See Special Area Plan (SAP) for the Largo Mall Activity Center			Activity Center 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.
Largo Tri-City Activity Center (LTAC) This major activity center is classified into two overlay designations: A) <u>Urban Scale - Medium to high-density residential developments, neighborhood commercial/retail, and office spaces.</u> B) <u>Transit Core Scale - Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses.</u>	See Policy 2.2.6, Table FLUE-2 for the Special Area Plan for the Largo Tri-City Activity Center			
Community Redevelopment District (CRD) 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.	See West Bay Drive Community Redevelopment District Plan or Clearwater-Largo Road Community Redevelopment District Plan			
Multimodal Corridor 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.	See Special Area Plan for the Largo Mall Activity Center or Policy 2.2.6, Table FLUE-2 for the Largo Tri-City Activity Center			Multimodal Corridor 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.
Scenic/Noncommercial Corridor 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.	Same as the underlying use See Map 10: Scenic/Noncommercial Corridors			Scenic/Noncommercial Corridor 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.
Preservation (P) 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.	N/A	0.10	0.20	Preservation 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.

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

**Hospital uses within the Institutional classification shall be regulated by the 1.0 FAR.

2.2.5: Direct the most intense commercial and other non-residential uses to intersections, consisting of through streets and adequate signalization, to ensure safe and efficient traffic operations and encourage a greater focus of mixed use in key nodes within the Roosevelt Boulevard Multimodal Corridor overlay.

2.2.6: Actively pursue (re) development within the Largo Tri-City Overlays in accordance with the adopted Largo Tri-City Special Area Plan.

The Largo Tri-City Special Area Plan (LTC-SAP) is intended to facilitate development that can serve multiple modes of transportation and promote compact, walkable development that exceeds the City's minimum urban design standards. The Largo Tri-City Overlays, provided in Table FLUE-2, shall allow higher densities and intensities than are permitted in the underlying future land use designations as shown on the Future Land Use Map.

Table FLUE-2 – The following Largo Tri-City Overlays are hereby adopted:

Countywide Plan Designation	Largo Future Land Use Overlay	Primary Use Characteristics	Base Density/ Intensity	Maximum Density/ Intensity with Incentives
Major Activity Center	Transit Core Scale	Mix of high density/intensity transit-oriented commercial, office, residential, and entertainment uses.	30 UPA/ 2.0 FAR	60 UPA/ 2.5 FAR
Major Activity Center	Urban Scale	Medium to high-density residential developments, neighborhood commercial/ retail and office spaces.	25 UPA/ 1.5 FAR	55 UPA/ 2.0 FAR
Multimodal Corridor	Multimodal Corridor	Medium to high density/ intensity mixed use residential, retail, and office.	20 UPA/ 1.0 FAR	50 UPA/ 1.5 FAR

Density and intensity bonuses 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) An affordable housing project 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); or,

B) 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); and,

C) LEED certification, National Green Building Standard certification or other green building program approved by the City may receive an intensity increase of 0.5 FAR and 10 dwelling units per acre (above the base residential density).

PLACEMAKING ELEMENT

SOLUTIONS

POLICIES

It shall be the policy of the City to:

1.1.8: Provide incentives for development of major activity centers (including East Bay Drive/Clearwater-Largo Road Community Redevelopment Districts (CRDs), ~~Largo Town Center area~~ Largo Tri-City Activity Center, Largo Mall Activity Center) to incorporate on-site public open space and/or recreation facilities.