
City of Largo
FORWARDINGOUR
Comprehensive Plan FUTURE
2040
by: the Comprehensive Planning Team
LARGO 1905 FLORIDA
LARGO.COM

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EXECUTIVE SUMMARY

Largo is located in the heart of Central Pinellas County at the crossroads of the peninsula that separates Tampa Bay from the Gulf of Mexico. It is the third largest city in the most densely populated urban county in the State of Florida. Much has changed since the incorporation, in 1905, of the small agricultural community that was once known as the Town of Largo. Similar to many other metropolitan cities along Florida's coast, Largo experienced aggressive suburban growth through much of the second half of the 20th Century.

Since the City of Largo adopted its first Comprehensive Plan, in 1990, the population has grown from 64,297 residents to more than 82,000 in 2017. Over this 27-year period, the Largo's suburban development pattern, characterized by low density residential subdivisions, single-story commercial strip centers, and a disconnected street network dominated by a few major roadways, began to approach its horizontal limits. Yet, the continued population growth and demographic change creates new demand for jobs, services, housing, and recreation.

Realizing the challenges of revitalizing neighborhoods, redeveloping activity centers and reinvesting in aging infrastructure within an urban context, the City's leadership embarked on a series of planning and visioning efforts, between 2002 and 2012, to look forward to shaping the physical environment over the next 20 to 25 years. During that 10-year period, Largo adopted the first ever Strategic Plan, following an extensive citizen participation and comprehensive assessment that resulted in a citywide strategy around the issues of redevelopment, mobility, neighborhood preservation and participation, and park and recreation planning. The 2004

Strategic Plan included a 5-year implementation program that listed specific action items. Between 2004 and 2009, the City invested an estimated $14.4 million in the completion of 17 projects related to Strategic Plan implementation. These projects included the roadway and streetscaping improvements made along Clearwater-Largo Road, 8th Avenue SE, and Central Park Drive; annual expansion of the sidewalk network; the creation of Datsko Park east of U.S. 19 and the re-dedication of Ulmer Park in the downtown; and the acquisition of key properties in the downtown in order to consolidate parcels for redevelopment. Beyond local investments in plan implementation, the City leveraged approximately $25.7 million from county, state, and federal funding sources in order to support Strategic Plan initiatives. The effectiveness of having a strategic plan to effectuate policies from numerous planning documents has led to subsequent Strategic Plan updates in 2011 and 2017 after thorough evaluation of the accomplishments and outcomes as well as the feedback from the community.

2017 CITY OF LARGO STRATEGIC PLAN OVERVIEW



It is a new day for comprehensive planning as a result of the 2011 amendment of Chapter 163 F.S. allowing more local government control over the creation and evaluation of their plan. This shift has allowed the City to make amendments to the Comprehensive Plan to better align the policy framework and intergovernmental functions with the mission, vision and values of the Strategic plan. The intent is to harness a robust foundation for long range community planning and development to support local actions laid out in the City's Strategic Plans that will manifest in outcomes that make Largo a "Community of Choice". As a result of this relationship, the 2018 amendments reorganized the Comprehensive Plan around six major themes to emphasize a collective vision that is consistent to the two plans:

- **Economic Growth & Development—** A *community of choice* will be a place that investment is attracted to create quality jobs, neighborhoods and institutions whether it is in our traditional downtown area, one of our activity centers, along a multi-modal corridor or in the greater Largo area. The Plan takes steps to encourage businesses to locate and grow in Largo.
- **Placemaking & Inclusiveness —** A *community of choice* will be a place where people, businesses, and institutions want to be, has a unique identity, and a strong sense of pride that includes and appeals to a diversity of people. The plan dedicates an element to Placemaking and another to Youth Involvement.
- **Mixed-Use & Activity Centers —** A *community of choice* will be a dynamic urban place with focal points of economical, sustainable and balanced uses that are attractive, safe and easily accessible by a variety of means of transportation. The plan enables a mixing of uses in the appropriate places in order to provide opportunities for employment, services and housing.
- **Partnership & Collaboration —** A *community of choice* will seek out, participate in and cultivate intergovernmental, community and public-

private partnerships that will advance mutually beneficial goals. The plan is one of the City's principal tools for intergovernmental coordination and clearly communicates its goals, objectives and policies to all parties affected.

- **Accessibility & Connectivity —** A c*ommunity of choice* will be a place that facilitates getting to and from as well as traveling within as safely, conveniently and efficiently as possible regardless of the mode of transportation. The plan acknowledges and supports the need for coordinating land use and transportation as well as balancing all modes of transportation.
- **Sustainability & Resiliency —** A *community of choice* will accept its role as a good steward of natural and man-made resources. The plan addresses the need to protect and enhance the natural environment as well as take steps to mitigate natural and man-made disasters that may put people's life, health and property at-risk of peril.

Largo faces many challenges, however what remains clear is that the City must define and strengthen the key components that will make Largo "The Community of Choice" in the Tampa Bay region and an even better place to live, work and play in the year 2040. To accomplish this requires Largo to not only foster its own local community and character, but also actively participate and cooperate in shaping the future Central Pinellas County. The City of Largo Forwarding Our Future: 2040 Comprehensive Plan is the corner from which we will build our future.

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City Departments and Divisions including:

- Administration
- Community Development, Economic Development Division
- Community Development, Housing Divisions
- Community Development, Planning and Development Division
- Communications and Marketing
- Engineering Services
- Environmental Services

- Fire Rescue
- Largo Geographic Information Systems
- Office of Management and Budget
- Recreation, Parks and Arts
- Police
- Public Works

City of Largo Commission and Advisory Boards including:

- Community Development Advisory Board
- Community Redevelopment Agency Advisory Board
- Recreation, Parks and Arts Advisory Board
- Public Works/Environmental Services Advisory Board
- Planning Board

Agencies including:

- Forward Pinellas
- Pinellas County School Board
- Florida Health Department, Pinellas County

INTRODUCTION

PURPOSE OF THE COMPREHENSIVE PLAN

Chapter 163 of the Florida Statutes (F.S.) requires all local governments to adopt and maintain a comprehensive plan. A comprehensive plan serves multiple purposes, but at its core, it is a blueprint to guide public and private investment in the physical development of our City. It is a plan that provides long-range goals, objectives, policies and strategies that aim to implement the community's vision for future growth and development and, when feasible, align them with other local government, regional, state and federal agencies. There are several topic areas that are identified and addressed as chapters, referred to as Elements, within this plan.

The comprehensive plan is a not an action or implementation plan, but rather a policy framework that establishes the legal authority for implementation of a local government's land development regulations. The City of Largo's land development regulations are found in the Comprehensive Development Code (CDC) which sets forth community-wide performance standards intended to protect the health, safety, and welfare of the citizens of Largo by ensuring that neighbors and adjacent properties are protected from potential negative impacts of the development and use of land.

ELEMENTS:

- Future Land Use
- Transportation
- Housing
- Placemaking
- Natural Resources & Hazard adaptation
- Economic development

- Education & Youth Involvement
- Public Facilities
- Capital Improvements



A NEW COMPREHENSIVE PLAN FOR 2040

The first comprehensive plan was adopted in 1990. Hereafter, the first substantial update was adopted in 1999. In 2009, the City of Largo adopted its current Comprehensive Plan. The Plan incorporated a major update resulting from a multi-year process of analysis, review and public input, known as the Evaluation and Appraisal Review process. It was adopted in accordance with Florida's Growth Management Act and regulations, Florida Administration Code Rule 9J.5, that were in place at that time. Rule 9J.5 required all local governments to have a comprehensive plan in place that allowed for limited local flexibility, as overseen by the State's Department of Community Affairs (DCA). In 2011, the State reorganized the DCA and established the new Department of Economic Opportunity (DEO), which now oversees local government comprehensive planning. Concurrently, Rule 9J.5 was repealed and replaced by amended Chapter 163 F.S. Intergovernmental Programs; and specifically, §163.3177 with required

and optional elements of a comprehensive plan; studies and surveys. While this section continues to outline specific element topics that must be included in a comprehensive plan, the local government is afforded more control over the creation and evaluation of their community's comprehensive plan.

Not only has the State revised its requirements for comprehensive plans, but the structure and format of these plans have significantly evolved over the past decade. Communities strive to create a plan that is useful and engaging for the public. It is no longer sufficient to simply print and distribute hard copies or static documents. An online presence is expected and becoming the norm. Thus, the City is proactively working towards creating an interactive web-based comprehensive plan platform to ensure the document and its goals, objectives and policies remain relevant.

This Comprehensive Plan, Forwarding Our Future 2040, is a result of extensive review and discussion of existing documents, (e.g., the Countywide Plan; the 2017 Strategic Plan; and the Comprehensive Plan's existing Goals, Objectives, and Policies); the result of the City's on-going community conversations and discussions with representatives and advisory boards of various City departments.

An important purpose of Forwarding Our Future 2040 is to consolidate ideas from multiple sources into a single place, so the City presents a unified, comprehensive vision and plan. This enables Forwarding Our Future 2040 to fulfill the responsibilities determined in Chapter 163 F.S. and to take the leadership role in long-range, comprehensive planning while recognizing the important contributions of other agencies and organizations.

The comprehensive plan is to reflect changing conditions and desired outcomes by:

1) **Engaging the community,**
2) **Reflecting on growth trends and challenges,**

3) **Building on community assets,**
4) **Aligning with State, regional, city, county and planning priorities,**
5) **Creating innovative solution-based policies, and**
6) **Creating a simpler, more user-friendly, illustrative plan.**

Forwarding Our Future 2040 is also key to the CDC containing the land development regulations for the City of Largo. The integration of the goals, objectives and policies contained within Forwarding Our Future 2040 into the CDC, will provide property owners, whether residential, commercial or institutional, the necessary policies and regulations concerning the development, redevelopment and improvements of property within Largo.

In an effort to align with the City's mission and vision, Forwarding Our Future 2040 conveys the values, focus areas, and initiatives of Largo's Strategic Plan; a plan for City operations which establishes the principles for community action items that directly affect the residents, businesses and employees. The Strategic Plan prioritizes resources as an organization and facilitates daily management decisions to put into action the Comprehensive Plan. For more information about the Strategic Plan, visit Largo.com/Strategicplan.

COMMUNITY ENGAGEMENT

Throughout the process, citizens and other stakeholders have and will continue to be engaged through the work of the Comprehensive Planning Team and other outreach efforts of Forwarding Our Future 2040. Private sector, organizations, and adjacent jurisdictions will be encouraged to coordinate their planning efforts with the goals of this plan. Moving forward, the Comprehensive Planning Team will take a lead role in facilitating the implementation of Forwarding Our Future 2040 by recommending CDC amendments, aligning plans, initiatives, programs, organizations, capital improvement programs, and development review with the plan's goals, objectives and policies.

In order to solicit feedback from the community, the Comprehensive Planning Team attained opinions from the general public through the ongoing Community Conversations. As part of the City's continued efforts to gauge the community's priorities and what issues matter to them, Largo held fourteen meetings with citizens and one meeting with city employees during March 2015. These meetings were based on the Community Conversation methodology designed by the Harwood Institute, a national nonprofit organization. Each meeting consisted of groups of four to fourteen people with one facilitator and one note taker. The questions asked were:

1) "What kind of community do you want to live in?"
2) "What will it take to reach these goals?"
3) "What two or three issues are standing in our way to achieve these goals?"
4) "Is there a way to start working together to move us forward as a community?"
5) "What would give you hope that we're moving in the right directions?"

In total, over one hundred and twenty (120) individuals participated during Community Conversations. The groups ranged in demographic background, language spoken, and age, providing both a diversity of opinions, concerns, and interests. Emerging from the conversations, were common themes or “big ideas” individuals perceived for the City of Largo, which has driven the update of Forwarding Our Future 2040.

HOW TO READ FORWARDING OUR FUTURE 2040?

Forwarding Our Future 2040 is forward looking and aspirational. Its main intent is to set forth a collective, well-conceived vision organized into themes– and the means for achieving it – for improving the quality of life for the people who live, work, learn and visit the City of Largo. The major themes of Forwarding Our Future 2040 are:

- **Economic Growth & Development**
- **Placemaking & Inclusiveness**
- **Mixed-Use & Activity Centers**
- **Partnership & Collaboration**
- **Accessibility & Connectivity**
- **Sustainability & Resiliency**

Each element within Forwarding Our Future 2040 is supported by a dynamic foundation that relates to each specific topic/element. Each element has its own logotype that is uniquely designed for ready recognition and will provide a depiction through the following:

- **Introduction** – see the foundation and significance
    - **Key Themes** – see the focus areas that are most relevant to the community
- **Current Conditions** – see the community profile and how the City of Largo is currently doing
- **Reference Maps** – see how each map correlates with each element displaying the features described. Additionally, you may see how each map is identified by a map number and identifies each correlating elements by logotypes

- **Assets and Collaborations** - see the related plans, programs, initiatives, places and its supporting agencies and lead organizations
    - **Initiatives and Programs,**
    - **People and Organizations, and**
    - **Places and Infrastructure.**
- **Opportunities** – see the aspirational possibilities for the community and some methods/techniques to achieve it
- **Solutions** – see the desirable outcomes identified through goals, objectives, strategies and policies that builds on the key themes for the next 20 years.

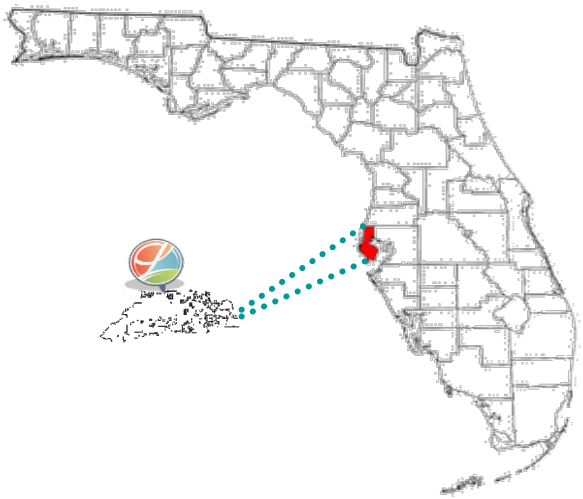
HISTORY OF LARGO

Largo is located in the heart of Pinellas County and is part of the Tampa Bay Metropolitan Statistical Area (MSA). Today, Largo is the fourth largest city in the Tampa Bay Area as a result of a great quality of life for its residents, an affordable cost of living and proximity to a vast network of diversified businesses. Largo is located on the west coast of Florida, in-between Clearwater to the north, St. Petersburg to the south, and Tampa across the bay to the east.



Jesse and Mary Walsingham appear at their exhibit during an early Pinellas County Fair, shortly after the draining of Lake Largo. Photo

Before the time of its discovery in the 18th century, Largo was inhabited by the Timucua tribe, also known as the Tocobago for their main village in present day Safety Harbor. The Pinellas Peninsula was first sited by Hernando DeSoto in 1539. Thereafter, the McKay family filed the first patents for land in present day Largo in June 1843, claiming land north of McKay Creek in the areas of Harbor Hills, Harbor Bluffs and Belleair Bluffs. The warm subtropical climate and sand dunes shaped the “not yet named” Largo into a prosperous agricultural community.



The creation of the Orange Belt Railway and station in 1888 led to rapid growth and development. The locals named the area after the now drained 500-acre Lake Largo. Through the turn of the century, Largo commercially shipped citrus, turpentine and other commodities. However, it was not until 1905 that Largo incorporated a city of one square mile and 291 residents, in which thoughtful planning made the most of its location and access to resources. In 1912, the Pinellas Peninsula formed its own county and in 1913 Largo became the first town in Florida to adopt government.



Lake Largo, a 500-acre lake drained over a century ago, exist. Photo Courtesy Heritage Village.

In 1915, nearly 800 approved bonds created a municipally owned water and sewer system. The main source of water came from a well more than 170 feet deep, tapping into the Floridan Aquifer. Homes with one or two faucets could use unlimited water at the rate of one dollar per month, with an extra charge of a quarter per month for homes with baths (Schnur, 2015).



The City of Largo old Railroad Station. Photo Courtesy City of Largo.

During the summer and fall of 1915, landowners in the Largo area also began discussing a comprehensive reclamation plan to create a Lake Largo-Cross Bayou Drainage Project. Formally proposed in September 1915 with a budget of $150,000, this project called for the creation of two large canals and over fifty miles of smaller ditches in central Pinellas County between Long Bayou near Bay Pines and Tampa Bay near the present-day site of St. Petersburg-Clearwater International Airport. Once approved, the project would complete the work started by interests in Pinellas Park. Authorities issued bonds in December, and work on this project started in February 1916 and continued into the latter months of 1917 (Schnur, 2015).

In the early 20th century, residents of the central Pinellas peninsula confronted an environmental situation that few would view in negative terms today. Numerous freshwater lakes and marshy areas dotted the landscape. During rainy seasons, an overabundance of water saturated the soils and nourished the aquifer. Residents

derived their potable water not from faraway well fields in other counties, but instead from nearby wells and artesian sources. Unfortunately, the same ponds, lakes, and standing water that quenched thirst also complicated farming, discouraged settlement, and sustained clouds of mosquitoes (Schnur, 2015).

In the summer of 1949, workers finished construction of a dam along Long Bayou at the present site of Park Boulevard. Built at a cost of approximately $160,000, this dam allowed water north of Park Boulevard to transform from a shallow saltwater marsh into the freshwater estuary of Lake Seminole. The creation of Lake Seminole was hailed as an important development for farmers and cattle ranchers in the area, such as Jay B. Starkey. Within a decade, homes and trailer parks rapidly replaced the groves and grazing land (Schnur, 2015).

After World War II, the arrival of the Honeywell and General Electric manufacturing facilities helped move Largo from an agricultural center to a rapidly developing suburban community. By 1962 many groves were sold off and residential developers were quick to move in to build homes for a growing population. Largo's transformation from the “Citrus City” to “The Clean Air Capital” in 1965 was sparked by a federal study touting the city as having the second-best air quality in the nation. Largo continued to flourish through the 1970s as farmers converted remaining farmland into new homes and neighborhoods.

In 2008, the City of Largo embraced economic development with the creation of the Economic Development Division. The following year, the Division worked with the City Commission to create a vision for the community with the establishment of the Economic Development Plan. The first Plan achieved many of the goals and objectives such as:

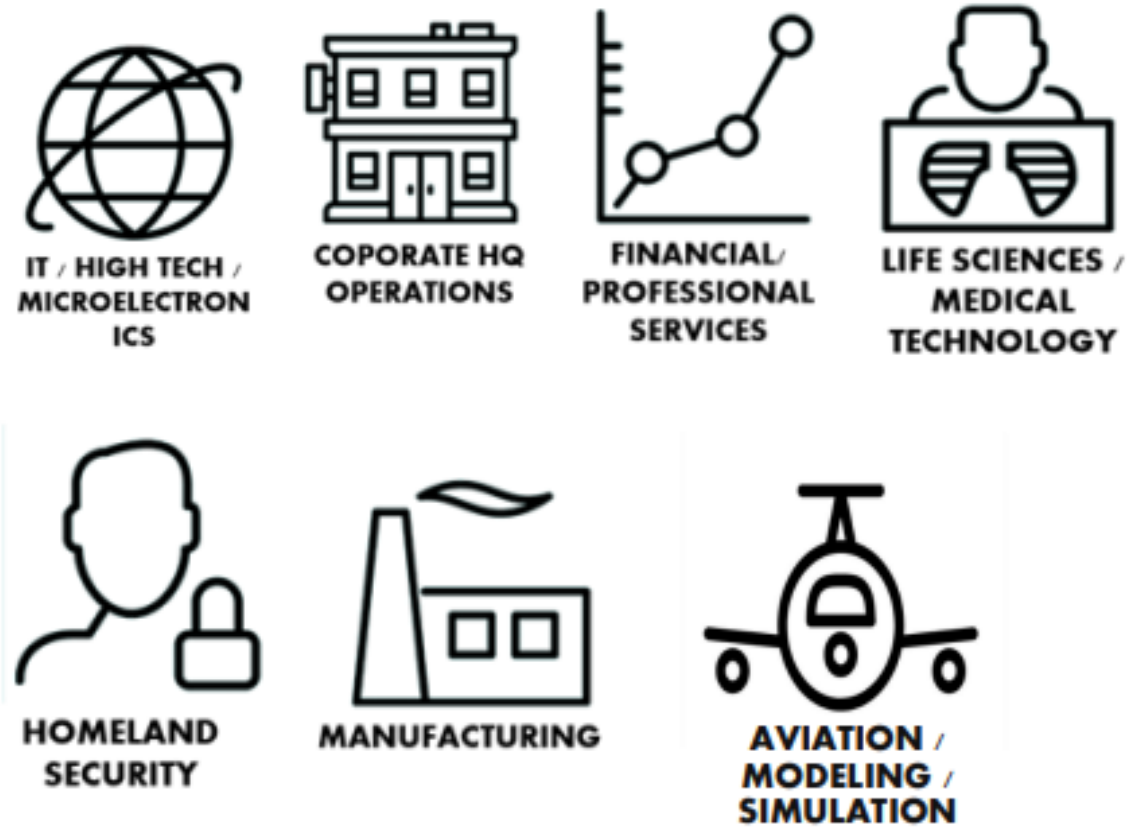
- A successful Business Ombudsman program is now in place,
- New incentives have been established in order to keep the community

competitive within Florida and the Tampa Bay market,

- Significant business relocations and expansions have occurred over the past five years, and
- A significant growth in the sectors of Information Technology and Manufacturing

Largo was able to identify its industry clusters, that are groups of similar and related firms in a defined geographic area that share common markets, technologies, worker skill needs, and which are often linked by buyer-seller relationships. The Largo industry clusters are:

Throughout the 19th century and into the 21st century, Largo continued to move forward with developments, improved infrastructure and new facilities. Some developments and neighborhood investments include:



Largo Central Park and Performing Arts Center

The 70-acre park was proposed as the city began exploring future usage of vacant fairgrounds property located in the center of town. During the planning process, a substantial amount of community support resulted in generous donations from private citizens and businesses accompanied by a State grant to implement these signature projects in the City's master plan. The park opened to the public in 1994 and the Central Park Performing Arts Center opened its doors in November of 1996.



Largo Public Library

In 2005 the new 90,000 square foot Largo *Public* Library opened its doors to the community. The new building more than doubled the available space of the previous facility and quickly became a landmark right in the heart of Largo's busy Central Park.



LEED Platinum Certified Community Center

The first Largo Community Center was built prior to 1960. Completed in 2011, an approximately 30,000 square foot, Leadership in Energy and Environmental Design (LEED) Platinum Certified building featuring three sprung-floor studio rooms, a center stage ballroom with wooden floors, commercial kitchen, fitness room, art studio, card room, outdoor patio and gazebo, lounge and more.



Southwest Recreation Complex

Remodeled and completed in 2009, the Southwest Recreation is a center for lifelong fitness, health and recreation. Southwest Recreation Complex is a modern complex featuring an Olympic sized swimming pool (built in 1984, then resurfaced in 1988), the Largo Tennis Center (built in 2000), a gym/auditorium, fitness center and room space for a wide variety of programming for all ages.



Highland Recreation Complex

Originally built in 1972, the recreation complex added an aquatic center in 2001, and a skate park in 2003. Renovated and completed in 2013, Highland Recreation Complex features a 3-story indoor playground, 1/13 mile walking track, party rooms, an interactive gaming room, a licensed preschool for 3-4 year olds, indoor and outdoor basketball courts, a fitness center, two program rooms, and the tallest municipal water slide in Pinellas County.



Downtown Largo Pocket Park

Completed in the fall of 2017 the park features brick hardscaping, new landscaping, trees and seating.



158 Ridge Road Apartment Home

The apartment complex broke ground in Fiscal Year 2016 and was completed in Fiscal Year 2017. The $3.6 million investment acquired a West Bay Drive Community Redevelopment District incentive called the **Housing Infill Program (HIP)**. The project was granted $8,000 per unit and features 29 urban loft-style apartments and is a “pioneer” project in Downtown Largo.



8th Avenue SE - Community Street

The 8th Avenue SE Community Street Project included improvements to 8th Ave SE (Seminole Blvd to 3rd Street) and Central Drive (8th Ave to East Bay Drive) to connect Largo Middle School to Largo Central Park, the Library and other recreational facilities. The scope consisted of wider sidewalks (8 to 10 feet), ADA ramps, curbing, pavement rehabilitation, drainage, mid-block crossing, and landscaping. The project was constructed in FY2006 and the construction budget was $421,474.75.

By 2016, there was an apparent surge of reinvestment and economic diversification as Largo embraced the Power of “Re”. According to the Economic Development Division, “Re” has many meanings including an action, to do again, and to bring something back, but for the City of Largo, “Re” is a strong concept and one that our community experiences on a continual basis. New developments have reshaped the City, and implementing the shared vision for economic growth has brought together businesses, residents, and the municipality by way of:

- Retention and recruitment,
- Redevelopment and reuse,
- Redefining the City’s boundary,
- Re-energizing the two redevelopment districts, and
- Providing resources.

In 2017, the City of Largo unveiled a new logo as the result of a yearlong re-branding process to symbolize a forward-thinking approach to delivering high quality services and shaping a diverse and desirable urban community. This milestone is a current representation of the City’s guiding vision to be the community of choice in Tampa Bay; signifying the mission of superior services while serving as a symbol for the Largo community as a whole. As Largo continues to move forward and be the sum of its many assets – all of which are supported

by the dynamic foundation found in Forwarding Our Future 2040 – by planning for what is to come and preserving the past, in order to be the “Community of Choice in Tampa Bay”.

HISTORIC AND PROJECTED POPULATION

Population change is a main consideration in planning for Largo’s future. Trends in migration, natural change, and age can affect decisions about the amount and type of infrastructure, public facilities, and services required to meet future demand.

YEAR (Header Row)	LARGO PERMANENT RESIDENTS (Header Row)
1920	1,500
1950	5,300
1970	22,000
1980	58,977
1990	64,455
2000	69,297
2005	74,992
2010	77,648
2015	79,620
2020	84,806
2025	88,818
2030	92,806
2035	96,778
2040	100,004

The following estimates and projections from 1980 to 2040 are from the Shimberg Center for Housing Studies, based on 2000 and 2010 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida. Population estimates prior to 1980 are based on local historical records.

CURRENT CONDITIONS

Located in central Pinellas County, the most densely populated county in Florida, Largo is bounded by the Cities of Clearwater, Pinellas Park, Seminole and Indian Rocks Beach as well as the Towns of Belleair and Belleair Bluffs. As of 2017, the City's incorporated area covers 18.72 square miles and has an estimated permanent residential population of 82,244. The high population density of 4,393 persons per square mile and predominately built-out land area increases the demand for mixed-use and higher density infill on remaining undeveloped lands and redevelopment of underdeveloped lands to provide new housing options, employment opportunities and services.

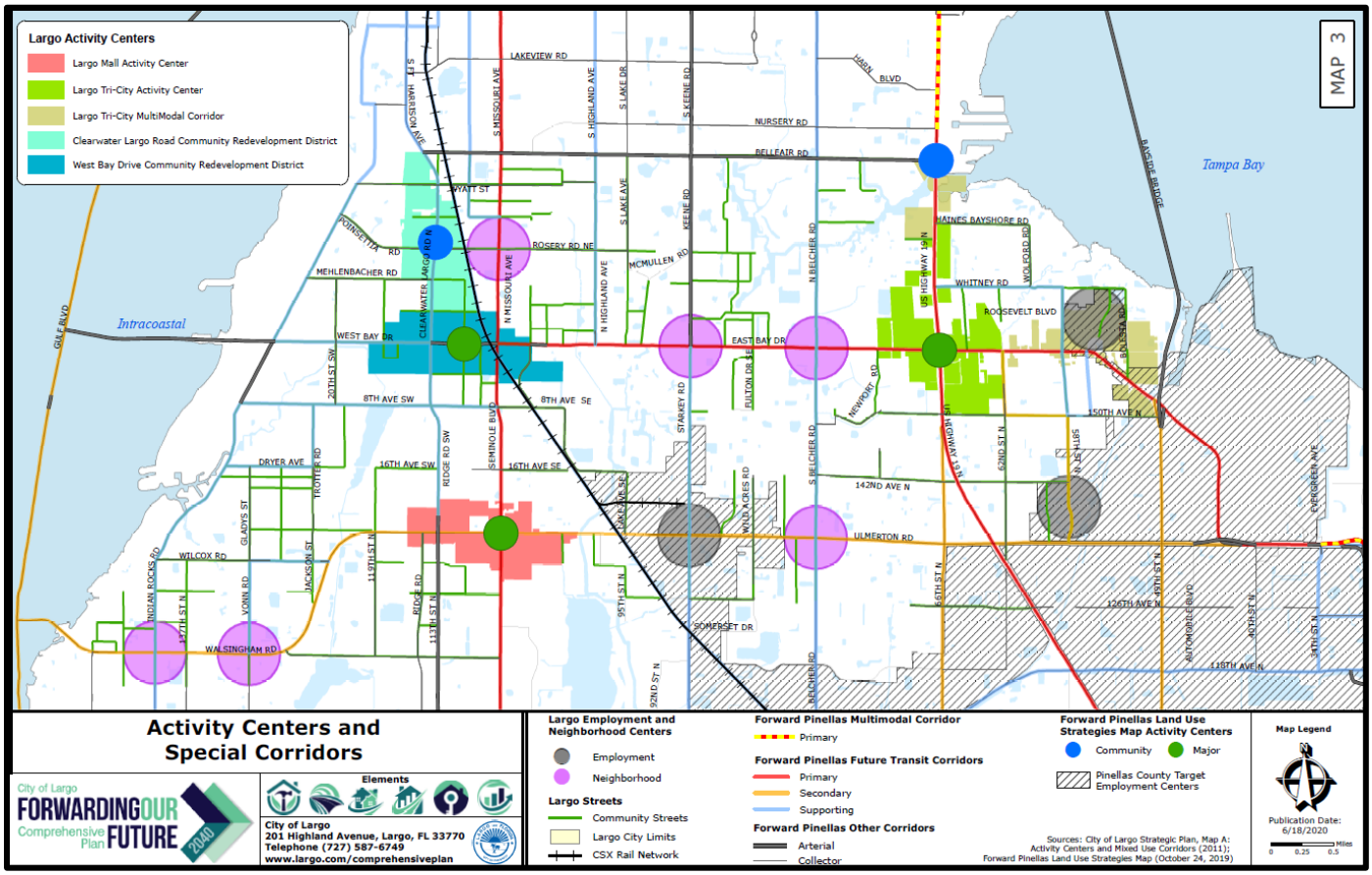
The City's Planning Service Area spans 26.9 square miles with an estimated residential population of 109,468 in 2016. The Planning Service Area allows opportunities for Largo to expand into unincorporated Pinellas which would result in increased population and vacant lands for new development. 2017 GIS analysis indicates that there are approximately 529 acres of vacant land within the current incorporated city limits and an additional 348 acres of vacant land within the Planning Service Area.

While the development pattern and character has been historically suburban, conditions over the last decades have begun to shape a more urban development

pattern focused on centers and corridors where increase density, intensity and mix of uses are encouraged. There currently are 3 major activity centers, 3 employment centers and 4 primary multimodal

corridors in addition to several neighborhood activity centers as shown in the map below. The Downtown activity center consists of two Community Redevelopment Districts (CRDs): West Bay Drive and Clearwater-Largo Road.

Activity Centers and Special Corridors Map for the City of Largo



MAJOR ACTIVITY CENTERS:

Downtown: West Bay Drive & Clearwater-Largo Road CRDs:

The West Bay Drive and Clearwater-Largo Road CRDs were established to create mixed-use urban environments that reflect the community's desire to regenerate the traditional downtown in a modern context and once again make it the heart and center of the City.

Largo Mall & Largo Tri-City:

The Largo Mall and Largo Tri-City Major Activity Centers are intended to provide incentives to move beyond an outdated suburban development model and create attractive, sustainable, and economically vital urban destinations that incorporate a higher degree of mixed uses, density and accessibility to multiple modes of transportation.

EMPLOYMENT CENTERS:

The City's three employment centers are Bay Vista, the ICOT Center and the Rogers Commerce Park Area. Employment Centers are hubs where a high concentration of jobs and industrial uses are located. Three of the City's five largest employers are located within these Employment Centers: Tech Data, SCC Soft Computer Inc., BIC Graphics. Pinellas County School Board and Largo Medical Center are located in the Downtown Activity Center.

2017 LARGEST EMPLOYERS

COMPANY	**# of EMPLOYEES**	**INDUSTRY**
Tech Data	1,634	Information Technology

Pinellas Co. School Board	1,396	Administrative HQ
Largo Medical Center	1,130	Medical
SCC Soft Computer Inc.	675	Information Technology
BIC Graphics	439	Manufacturing

MULTIMODAL CORRIDORS:

There are four primary multimodal corridors that connect the City's Activity Centers and Employment Centers:

- West/East Bay Drive/Roosevelt (State Road 686)
- Ulmerton Road/Walshingham Road (State Road 688)
- U.S. Route 19
- Missouri Avenue/Seminole Blvd (Alternate U.S. 19)

These multimodal corridors are arterial roadways that carry both local and regional commuter traffic and are served by Pinellas Suncoast Transit Authority (PSTA) fixed route buses.

UTILITIES

Residents and business enjoy access to quality services provided by the City and regional providers. Largo must continuously respond to current challenges and opportunities, but yet meet the needs of the City over the next twenty years. To gauge the City's current conditions, each element within Forwarding Our Future 2040 lays out a framework for understanding the current outcomes and conditions that may contribute to economic, health and well-being, or environmental aspects. The current conditions will provide snapshots of where Largo stands today, and furthermore identify major challenges and opportunities

to help address those conditions.

UTILITY SERVICE	PROVIDER
Electric	Duke Energy
Potable Water	Pinellas County
Wastewater & Storm Water	City of Largo
Reclaimed Water	City of Largo
Solid Waste Collection	City of Largo
Police	City of Largo
Fire/EMS	City of Largo
Parks and Recreation	City of Largo
Public Transit	PSTA

NEW DEVELOPMENTS

The City of Largo has numerous private as well as public development projects underway in the community. In order to provide you with the most current updates on these projects, monthly updates are made to several status matrices. Below is a brief description of each of the matrices and a link to explore their detailed information.

- Economic Development compiles a hybrid project matrix that showcases the larger projects that are currently under review by the Planning Division, newly completed projects that have significant impact on the community, and engineering related projects that are important to maintaining the City's infrastructure and quality of life.

- Planning Division's pending case list will provide you with information on all of the current projects in site plan review. Largo has two kinds of review: Full Scale and Small Scale. Full Scale site plan reviews deal with projects that are new construction or have significant renovations that increase the size of a building. Small scale site plan reviews are looking at much smaller modifications to existing buildings in the City and or conduct a different use that was originally being conducted in the structure.
- The Engineering and Services Department works on private as well as public projects that relate to infrastructure within the community and our service areas. This includes roadways, sewer lines, stormwater systems, and sidewalks.

FUTURE LAND USE 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.

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:

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.

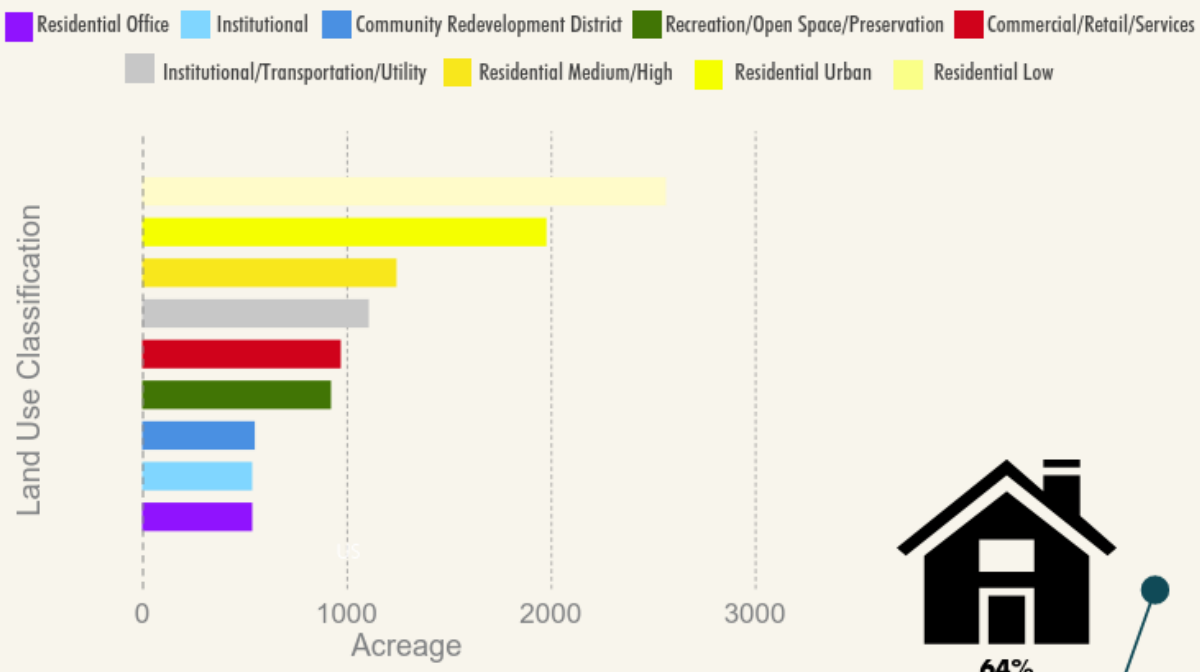
These tools when combined are termed, *interrelated planning system,* in recognition that all aspects must work together to achieve the overall goals of the community.

FUTURE LAND USE

CITY OF LARGO

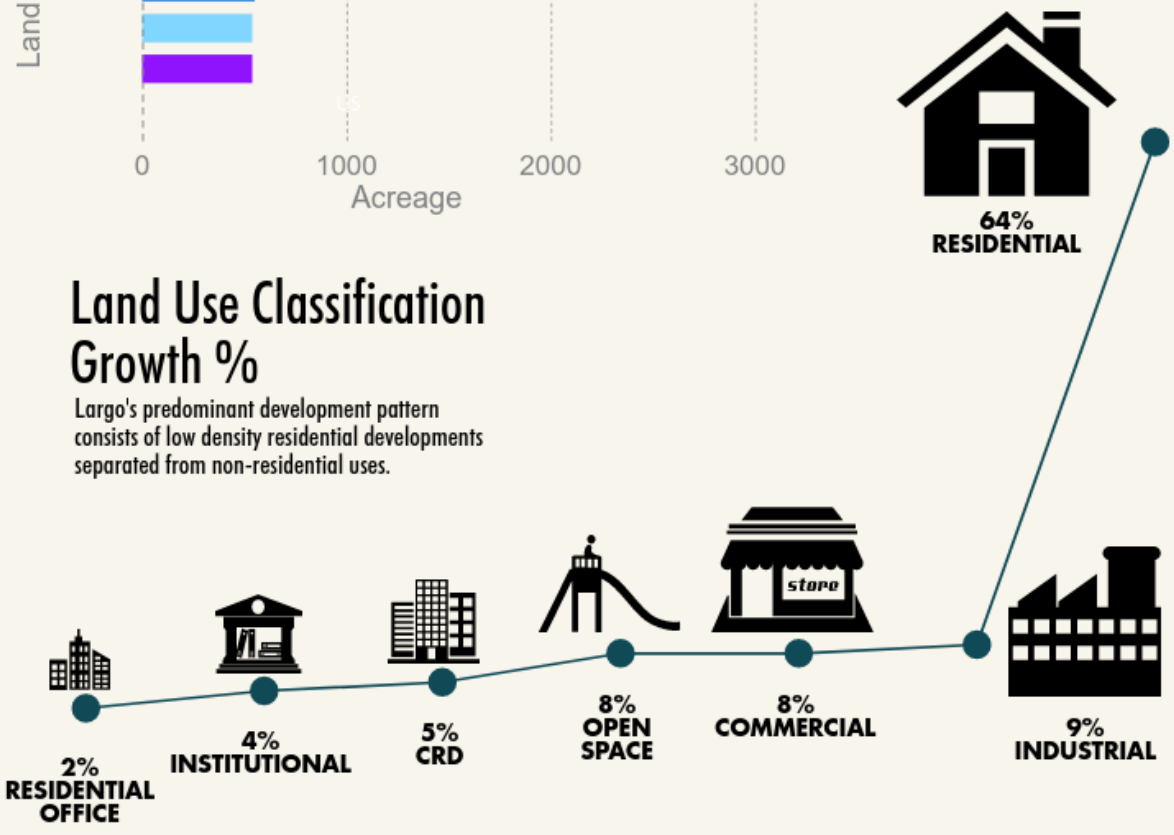
Note: the numbers do not represent actual data but are approximate estimations, used solely for creation of these charts.

Land Use Classification Acreage



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

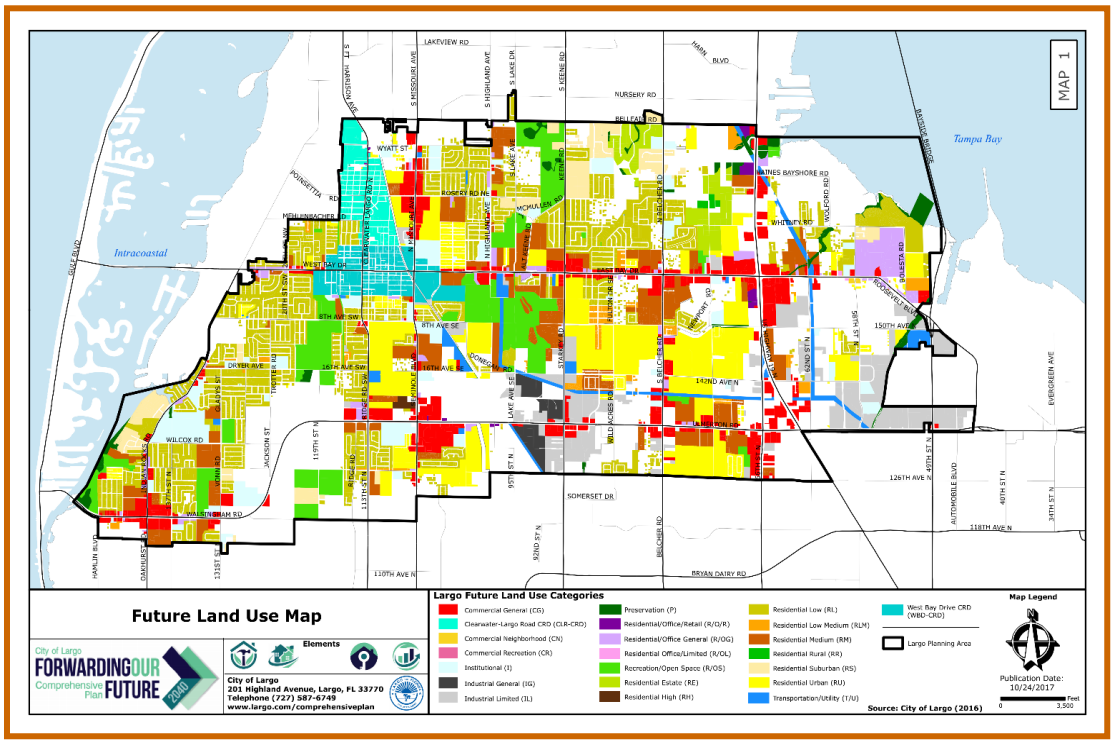
The **FLUM** is a part of the adopted comprehensive plan and carries the same legal weight as the plan document itself. Each property within the City is assigned a land use classification in accordance with **Table FLUE-1: City of Largo's Land Use Classification / Locational Criteria.** The FLUM correspondingly 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
- Largo Tri-City Special Area Plan

MAP 1: FUTURE LAND USE



Each property within the City is assigned a land use designation in accordance with the locational criteria established in the Future Land Use Element of the Comprehensive 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 Largo Tri-City area at US 19 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 timeframe 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 Largo Tri-City 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.

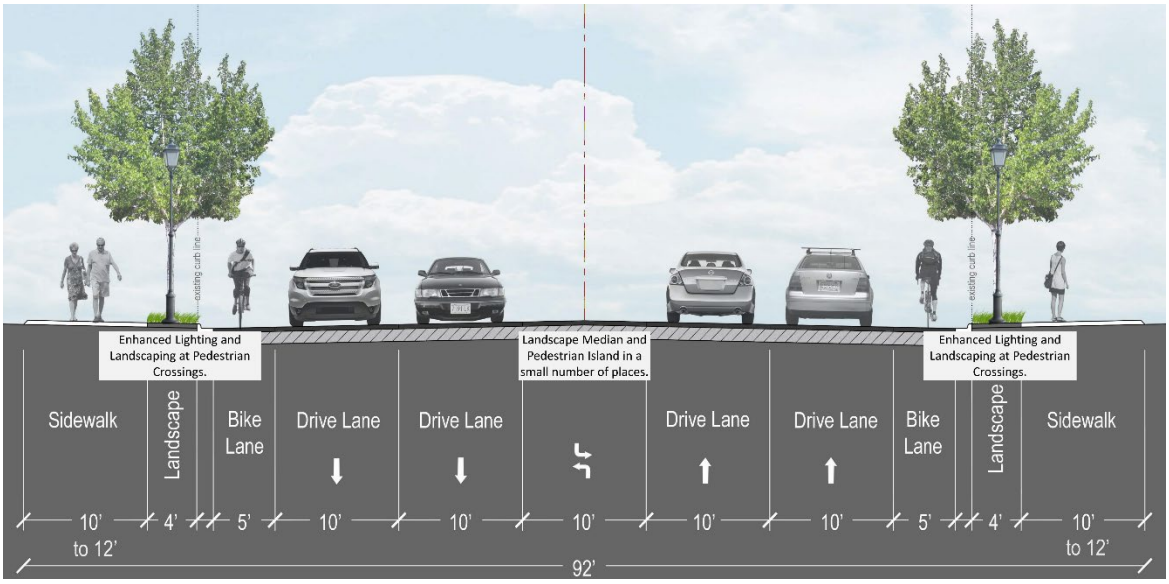
- Improving Transportation Corridors – Accessibility better captures the relationship between land use and transportation by considering how easy it is for people to get to the destinations they need. As changes occur, accessibility and its infrastructure are guided by policies that focus on creating 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.

PROPOSED CONCEPT 1



Proposed Concept 1: Reduced Lane widths + extending sidewalks+ bikes lanes + medians

- **<u>US19 Mid-County Gateway Master Planning (2017)</u>** - 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, US19 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 US19 corridor.

- **<u>Alternate US19 Revisioning</u>** – 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 corridor including the Downtown Area/Community Redevelopment Districts and the Largo Mall Activity Center as well as identifying multimodal transportation improvements.

Alternate US 19 (SR595) Corridor Studies

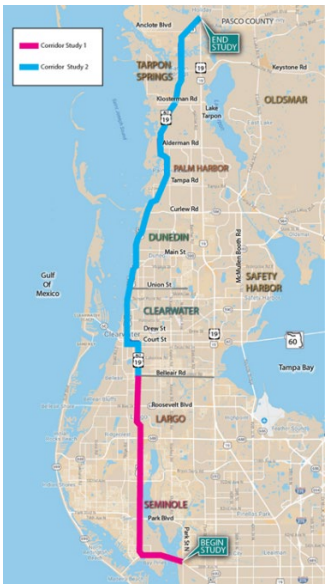


Photo Courtesy FDOT District 7 Studies.

- **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 liven, 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

Table 1: Metrics for Planning Healthy Communities

Domain	Sub-domain	Built Environment Assessment Indicators	Planning Policies
Active Living	Active Transportation	❑ Commute mode share ❑ Ratio of sidewalk and/or bicycle lanes to roadway miles ❑ Percentage of population living within a half-mile distance of frequent-service transit stops ❑ Street intersection density	Transportation demand management policies
			Legislation prioritizing funding for pedestrian/bike facilities
			Complete streets policies
	Recreation	❑ Network distance to park entrances and other usable public open spaces ❑ Acres of park land per 1,000 population ❑ 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	❑ 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	❑ Percentage of low-income population living in urban areas that are not within walkable distance of a full-service grocery store ❑ Percentage of farmers markets that accept SNAP/WIC ❑ Percentage of corner stores that have healthy food options ❑ 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	❑ 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	❑ 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	❑ 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	❑ Acres of brownfields that are not remediated	Policies prioritizing brownfield remediation and urban infill
Emergency Preparedness	Natural Hazards	❑ 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	❑ Percentage of population living in the storm surge area ❑ 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	❑ Number of waterborne disease outbreaks ❑ 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	❑ 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	❑ Jobs to housing ratio ❑ 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	❑ Number of street miles without streetlighting ❑ Violent crimes per 1,000 population ❑ 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 of American Planning Association.

SOLUTIONS

COMMUNITY CHARACTER & PUBLIC HEALTH

GOAL 1: 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 1.1: 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.

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.

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

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

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

- A nonconforming use is 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

1.1.5: 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 classifications are hereby adopted:

CITY OF LARGO'S LAND USE CLASSIFICATION / LOCATIONAL CRITERIA

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	
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.	0.5 Du/A*	0.30	0.60	**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

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.	1 Du/A*	0.30	0.60	natural resources such as aquifer recharge or groundwater resource areas to areas serving as a transition between more rural and more suburban residential areas.
Residential Suburban (RS) This classification is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are	2.5 Du/A*	0.30	0.60	**Residential Low Medium** This category is generally appropriate to locations ranging from rural areas distant from urban activity centers, to

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.				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.
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	5 Du/A*	0.40	0.65	

areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.				
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	7.5 Du/A*	0.40	0.65	

roadways which connect to the arterial and thoroughfare highway network.				
<u>Residential Low Medium (RLM)</u> 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.	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	
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.	15 Du/A*	0.50	0.65	**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.
Residential High (RH) This classification is generally	30 Du/A*	0.60	0.85	**Residential High**

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.				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.
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.	10 Du/A	0.40	0.80	**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

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.	18 Du/A	0.40	0.85	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.

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	
<u>Commercial General (CG)</u> 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.	24 Du/A	0.55	0.90	**<u>Retail & Services</u>** 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.
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	7.5 Du/A	0.40	0.75	**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.

conversion. These areas are typically in proximity to and served by the collector and arterial highway network.				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.
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	15 Du/A	0.50	0.75	

arterial and major thoroughfare highway network as well as mass transit.				
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.	N/A	0.65	0.85	**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.
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	N/A	0.75	0.95	**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

network as well as mass transit.				the arterial and highway network.

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	
Institutional (I) 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.	12.5 Du/A	0.65**	0.85	**Public/Semi-Public** 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 /Utility (T/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.	N/A	0.70	0.90	transportation access.
Recreation/Open Space This classification is generally appropriate to public and private open spaces and	N/A	0.25	0.60	**Recreation/Open Space** This category is generally appropriate to those public and private open spaces and recreational facilities dispersed throughout the county;

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.				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.
Resort Facility Overlay (RFO) 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	Same as the underlying use			**Resort** 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

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.				highway network, as well as Multimodal Corridors depicted on the Transit-Oriented Land Use Vision Map.
<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	24 Du/A	0.55	0.90	

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.				
Target Employment Center Overlay (TECo) 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.	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.			**Target Employment Corridor** This category is generally appropriate to those areas based on their size, concentration of, and potential for, target employment opportunities (ie. employers and industries paying above-average wages and producing goods and services for sale and consumption that import revenue to the community).

Activity Center (AC) 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.	See Activity Center Guidelines and Special Area Plans See Map 3: Activity Centers and Special Corridors	**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.

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	
Largo Mall Activity Center (LMAC) This overlay	See Special Area Plan (SAP) for the Largo Mall Activity Center			**Activity Center** Activity Centers are intended to

designation is both a major activity center and an area of regional importance.		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.
<u>Largo Tri-City Activity Center (LTAC)</u> This major activity center is classified into two overlay designations: A. Urban Scale – Medium to high-density residential developments, neighborhood commercial/retail, and office spaces. B. Transit Core Scale – Mix of high density/intensity transit-oriented commercial, office, residential,	See Policy 2.2.6, Table FLUE-2 for the Special Area Plan for the Largo Tri-City Activity Center	

and entertainment uses.		
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.	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	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

operation of these especially significant roadway corridors in following Pinellas County.				significant roadway corridors in Pinellas County.
<u>Preservation (P)</u> 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	**<u>Preservation</u>** 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.**

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-generation 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 FLUE-1.

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

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:

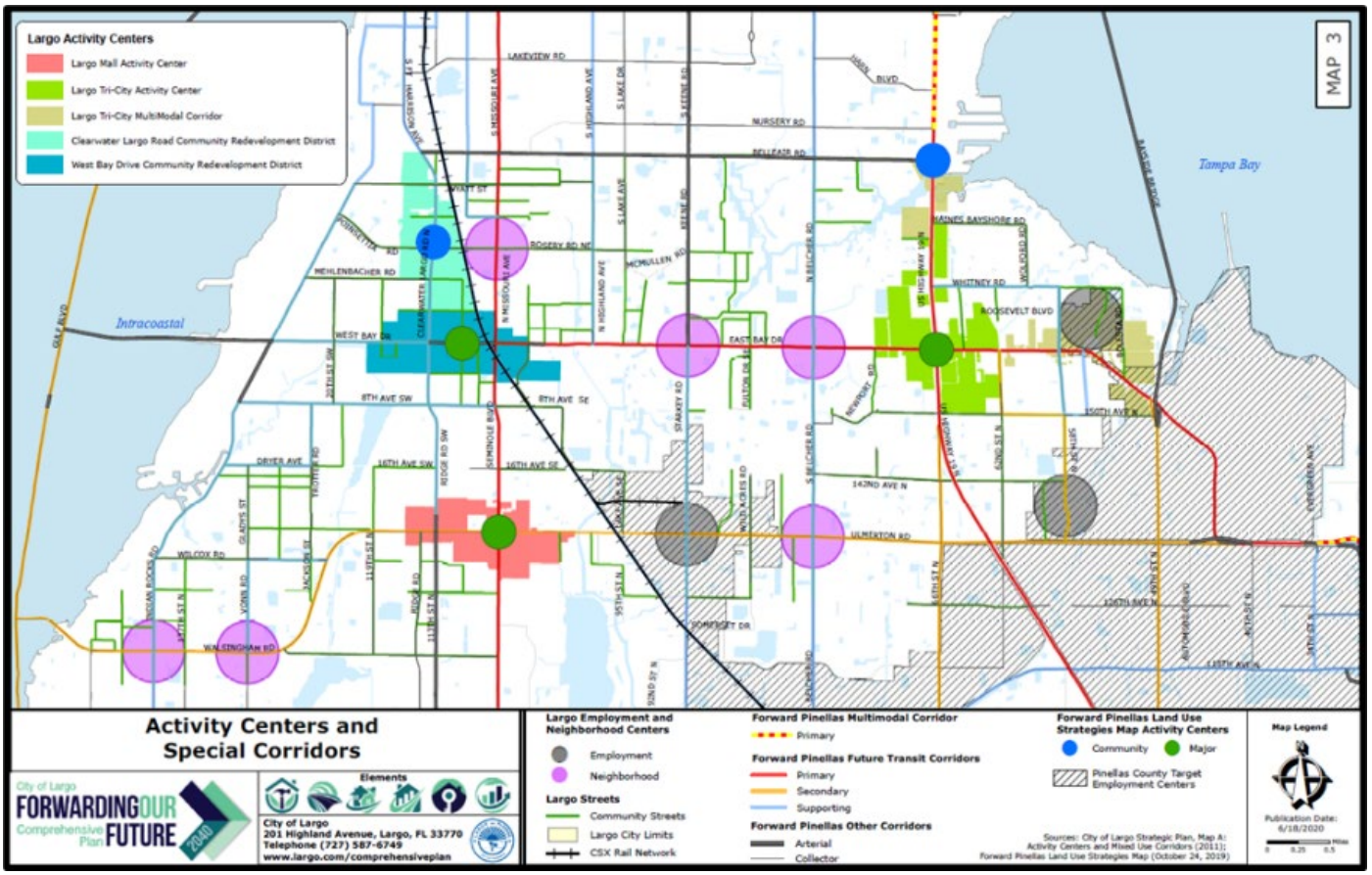
- Implement and maintain technology systems to integrate land use information with

- 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:

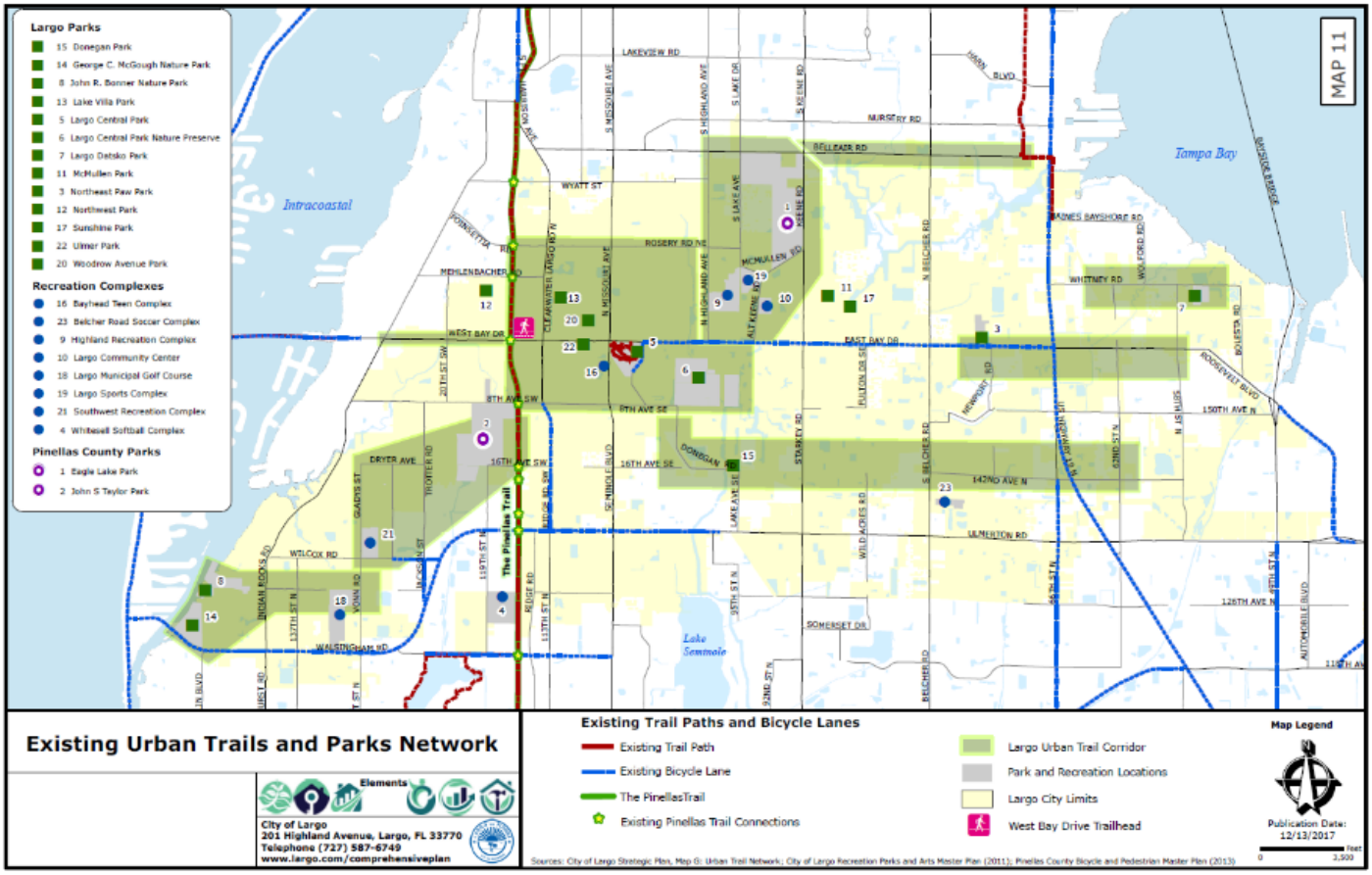
    - Employment Activity Centers
    - Multimodal Activity Centers
    - Community Redevelopment Districts
    - Downtown Largo Multimodal District
    - Largo Mall Activity Center
    - Major Activity Centers
    - Neighborhood Activity Centers
    - Multimodal Corridors
    - Community Streets
    - Urban 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.

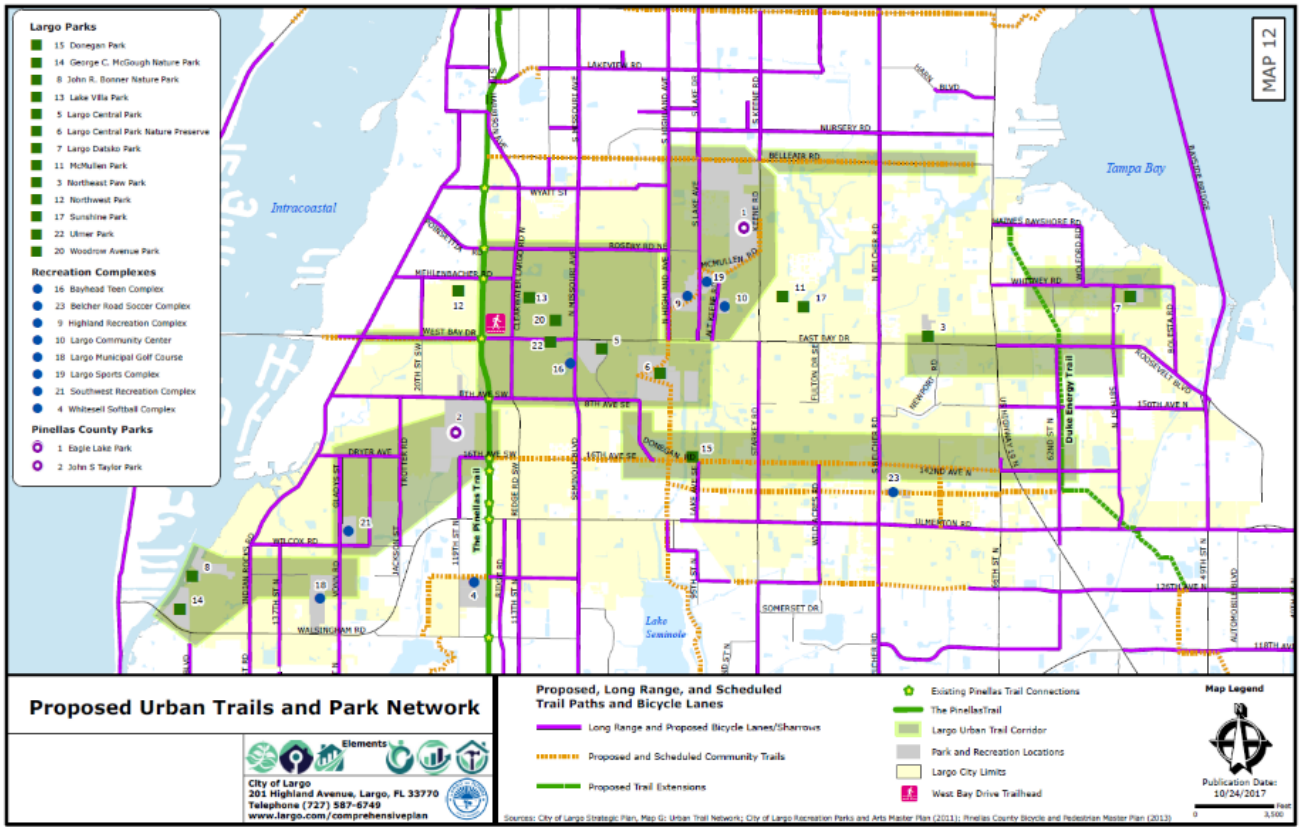
Map 3: Activity Centers & Special Corridors



Map 12: Proposed Urban Trails & Parks Network



Map 11: Existing Urban Trails & Parks Network



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 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).



Integrating placemaking principles which may include art activation and public art into core citywide systems for parks, new development, redevelopment, and public health. Photo Courtesy Umbrella Sky Project, Portugal.

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.

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.**

2.1.5: 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).

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.

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.

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 under-utilized 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.

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: LARGO TRI-CITY OVERLAYS

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).

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 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.

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., Brownfields)
- 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: Coordinate with the local chamber of commerce and the Florida Department of State to promote the City's historical, architectural, and cultural resources.

2.4.2: 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.

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 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**.
    - Shared-access street agreements include, rights'-of-way (ROW), cross-access easements or other agreements. Streets that could be turned into pedestrianonly 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.

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**

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 FLUE-1 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.

TRANSPORTATION ELEMENT

INTRODUCTION

For most of the last century, transportation systems were designed around the automobile and roadways were engineered to maximize traffic speeds and minimize congestion. This has led to sprawling communities where people depend on their vehicle to get to key destinations such as work, school, shops, grocery stores, and parks because of the distance or lack of safe connections. This is not a sustainable or desirable trend. This auto-centered focus has led to increasing roadway and infrastructure costs, inefficient land use patterns, detrimental environmental affects, increased injuries and deaths of bicyclists and pedestrians, rising obesity rates, and increased individual costs associated with vehicle ownership, which could be spent supporting the local economy.

Recently, this auto-centered focus has shifted and there is a recognition in the importance of planning for all modes of travel and all users, referred to as *multimodal transportation*. Complete Streets is a nationally recognized term that embraces this shift. Complete Streets are roadways designed to accommodate all users, including but not limited to, motorists, cyclists, pedestrians, and transit riders. Complete streets gives flexibility in design and acknowledges there is not a one-size fits all solution. This context-sensitive approach looks at the broader picture and responds to community context, including land use, population, density, safety issues, and other factors.

Coordinating transportation and land use planning is a key piece in being able to offer a more integrated and connected system. The diagram illustrates the

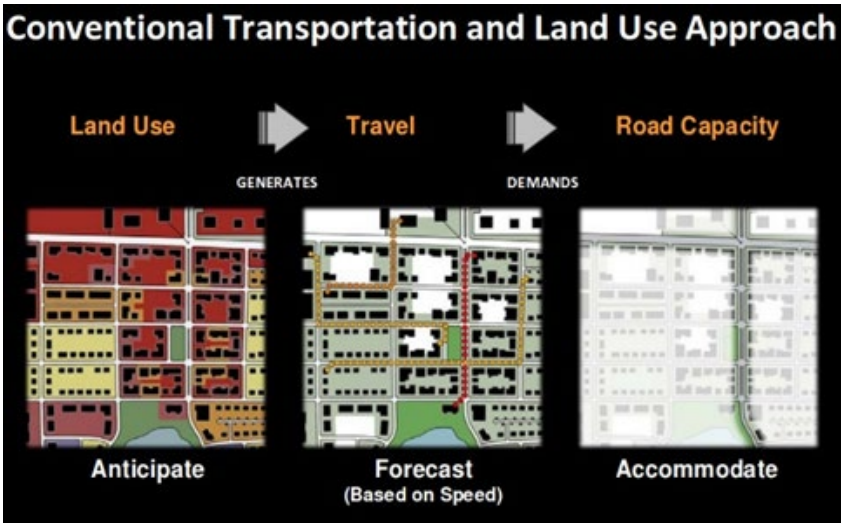
difference between the conventional and integrated planning processes and the results from each approach. The conventional approach leads to the need for more roadway capacity while the integrated approach leads to more efficient land use patterns due to planning for multiple modes of travel.

While there is renewed interest in planning for the safe travel for all users, the need to improve the City's roadways and to plan for more efficient movement of vehicles still exists. Today driving is still the only reasonable way to reach many destinations. Roads are vital to City's economy, as they provide routes for the transporting of goods to and from the City. They provide evacuate routes for people to safely leave the area during tropical storms and hurricanes. Increasing the opportunity for people to walk bike, and use public transit can help reduce congestion on the roads throughout the City.

The Transportation Element sets the framework for the development of a multimodal transportation system appropriate to the City and links the land use and transportation planning processes to improve the overall livability within the City. The intent is to provide for and promote public transportation, bicycle and pedestrian travel, improve accessibility and connectivity between modes, and encourage a compatible mix of land uses and densities to help make activity centers and multimodal corridors more functional, vibrant, and appealing.

KEY THEMES

- Transportation and Land Use Coordination
- Networks and Connectivity
- Mobility and Accessibility
- Regional Coordination and Collaboration



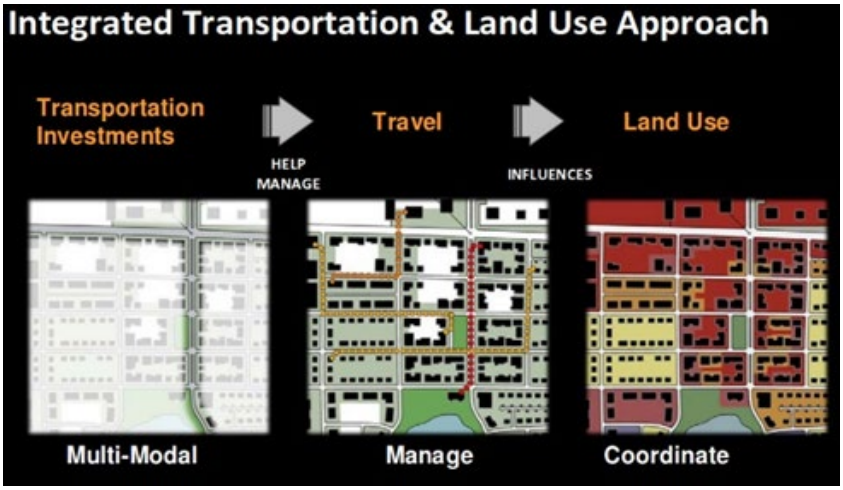
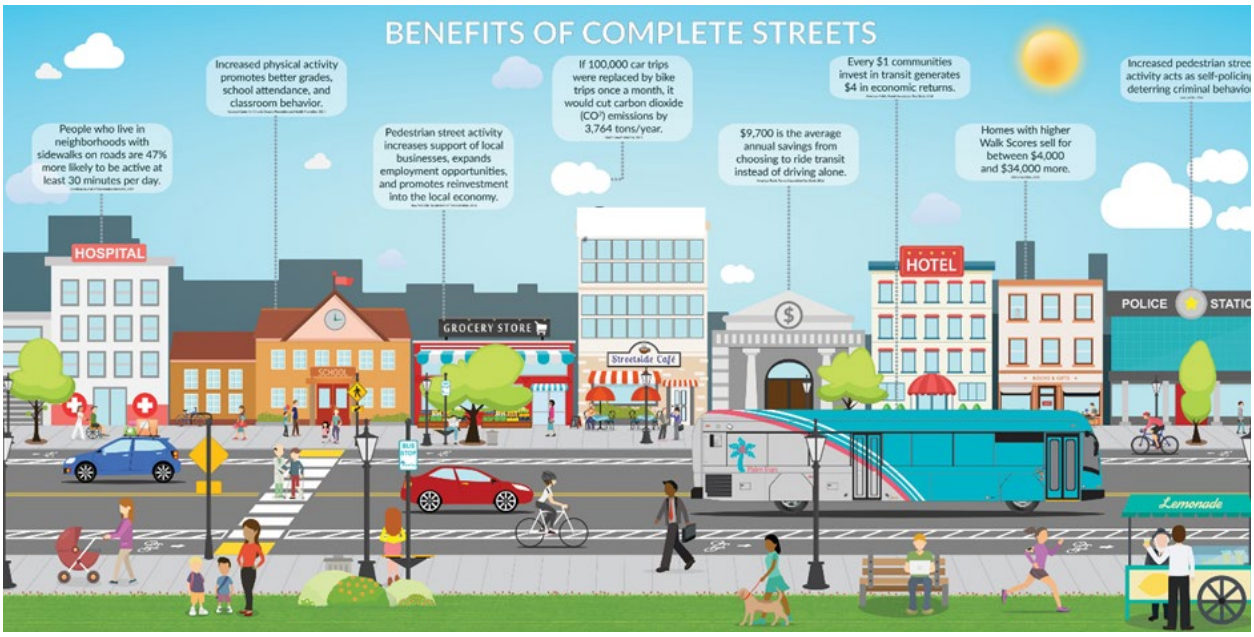


Diagram for Conventional vs Integrated LU/TR Planning.



10th Avenue Complete Streets Study: Envisioning the Future of Downtown. Photo Courtesy Sarasota/Manatee Metropolitan Planning Organization.

CURRENT CONDITIONS

The emphasis of Largo's transportation improvements have shifted towards improving, adding and connecting multimodal facilities and the City of Largo has taken significant steps to achieve this. In 2004, Largo engaged the community to develop the City's first Strategic Plan. Establishing a network of community streets and expanding parks, trails, and greenways were two of the four principles that were identified in the Plan. Community streets are Largo's version of complete streets with an emphasis placed on providing alternative ways to travel from neighborhoods to local destinations such as parks, recreation and cultural facilities, and daily services that may include dining and shopping. The community street and parks and trails principles work together to provide that safe alternative to traveling on major roadways.

Since the 2004 Strategic Plan adoption, numerous projects and initiatives have been completed, or slated to be completed, to expand the multimodal system throughout the City. Some of these efforts include:

- Adoption of the City Multimodal (2010) and Downtown Multimodal Plans (2013)
- Clearwater-Largo Road/8th Avenue SE/Central Park Drive streetscape improvements
- West Bay Drive Trailhead Project

The shift of strengthening the multimodal transportation system has also occurred at the state and regional level. Some significant changes include:

- 2014 - The adoption of a Complete Streets Policy by Florida Department of Transportation (FDOT)
- 2014 - Formation of Forward Pinellas, an integrated Metropolitan Planning Organization (MPO) and Planning Council to better integrate land use and transportation processes
- 2015 – Pinellas County, along with all local municipalities within the County, removed transportation concurrency and adopted the multimodal impact fee, which allows for fees generated to be spent on improvements that enhance alternate modes of transportation
- 2016 – Forward Pinellas dedicated a funding source to fund local government complete streets projects through a competitive process
- 2017 - Forward Pinellas partners with the City of Largo to develop the West Bay Drive Complete Street Concept Plan

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

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- 2060 Florida Transportation Plan
- Activity Center Guidelines
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan
- Congestion Management Process (CMP) Policies and Procedures Manual
- Community Development Block Grant (CDBG) Consolidated Plan
- Complete Streets
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- Countywide Trends and Conditions Report, October 2017
- Crime Prevention through Environmental Design (CPTED)
- Downtown Multimodal Plan

- FDOT's Five-Year Work Program
- FDOT U.S. 19 Pedestrian & Bicycle Safe Access to Transit Corridor Study
- Florida Department of Transportation Complete Streets Implementation
- Florida State Implementation Plan (SIP)
- Forward Pinellas (MPO) Transportation Improvement Plan (TIP)
- Low Impact Development (LID)
- Master Plan for the Gateway/Mid County Area
- "Advantage Pinellas" 2045 Long Range Transportation Plan (LRTP)
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Elements
- Pinellas County Transportation Disadvantaged Program
- Pinellas County Transportation Management Initiatives (TMI)
- PSTA Transit Development Plan
- Special Area Plan for the Largo Mall Activity Center
- Transportation Disadvantaged Program
- West Bay Drive Community Redevelopment District Plan
- West Bay Complete Street Concept Plan

B. People and Organizations

- Bicycle and Pedestrian Advisory Committee (BPAC)
- City of Largo Interdepartmental Traffic and Transportation Committee
- Community Traffic Safety Team
- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Pinellas County School Board (PCSB)
- Pinellas Suncoast Transit Authority (PSTA)
- School Transportation Safety Committee (STSC)
- Tampa Bay Area Regional Transportation Authority (TBARTA)

- Technical Coordinating Committee (TCC)

OPPORTUNITIES

The Transportation Element encompasses multiple strategies that can enhance Largo's transportation system that consists of a complex network of roads, sidewalks, trails, and public transportation. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will establish Largo as a more attractive top-choice destination. Largo has the opportunity to make travel safer and more efficient, create more mobility options and decrease the dependency on automobiles, which will in turn decrease congestion and provides an opportunity to plan healthy communities through active living and active transportation. Opportunities may be found through:

- Regional transit improvement activities,
- Land use policies that allow for an urban setting,
- Outside investment and funding sources,
- Roadway efficiency improvements, and
- Specialized local streetscape activities and beautification plans.

One example of an outside investment and funding sources is the Forward Pinellas Complete Streets Grant. The purpose of the Forward Pinellas Complete Streets grant program is to incentivize transportation investments so they serve as a catalyst for transformative redevelopment, particularly through the implementation of "Complete Streets" projects. Complete Streets are designed, operated and maintained for all users, regardless of age or ability, based on the context of the roadway and its surrounding area. Through collaboration with its committees and board, Forward Pinellas has developed an incentive program to assist local governments in planning, designing and constructing Complete Streets

projects. Largo's Community Streets are ideal candidates for this grant funding opportunity.

The City's transportation system is well positioned to continue enhancing the options available to travel to and about the City while creating a sense of community. Among the 2017 City of Largo Strategic Plan initiatives are "Develop an Active and Interconnected Downtown" and "Invest in Quality Infrastructure". A number of key projects are advancing these opportunities by increasing safe and convenient access to and from Largo's Downtown and to the greater Largo area and Countywide destinations:

- **Rosery Road Community Streets Project** – Rosery Road connects two neighborhood activity centers in north Downtown to the Pinellas Trail and Eagle Lake County Park. The corridor has been divided into two phases. Phase Improvements, from Pinellas Trail to Missouri Avenue, begin design in 2018 and is funded for construction in 2019. Phase II, from Missouri Avenue to Eagle Lake County Park, is programmed for design in 2022 and is planned for construction in 2023.



Rosery Road Phase I Improvements—view of proposed crosswalk rendering. Photo Courtesy Pennoni

- **West Bay Drive Reconstruction** – In 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 that transects Downtown. It experiences speeding and lacks bicycle accommodations, median refuges for pedestrians and has median designs that are unsafe for multiple modes of travel. The Complete Streets concept will connect the Downtown to the Pinellas Trail and Indian Rocks beach while making the roadway safer and more convenient for all modes of transportation.
- **Trail Head Improvements at West Bay Drive** – The objectives for the improvements to the West Bay Drive project are to enhance the overall aesthetics of the Trail and surrounding amenities, enhance connectivity and access at several locations between Washington Avenue and 4th Avenue NW, and leverage the proximity of the Downtown Largo with the Pinellas Trail overpass. This project includes multimodal transportation and aesthetic improvements such as monument signs and way-finding amenities, as well

as repair and rehabilitation of existing transportation infrastructure, such as mid-block crossings, sidewalks and curb ramps.



West Bay Trail Head —view from 12th Street SW of proposed pedestrian bridge restoration concept. Photo Courtesy cph

- **Pinellas Trail, Eagle Lake County Park, Duke Energy Trail via Rosery Road and Belleair Rd Urban Trail** – Rosery Road connects two neighborhood activity centers in north Downtown to the Pinellas Trail and Eagle Lake County Park. The corridor has been divided into two phases. Phase Improvements, from Pinellas Trail to Missouri Avenue, begin design in 2018 and is funded for construction in 2019. Phase II, from Missouri Avenue to Eagle Lake County Park, is programmed for design in 2022 and is planned for construction in 2023. The Belleair Urban Trail project would create a multimodal trail along Belleair Road from Keene Road east to the Duke Energy Trail (formally known as the Progress Energy Trail). The project would be dependent upon partnership with Pinellas County and the City of Clearwater. The project will develop a major east -west trail corridor providing connectivity between Eagle Lake Park, the Duke Energy Trail, U.S. Highway 19 and Datsko Park.

SOLUTIONS

Goal 1: Utilize Smart Growth and Complete Streets principles to create an equitable, balanced, sustainable, effective, and integrated multimodal transportation system that allows all users to travel safely and comfortably and is compatible with and supportive of the City's Future Land Use Element.

OBJECTIVE 1.1: Apply target Level-of-Service (LOS) standards to roadways, transit service,

and bike and pedestrian accommodations to improve mobility for all users consistent with land use policies and growth projections.

STRATEGIES:

- Improve the LOS for all modes of travel not just vehicular; and
- Utilize the Bicycle Level-of-Service (BLOS) and Pedestrian Level-of-Service (PLOS scores reported in the City of Largo Multimodal Plan to develop strategies to reach the targeted LOS for all Community Streets.

POLICIES

It shall be the policy of the City to:

1.1.1: The target for all county, state, and local roads within the City is to operate at **LOS** "C" for the daily average and "D" for peak hour (7 AM – 9 AM & 4 PM to 6 PM) with a volume-to-capacity (vtc) ratio of less than 0.9 (Map 7) or better.

- Roadway LOS is based primarily on travel speed on a scale of “A” through “F”. Road operating at peak hour LOS “E” and “F” are also referred to as “deficient” in Forwarding Our Future.

1.1.2: Transit service will be coordinated with Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA) and Pinellas County to provide transit access for all major traffic generators and attractors, with headways less than, or equal to, 30 minutes during the peak hour, and no greater than 60 minutes of headway during the off-peak hours.

1.1.3: Community streets (Map 4) should aim to achieve a BLOS of at least a “D.” Collector roads should aim to achieve a BLOS of at least a “C” and local roads should aim to achieve a BLOS of an “A”.

1.1.4: All arterial community streets should maintain or achieve a PLOS of at least a “C” and collector and local roads at least a “B.”

1.1.5: Continue the evaluation process to determine if more stringent targets for BLOS and PLOS should be applied for streets that provide direct access to, or are within a specified distance of certain key trip attractors, such as parks and schools.

OBJECTIVE 1.2: Direct high intensity/density and mixed-use development towards the City’s **activity centers and special corridors (**Map 3).

- Intended to include transportation corridors connecting Activity Centers, characterized by mixed-use development, and in particular, supported by and designed to facilitate transit.

STRATEGIES:

- Create an interrelated planning system to preserve neighborhoods, strengthen the local economy, improve community connectivity and identity, increase health and sociability, improve mobility, support regional transit, and reduce the environmental effects of automobiles;
- Work with Forward Pinellas to designate additional activity centers and multimodal corridors within the City to be displayed on the Transit-Oriented Land Use Vision Map and take the necessary steps to allow the City to increase residential densities, nonresidential intensities, and mixed uses within designated activity centers and multimodal corridors; and
- Collaborate with FDOT, Forward Pinellas and PSTA to ensure multimodal and transit objectives are being met within the City's activity centers and multimodal corridors.

POLICIES

It shall be the policy of the City to:

1.2.1: The activity centers and multimodal corridors designation will be applied in accordance with Countywide Rules and will require the following:

- Completion of a pre-application conference with Forward Pinellas staff;
- Delineation of a parcel specific boundary for the proposed activity center;
- Proposed densities/intensities;
- Proposed use types and mix; and
- Alignment with the Planning and Urban Design Principles purpose and objectives and consideration of best practices, as described in

the Countywide Plan Strategies.

1.2.2: Involve community members, business owners, developers, organizations, governmental agencies, and other relevant stakeholders at the earliest point possible in the activity center and multimodal corridor designation process and continue throughout the implementation phase.

1.2.3: Evaluate current transit facilities and connectivity to activity centers and regional destinations; identify improvements; and work with FDOT, Forward Pinellas, and PSTA to implement projects that support a safe, connected and convenient transit experience.

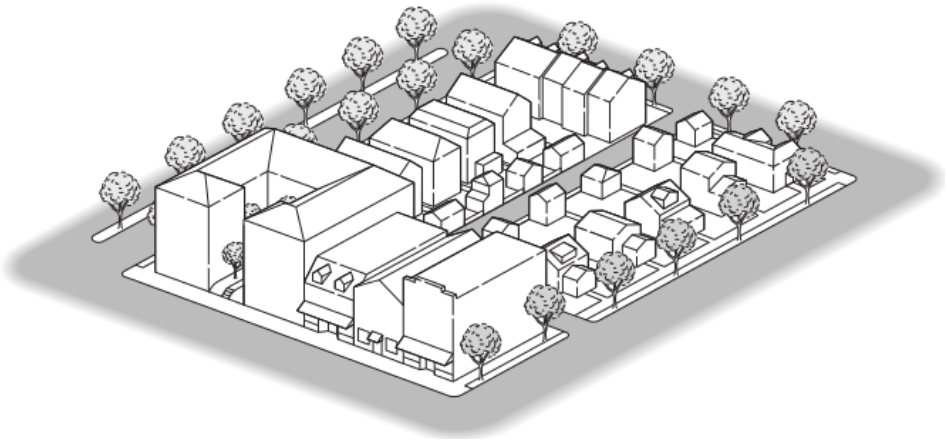
1.2.4: Create connections for cyclists, pedestrians, and transit users between the downtown and employment, education, and recreational hubs that allow for safe and convenient movement and helps unify the area as one district.

1.2.5: Utilize placemaking principles to create pedestrian friendly activity centers that possess a unique identity and offer a variety of activities and amenities desired by residents and visitors alike.

1.2.6: Strengthen the opportunity for the City's Activity Center Guidelines to be applied to (re)development by:

- Ensuring the guidelines are compatible with the Planning and Urban Design Principles contained within the Countywide Plan Strategies and revise if deemed necessary;

- Developing and utilizing style sheets and/or other graphic tools that illustrate preferred building, site, and street design, as well as, improvements for transit, mobility, stormwater management, landscaping, and public spaces;
- Ensuring the Activity Center Guidelines are provided to all development project applicants whose property falls within a designated activity center;
- Establishing polices and/or standards for the applicability of the Guidelines;
- Developing incentives to encourage application of the Activity Center Guidelines to site design and amending relevant plans and policies to include the incentives;
- Requiring multimodal impact fees generated by a development, when possible, to be utilized to construct needed multimodal improvements in the immediate vicinity of the development that provides the greatest benefit to the center or corridor; and
- Exploring the feasibility of developing **form-based codes** or other design guidelines, standards, and/or style sheets for major activity centers to guide (re)development to achieve community vision and maximize the use of infrastructure and taxpayers' dollars.



A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation. Photo Courtesy Form-Based Codes Institute.

OBJECTIVE 1.3: Develop a safe, well-connected, comfortable and convenient environment for cyclists, pedestrians, and transit users to provide alternative methods of transportation that reduce vehicle miles traveled (VMT), facilitate the creation of vibrant places, increase health and recreation opportunities, and reduce the carbon footprint.

STRATEGIES:

- Continue to implement recommendations made in the Largo Multimodal Plan and set a schedule to re-evaluate the Plan and update as needed; and
- Complete the sidewalk inventory and continue to update the inventory as new sidewalk projects are completed.

POLICIES

It shall be the policy of the City to:

1.3.1: Expand and improve the City's multimodal corridors, **community streets** and urban trail network by:

- Utilizing the Largo Multimodal Plan to guide the implementation of priority multimodal projects;
- Re-evaluating and updating priority multimodal projects and their

phasing in conjunction with the annual City budget update;

- Creating defined gateways and paths with increased signage, lighting, and other amenities that increase user comfort, safety, and sense of place;
- Developing urban design standards and mobility strategies that address bike and pedestrian safety and transit accessibility;
- Evaluating and addressing safety and connectivity at the intersections of community streets and neighborhood activity centers;
- Following the City Traffic Calming Policy to improve safety on community and neighborhood streets; and
- Identifying specific urban trail projects, funding, and implementation steps to increase safety, comfort, accessibility, and strengthen connectivity among neighborhoods, activity centers, and the regional trail system.



Community streets are described in the Strategic Plan as a “Citywide network designed to connect cyclists and pedestrians, as well as automobiles and transit from neighborhoods to local destinations, like activity centers, schools, and recreation areas. Photo Courtesy Rosery Road Phase I Design Concept.

1.3.2: Encourage public participation in community decisions with preferred routes and street design to ensure that such decisions result in streets that address user needs.

1.3.3: When possible, acquire right-of-way (ROW) to allow the opportunity to make desired street and trail improvements to enhance the experience of pedestrians and cyclists, and transit users.

1.3.4: Utilize features and strategies that improve the comfort and safety of pedestrians, cyclists, and transit users that helps achieve the goals contained within the Placemaking Element. This may include, but is not limited to:

- Pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transit stops and facilities;
- Street trees, landscaping, and planting strips, including native plants where possible, to buffer traffic noise, and protect and shade pedestrians and cyclists;
- Reduce impervious surface through utilization of Low Impact Development (LID) standards to lessen surface water runoff; and
- Use Crime Prevention through Environmental Design (CPTED) strategies to increase safety for pedestrians, cyclists, and other users.

1.3.5: Provide sidewalks, crosswalks, pedestrian signals, public transit stops and facilities, and other enhancements within the public right-of-ways that are compliant with the Americans with Disabilities Act (ADA) and meet the needs of people with different types of disabilities and people of different ages.

1.3.6: Continue to serve on Forward Pinellas' Bike and Pedestrian Advisory Board (BPAC) and other relevant committees to participate in the planning, coordination, and identification of funding sources for trails and multimodal improvements.

1.3.7: Coordinate with FDOT, Forward Pinellas, Pinellas County, Community Traffic Safety Team and other relevant organizations to identify areas that are unsafe for cyclists and pedestrians through the analysis of accident data and results of walkability/bikeability audits; and develop solutions and appropriate funding sources for corrective actions.

1.3.8: Coordinate a public education campaign with FDOT, Forward Pinellas, local law enforcement agencies, and other relevant organizations on bicycle and pedestrian rights and rules of the road for all users.

1.3.9: Provide children with a safe and convenient opportunity for walking and bicycling to school by:

- Bringing all school zones into compliance with FDOT standards;
- Enhancing the visibility of crosswalks through signage, pavement markings, lighting, or the addition of artistic painted crosswalks;
- Continuing to provide crossing guards to enable safe street crossings for students;
- Improving trail, pathway, and sidewalk connections from surrounding neighborhoods to schools; and
- Support efforts to receive Safe Routes to School Funding (SRTS) through collaboration with FDOT, Forward Pinellas, Pinellas County School Board (PCSB), local school staff, parents, and students.

1.3.10: Continue to operate the City's Interdepartmental Traffic and Transportation Committee to address residents' safety concerns to maintain safe neighborhood streets.

OBJECTIVE 1.4: Apply a **context sensitive approach** to the design of multimodal infrastructure improvements.



The collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving the aesthetic, historic, community, and natural environmental values.

STRATEGIES:

- Support and collaborate with the FDOT on implementation of plans that support their Complete Streets Policy as a way to develop solutions tailored to individual areas and roadways; and

- Develop a project prioritization method for multimodal infrastructure improvements, identify funding sources, coordinate the implementation of plans, and develop measures to assess project success.

POLICIES

It shall be the policy of the City to:

1.4.1: Support the design guidelines contained within the Multimodal Plan and Downtown Multimodal based on the functional roadway classification, field and crash data collected, and calculated multimodal LOS, while considering the needs of the community and acknowledging constraints, such as funding rightof-way constraints.

1.4.2: Retain ROW adjacent to the Pinellas Trail, which have been developed as roadways, to preserve potential cyclist/pedestrian access points.

1.4.3: Evaluate and develop a prioritization methodology when making infrastructure improvements with consideration of the following:

- Location within or in close proximity to:
    - Activity Center;
    - Community Redevelopment District (CRD);
    - Community Street, Multimodal Corridor;
    - Evacuation route;
    - School zone;
    - Community Development Block Grant (CDBG) eligible area;
    - Difficult to Develop Area (DDA);
    - Downtown Multimodal District,
    - Urban Trail Network;
    - Area not achieving adopted LOS;

- Area with a large number of cyclists, pedestrians, and/or transit users; or
- Identified by the community as a high priority area.

- Safety concerns:
  - High number of accidents;

- Land use and built environment characteristics:
  - Density;
  - Land use that promotes pedestrian activity; or
  - Contains large employment base.

- Consistency with State, Regional, and City multimodal plans and policies;
- Cost effectiveness;
- Availability of funding (Internal or external) for improvement;
- Opportunities for partnerships;
- Availability of needed ROW; and
- Multi-infrastructure project coordination.

1.4.4: Provide an alternative accommodation along arterial and collector roadways for safer bicycle travel, by including wide sidewalks as part of the roadway improvement, when on street bicycle facilities cannot be accommodated.

1.4.5: Preserve alleys in the downtown as a secondary means for access, to help meet demand for on-street parking, and provide for service delivery and pickup.

1.4.6: Develop fiscally responsible strategies that address project timing and funding sources for making improvements to the City's transportation system by:

- Ensuring coordination of planned reconstruction of streets, development projects, utility projects, and other existing funding streams;
- Evaluating funding sources that are available within the City and actively pursue funding from state, federal, and other sources; and
- Utilizing multimodal impact fees, when available, for improvements and exploring dedication requirements for new development to create paths and connections.

OBJECTIVE 1.5: Encourage (re)development that supports the expansion of an accessible, connected, convenient, equitable, and sustainable citywide multimodal transportation system.

STRATEGIES:

- Ensure the CDC is consistent with the intent of the policies within Forwarding Our Future 2040 and amend if necessary; and
- Continue to work with the development community to support the desired growth pattern of the City.

POLICIES

It shall be the policy of the City to:

1.5.1: Manage the impacts of development projects and improve the multimodal network through the land use map amendment and development review processes by:

- Enforcing relevant policies contained within the Countywide Plan, MPO Long Range Transportation Plan, Comprehensive Plan, Comprehensive Development Code, Multimodal Plan, Downtown Multimodal Plan, and other relevant plans;
- Requiring developers and future land use map amendment applicants to conduct a traffic impact study, which includes mitigation strategies, when projects are located on "deficient roadways," when projects will generate a significantly larger amount of traffic than a previous use, and when projects have unique traffic issues, including but not limited to, operational or safety concerns, or as deemed necessary by the DCO;
- Requiring multimodal impact fees generated by a development, when possible, to be utilized to construct needed multimodal improvements in the immediate vicinity of the development; and
- Negotiate with and/or require developments along any segment of a planned community street, multimodal corridor, trail, or other bike/pedestrian project, to construct the portion of the facility abutting this property. Developments may provide an easement or dedicate a minimum of 20 feet for future construction of the facility to address any applicable multimodal development standards, mitigate impacts to the transportation system, and/or in exchange for Multimodal Impact Fee credits.

1.5.2: Require site plans to address accessibility for cyclists and pedestrians.

1.5.3: Coordinate access management review with FDOT as part of site plan approval process and encourage cross-access easements, when appropriate, for more efficient movement of vehicles and less conflict points for cyclists and pedestrians.

1.5.4: Prohibit new residential driveways and private garages from having

direct access to arterial streets where access from a lower street classification is available.

1.5.5: Provide safe and efficient vehicular circulation that is compatible with cyclist and pedestrian access to buildings and movement around the site while minimally interrupting the traffic flow of the roadway.

1.5.6: Coordinate with PSTA to ensure that transit station needs and potential bus service headway improvements are coordinated with the construction of large-scale development projects.

1.5.7: Encourage buildout of an urban roadway network that enhances connectivity and traffic circulation. This should include allowing developments access to multiple adjacent roadways.



A Public Plaza Plan for underused dangerous intersection reimagined in NYC. Photo Credit Ten Principles for Building Healthy Places, Urban Land Institute.

1.5.8: Establish parking lot design guidelines that promote safe and efficient traffic circulation that address the following:

- Minimize the use of "Dead End" parking;
- Provide safe pedestrian access to buildings from parking areas, off-site sidewalks, and bus stops;
- Minimize parking search patterns;
- Cross access easements for commercial properties;
- Promote the integration of landscaping; and
- Adequately address ADA parking.

OBJECTIVE 1.6: Collaborate with relevant government agencies and organizations to plan and implement a safe multimodal transportation system in coordination with appropriate land uses, to increase mobility, reduce dependency on single occupant automobiles, protect roadway capacity and enhance the aesthetic qualities of roadways.

STRATEGIES:

- Partner with Forward Pinellas, Tampa Bay Area Regional Transportation Authority (TBARTA), PSTA, and FDOT for joint studies, funding resources, and planning and implementation of projects;
- Continue participation and collaboration with Forward Pinellas' Technical Coordinating Committee (TCC), BPAC, and other relevant transportation related committees and working groups to ensure that City projects and priorities are represented on a regional level and to gain and share knowledge; and
- Measure the number of joint planning studies and/or projects underway with City participation.

POLICIES

It shall be the policy of the City to:

1.6.1: Support Countrywide Plan Rules and Strategies when evaluating FLUM amendments and updating and developing City plans and programs.

1.6.2: Participate in the planning, updating and/or implementation of relevant state and regional plans, programs, and initiatives and ensure consistency with City plans and capital improvement investments. At a minimum this will include, but is not limited to:

- Florida State Implementation Plan (SIP);
- FDOT's Five-Year Work Program;
- 2060 Florida Transportation Plan;
- MPO's Long Range Transportation Plan (LRTP);
- Congestion Management Process (CMP) Polices and Procedure Manual (March 12, 2014);
- MPO's Transportation Improvement Program (TIP);
- PSTA's Transit Development Plan;
- MPO's Bicycle Pedestrian Master Plan Facilities Element;
- Assessment of right-of-way needs, roadway functional classifications, and access management standards; and
- Future Transit Stations Plans

1.6.3: 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 a 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.

1.6.4: Participate in any future planning efforts that would advance the opportunity for enhanced regional transit, which could include bus rapid transit (BRT), high speed rail, and transit- oriented development (TOD) standards and plans.

1.6.5: Support ride-sharing, van pooling, and the efforts of the Pinellas County Transportation Management Initiatives (TMI), which encourage employers to participate in such efforts as transportation management plan strategies.

1.6.6: Support efforts that plan for emerging transportation technologies including the use of data, applications, autonomous vehicles, and other technology to create a safer, more efficient and cost-effective system.

1.6.7: Support state and regional freight strategic planning efforts, improve signage and lighting along designated truck routes, and work to identify alternative routes if there are concerns with cyclist and pedestrian safety and inconsistency with community vision and land use context for a particular corridor.

1.6.8: Through collaboration with Forward Pinellas and PSTA continue to identify and monitor the unmet **transportation disadvantaged** needs within the City, provide residents with information on the Pinellas County Transportation Disadvantaged Program; and maintain an inventory of the residents that would be affected by an evacuation order.

- Transportation disadvantaged are those persons who because of physical or mental disability, income status, or age are

1.6.9: Continue to work with Pinellas County to assess the transportation system's ability to provide for safe evacuation of the public and make any needed changes to existing and future evacuation routes, shelters, and zones (Map 13).

SOLUTIONS

Goal 2: Utilize Vision Zero principles to create an effective transportation network that allows all users to travel safely and provides safe multimodal transportation options for all residents and visitors.

OBJECTIVE 2.1: Eliminate traffic/transportation-related deaths and serious injuries.

STRATEGIES:

- Understand that traffic fatalities are preventable and are often a result of a disinvestment in necessary transportation and pedestrian infrastructure
- Design and maintain a transportation system where human error does not result in loss of life or severe injury.

POLICIES

It shall be the policy of the City to:

2.1.1: Safety is a top priority for the City of Largo's transportation system. The city commits to working towards its goal of zero transportation-related deaths and serous injuries through Safe Streets Pinellas and Vision Zero.

2.1.2: The City of Largo recognizes that safety is a top priority for its transportation system and requires a collaborative approach to eliminate transportation-related deaths and serious injuries. This

includes a multidisciplinary approach, including but not limited to public health, law enforcement, land use planning and engineering.

2.1.3: The City will use a Safe Systems approach to implement Vision Zero

2.1.4: The City recognizes that that death and serious injury is preventable on the transportation network and is therefore unacceptable. A balanced approach that includes education. engineering. equity, emergency response and enforcement is necessary.

2.1.5 Transportation-related deaths and serious injuries impact all residents of The City of Largo, particularly vulnerable roadway users and the low-income and minority communities. Equity is a key component in achieving the goal of zero deaths and serious injuries.

2.1.6 The City will work with partners to ensure Vision Zero/Safe Streets considerations in a range of disciplines. including land use planning. roadway design. access management. transportation system maintenance. emergency response and law enforcement.



Key Principles and Elements of the Safe Systems Approach

HOUSING ELEMENT

INTRODUCTION

Housing is one of the most important aspects of people's lives. It not only provides shelter, but also a place to sleep, relax, have personal space, and a place to raise a family if someone choses. Affordable, safe, and stable housing is vital to the well-being of people. In addition, the location of housing and its relationship to transportation systems, jobs and services is essential to the sustainability of a city. Do people have the option to walk or bike to desired destinations such as work, school, restaurants, shops, parks? Do they feel safe in their neighborhood? Is there a sense of community among residents? Answers to these questions are just some aspects that contribute to the level of desirability of a city, neighborhood or residence.

How cities plan, design, rehabilitate, preserve and manage housing has long-term effects on the overall livability of a city. Expanded housing choices are needed to keep up with the changing demographics and trends. Increasing the density in key areas, such as activity centers, is one way to accommodate new households without displacing long-term residents. Increased density results in less auto-dependency and create more walkable communities, which supports both the Future Land Use and Transportation Element goals.

KEY THEMES

- Mixed-Income Housing
- Housing Variety
- Aging-in-Place
- Accessibility
- Sustainability

WAYS TO ACHIEVE BALANCED HOUSING:

- Ensure fair housing opportunities for all residents
- Provide a diverse mix of housing types to serve residents of various incomes
- Improve and preserve existing neighborhoods and housing
- Ensure sufficient land inventory that allows for residential use
- Address the location of housing, such as locating units along major transportation corridors, as well as near transit systems and major employment centers
- Remove regulatory barriers for affordable housing
- Address special housing needs for the elderly, persons with disabilities, large families, and the homeless
- Adequate infrastructure should be available for all existing and new housing to support residential uses
- Address energy efficiency design for residential development
- Provide incentives for development of affordable housing
- Use State and Federal government funding to assist in affordable housing development, and maintenance and rehabilitation of existing residential units.
- Coordinate and collaborate with housing and service providers and developers

CURRENT CONDITIONS

Largo is a built out city that has a mix of housing with a density of 4597 people per square mile, which is significantly higher than Pinellas County as a whole. Increasing densities in key locations will be essential to the desired growth.

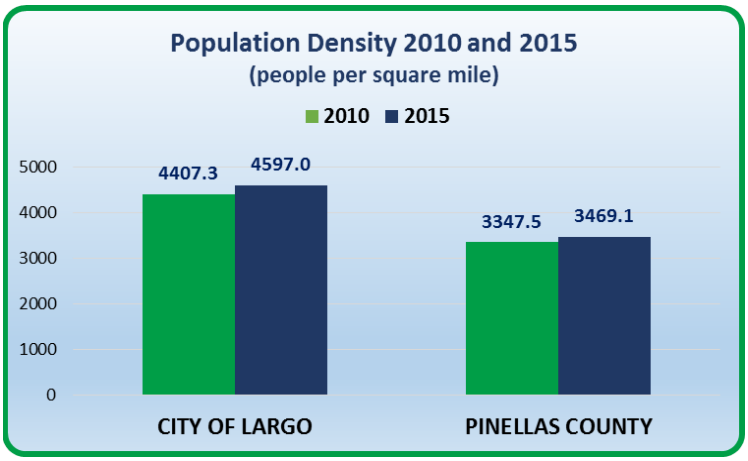
The most recent shift in national trends is the desire of Millennials to live in walkable, vibrant areas with access to transit, shopping and dining options. Millennials, born 1980 to 1999, outnumber the giant baby boomer generation. This generation now moves to cities for their “great places” not just for the jobs anymore. They have less of a desire to drive and are open to other modes of travel, which strengthens the need to connect housing with employment and transportation options.

There is also a need to plan for our aging population who will become less car dependent due to inability to drive. All research indicates that aging adults want the ability to “age-in-place.” For some this means staying in their homes. For others this means staying in their neighborhood but for all it means remaining as independent as possible. That can include having access to public transit, having a home that is wheelchair accessible, and access to services for their daily needs. Many times seniors have fixed incomes, which may only include social security, so housing affordability is essential to their well-being. 36.4% of the households in Largo is headed by a person age 65 or older. This will have a major impact on future housing needs.

Housing is usually the single highest expense that a person incurs and consequently can have substantial impact on an individual’s quality of life. The general rule is that a person should not spend over 30% of their income on housing expenses to be considered affordable. Unfortunately, large portions of Largo residents are not able to achieve this. When this is not achieved, it is termed “cost burdened.”

The City’s Housing Division manages several housing programs to income-qualified residents to help lessen the burden of the cost of housing. These programs focus on improving low-and moderate-income neighborhoods and households by increasing home ownership levels, maintaining existing community

housing resources, improving neighborhood infrastructure, and providing financial incentives for the construction of new affordable housing.



Bar Graph of Population Density between 2010 and 2015.

Summary	Census 2010	2016	2021
Population	77648	82,244	86,155
Households	38022	39,625	41,239
Families	19573	20,708	21,445
Average Household Size	2.02	2.05	2.07
Owner Occupied Housing Units	23338	22,871	23,559
Renter Occupied Housing Units	14684	16,754	17,679

Table of population based on the 2010 Census and 5-year predictions of 2016 and 2021.

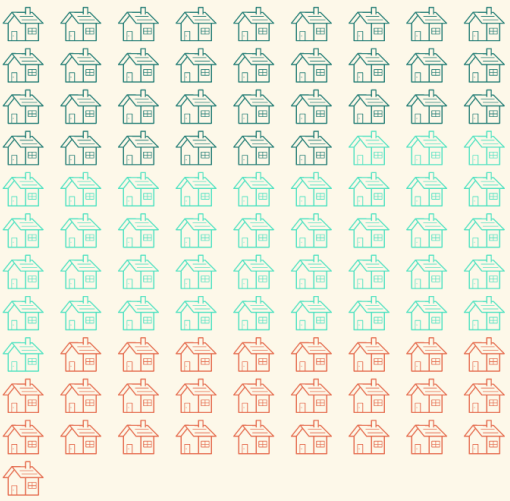
HOUSING
current conditions

Cost Burdened Households

2015/Shimberg

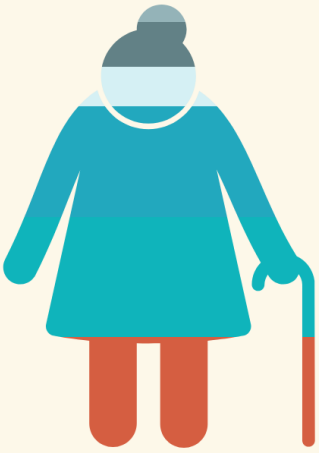


Spend 50%+ (34.43%) Spend 30%+ (65.57%)



Single Family (33%) Multifamily (40%)
Mobile Homes (27%)

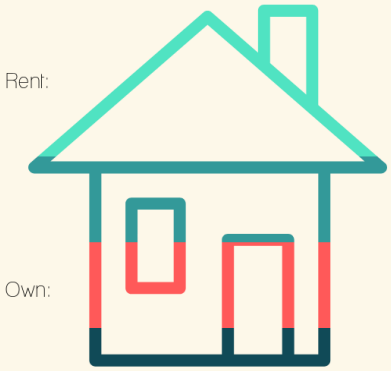
Elderly (65+) Households



65+ (25%) 45-64 (27%) 25-44 (25%) 15-24 (9%)
5-14 (10%) under 5 (4%)

Renters vs. Homeowners

Cost Burdened Households



50%+ (10.69%) 30%+ (23.66%) 50%+ (23.66%)
30%+ (41.98%)

Sources: Estimates and projections by Shimberg Center for Housing Studies based on 2010 U.S. Census data and population projections by the Bureau of Economic and Business Research, University of Florida.

REFERENCE MAPS

Map 1: Future Land Use

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridors

Map 8: Pinellas Suncoast Transit Authority Network (PSTA)

Map 13: Evacuation Routes, Shelters, and Zones

Map 15: Historically Significant Properties

Map 19: Special Flood and Coastal High Hazard Areas

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- City of Largo Affordable Housing Development Program
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Homestead Programs
- City of Largo Housing Rehabilitation Program
- City of Largo Rental Rehabilitation Programs
- Community Development Block Grant (CDBG) Consolidated Plan
- Pinellas County Land Bank
- Pinellas County Low Income Rental Assistance Program
- Special Area Plan for the Largo Mall Activity Center
- State Housing Initiative Partnership (SHIP) Program

B. People and Organizations

- Continuum of Care (COC) Network
- Pinellas County
- Pinellas County Housing Authority
- Pinellas County Housing Finance Authority
- Pinellas County Housing Trust Fund
- Pinellas County Office of Human Rights

OPPORTUNITIES

The Housing Element encompasses multiple strategies that can enhance Largo's livability, housing attractiveness, and convenience of neighborhoods. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals to balance the housing market to serve the current and attract future residents. Opportunities may be found through:

- Compact infill housing and urban densities – In recent years a number of residential infill projects have been approved including multi-family apartments and Townhomes. These types of projects are an example of higher density residential developments that can provide future housing opportunities. These opportunities can include an option for density bonuses to provide affordable housing. In future years, these types of developments will be key to continue to grow the city, provide a diversity of housing options and to provide housing closer to employment services and transportation options. The referenced projects include the 158 Ridge Apartments, Boulevard Apartments, the Charleston Apartments, Highland Townhomes, Orange Blossom Trail Townhomes, and Whitney Townhomes; while some other projects involve replating larger single family lots to accommodate more single family units on smaller lots;
- Capitalizing on the shifting demand for convenient and urban lifestyle locations with land use policies to help the City create nodes of affordable,

mixed use, and compact urban neighborhoods and in turn regenerate a significant portion of the City's declining housing stock;

- Encouraging developers to include affordable housing units in new developments in exchange for higher density will increase the City's overall housing stock;
- Reducing the proportion of cost burdened households that are renting with the more cost effective alternative of ownership through programs designed to help low to moderate income families make the transition from renting to owning;
- Continuing property rehabilitation assistance programs for low to moderate income families and revitalizing target neighborhoods to improve affordable housing conditions through state and federal funding sources;
- Community outreach through Code Enforcement and Police Department to identify properties to be improved through City low to moderate income programs;
- Continuing to support private organizations that help end homelessness and protect fair housing rights; and
- Diversifying housing types.

Studies have shown Pinellas County housing market is currently underserved in providing diverse and affordable housing options for residents, and that trend is expected to continue. Exploring opportunities to diversify housing types in the City of Largo is an essential strategy. One solution is to provide an alternative from the standard single family or mid-rise/high-rise condominium and apartment options that can accommodate more people without changing the character of existing neighborhoods. The term "Missing Middle" is used to describe this type of compact multi-unit, low-rise housing, which falls in between lower-density single-family neighborhoods and denser multifamily buildings, and is designed to encourage walking, biking, and transit use. It encompasses a variety of styles,

including shotgun, skinny, duplex, triplex, fourplex, courtyard apartment, bungalow court, townhouse, multiplex, and live/work units. Missing Middle housing helps create urban, walkable communities with smaller residences located close to goods and services. It serves a broad audience: first-time home buyers, smaller families, couples, retirees looking to age in place, adults with disabilities, car-free households, and many others. Missing Middle housing can be a viable option to provide a wider selection of housing choices across income levels because of its land cost savings and appeal to various households. Missing Middle housing types can pose challenges because they don't fit neatly into traditional land use designations; they are typically too dense for single-family neighborhood zoning districts, but not large enough in scale for multifamily zoning, where regulatory standards and the real estate market encourage larger and denser developments.

Exploring amendments to local development standards to allow for higher densities, narrower lots, smaller setbacks, and higher floor area ratios can encourage quality Missing Middle housing by removing barriers in the permitting process that discourage this type of development.



Whitney Town Homes Front Elevation Concept. Photo Courtesy Fraze Design

SOLUTIONS

GOAL 1: Ensure the availability of decent, safe, sanitary, and **affordable housing** to meet the needs of all current and future residents with varied needs, desires, incomes, and ages.

OBJECTIVE 1.1: Balance the delivery of different housing types, unit sizes and locations to meet the changing needs of current and future residents with an emphasis on the provision of affordable housing.

STRATEGIES:

- Track the mix of existing housing types within the City, compared with projected need as measured in the data analysis for the Community Development Block Grant (CDBG) Consolidated Plan every five years;
- Track the number of additional affordable housing units created or financial assistance provided for the development of such units by the City through the City's Affordable Housing Development and Homestead Programs; and
- Explore the need and feasibility of additional types of housing that could increase the affordable housing stock.

POLICIES

It shall be the policy of the City to:

1.1.1: Provide financial service and development incentives to support the private sector's ability to provide housing units with the strongest focus on supplying housing units that serve the greatest needs of the residents based on current demand levels.

1.1.2: When available, utilize federal and state grants to offset impact fees

for non-profit affordable housing developers when constructing new affordable housing units.

1.1.3: Maintain a one-stop development process to provide efficient development services, whereby coordination of permit/site plan review occurs within one City Department.

1.1.4: Annually monitor and evaluate the housing supply, and, if necessary, identify changes to the CDC and housing assistance programs to ensure the demand for affordable housing is met.

1.1.5: Coordinate with Pinellas County to develop and implement the CDBG Annual Action Plan and five-year Consolidated Plan, including data collection and analysis of the housing stock and housing demand.

1.1.6: Provide for sufficient residential future land use densities or density bonuses to maintain a reasonable cost per unit for land that will enable the private sector to develop quality affordable housing units.

1.1.7: Review all City policies, prior to adoption, to determine their impact on the cost of housing.

1.1.8: Promote the provision of a balanced housing mix by encouraging developments that provide housing for a variety of income ranges and/or unit sizes.

1.1.9: Encourage the retention of mobile home/manufactured home communities, without a history of code violations, as a way to maintain the City's affordable housing stock.

1.1.10: Research the appropriateness of the development and adoption of inclusionary land use tools intended to facilitate the creation of affordable housing.

1.1.11 Research the need to expand the areas where affordable housing developments are the most highly incentivized, and if deemed necessary, revise the current CDC and associated plans.

1.1.12 Explore the options of allowing a greater variety of housing types and sizes, including accessory dwelling units in expanded areas of the City and **tiny homes** as a possible solution for aging-in-place and affordable housing.

OBJECTIVE 1.2: Preserve and upgrade the existing housing stock in the City.

Strategy:

- Track the number of substandard homes improved to at least minimum Housing Quality Standards (HQS) through home rehabilitation/replacement projects.

POLICIES

It shall be the policy of the City to:

1.2.1: Work with the City's Code Enforcement Division to identify houses that are below minimum **Housing Quality Standards (HQS)**, and utilize the housing rehabilitation/replacement programs, where possible, to bring the houses up to the minimum HQS.

- HQS helps HUD and local Public Housing Authorities (PHAs) accomplish that goal by defining “standard housing” and establishing the minimum quality criteria necessary for the health and safety of program participants.

1.2.2: Utilize the **Rental Rehabilitation Program** to ensure the availability of safe and decent affordable rental units and as a method to correct code/safety problems when appropriate.

- This program provides loan financing and project management assistance for performing code-related repairs to affordable rental housing

1.2.3: Facilitate an Affordable Housing Development program targeted at purchasing, rehabilitating or replacing dilapidated housing structures with improved/new affordable housing to eliminate blight in neighborhoods and maintain the affordable housing.
stock.

OBJECTIVE 1.3: Build and promote partnerships and collaboration to support affordable housing and associated services.

Strategy:

- Reach out to new organizations that support affordable housing and associated services to provide education and/or services to Largo residents.

POLICIES

It shall be the policy of the City to:

1.3.1: Leverage City resources with lending institutions, the development community, and community organizations to support affordable housing.

1.3.2: Utilize federal, state, and other resources available to provide and maintain affordable housing and create homeownership

opportunities.

1.3.3: Coordinate the City's Rental Rehabilitation Program criteria with the Low Income Rental Assistance Program administered by the Pinellas County Housing Authority to ensure that rental rates of affordable housing units are consistent with the maximum rental rates that are allowed under the State Housing Initiative Partnership (SHIP) Program.

1.3.4: Financially support organizations that provide housing assistance and services to the City's income-eligible residents, special needs residents, and the homeless, when funding is available.

1.3.5: Support **income-eligible households** through City-assisted housing services, including foreclosure prevention, eviction protection, rental start-up fee grants, utility connection deposit grants and homebuyer counseling and seminars when funding is available.

- Related to the City's affordable housing programs, households earning 120% or less of area median income, adjusted for family size. Categories of eligibility include: less than 30% of area median income (extremely low); between 31-50% (very-low); between 51-80% (low); and between 81-120% of area median income (moderate).

1.3.6: Facilitate partnerships between developers and Pinellas County to utilize funds from the Pinellas County Land Bank administered through the Pinellas County Housing Finance Authority to make land available for mixed-income housing projects that include an affordable housing component.

1.3.7: Continue to administer the City's portion of the Pinellas County

Housing Trust Fund for the purpose of supporting affordable housing projects and programs.

1.3.8 Explore new opportunities for partnerships in support of providing affordable housing and associated services.

Objective 1.4: Prevent Homelessness

Strategy:

- Continue to support the organizations that help the homeless population.

1.4.1 Continue participation with the **Continuum of Care (COC)** network in Pinellas County to ensure that homelessness among Largo citizens is rare, brief, and non-reoccurring.

    - Designed to promote communitywide commitment to the goal of ending homelessness; pro-vide funding for efforts by nonprofit providers, and State and local governments to quickly re-house homeless individuals and families.

1.4.2 Support the COC network in the development of a coordinated entry system to prioritize citizens in need of housing services.

1.4.3 When funding is available. financially support programs that reduce the length of time of homelessness and/or mitigate factors that may lead individuals and families to homelessness.

OBJECTIVE 1.5: Remove barriers to housing accessibility for all individuals within the City regardless of race or ethnicity, national origin, age, gender, religion, sexual orientation, familial status, and or disability.

STRATEGIES:

- Ensure housing projects are ADA compliant and utilize Universal Design in City funded housing projects; and
- Analyze results from the Pinellas County Office of Human Rights to determine the extent of fair housing violations occurring in the City.

POLICIES

It shall be the policy of the City to:

1.5.1: Facilitate the elimination of physical barriers in homes of disabled residents through the City's Barrier Removal Grants provided as part of the Housing Rehabilitation Program.

1.5.2 Encourage the use of Universal Design to enable aging-in-place and accessibility for those with disabilities.

1.5.3: Facilitate the provision of special residential uses through the administrative review of special residential use permits.

1.5.4: Encourage integration of special residential uses, licensed group homes, and foster care facilities into all residential areas, except those within the CHHA, where adequate supporting infrastructure and nearby medical and public facilities are available.

1.5.5: Support the provision of additional affordable housing through the Transfer of Development Rights from residentially-designated properties purchased by the City for open space.

1.5.6: Comply with the provisions of the Federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970, Public Law 91-646, when federally funded rehabilitation projects displace residents.

1.5.7: Coordinate with the **Pinellas County Housing Authority (PCHA)** to locate replacement housing, due to relocation for extremely low, very low and low income residents

- Pinellas County Housing Authority (PCHA) is dedicated to creating, providing and increasing high quality housing opportunities in Pinellas County through effective and responsive management and responsible stewardship of public and private funds.

1.5.8: Ensure that direct displacement, due to a qualified public action, such as a future land use plan amendment or development order or density bonus, complies with Pinellas County's Ordinance No. 93-95. Continue to administer a Mobile Home Transition Program to assist mobile home owners who are removed or relocated as a result of a Qualifying Official Governmental Action.

1.5.9: Support effective enforcement of the Pinellas County Human Rights Ordinance Chapter 70.

1.5.10: Provide fair housing education for tenants and landlords, and provide education on displacements rights under Florida law for mobile home park residents.

1.5.11 Review significant local, countywide and regional plans or projects for potential social justice impacts that may adversely impact low income populations and/or neighborhoods.

OBJECTIVE 1.6: Preserve existing neighborhoods and structures of historical significance.

Strategy:

- Create a list of properties to be preserved and incorporate them into City

software so they can be flagged when permits are pulled.

POLICIES

It shall be the policy of the City to:

1.6.1: Focus owner-occupied housing rehabilitation and replacement programs into neighborhoods that are established by future land use designations and/or by CRD Plans to be preserved as single-family neighborhoods.

1.6.2: Require residential infill housing to comply with originally approved subdivision development standards to promote compatibility and consistency with the surrounding properties.

1.6.3: Preserve the traditional neighborhood design and unique characteristics prevalent in the Community Redevelopment Districts (CRD) (such as architectural features, porches, alleys and sidewalks). When and where appropriate, and in accordance to the CRD plans, incorporate these features as part of City housing replacement and rehabilitation projects.

1.6.4 Work with residents to identify neighborhoods that could benefit the most from neighborhood cleanups and help organize events to work with residents, organizations, and City staff.

1.6.5: Assist owners of buildings listed in the Largo Historic Sites Survey Report (November 1986) with locating funding sources and provide contact information for the Florida Department of State, Division of Historical Resources to aide in the restoration of the buildings.

1.6.6: Periodically update the Largo Historic Sites Survey Report and promote preservation of structures deemed historically significant in

the Survey.

1.6.7: Encourage the preservation of neighborhoods containing residential structures with a rating of 3 or 4 as identified in the Largo Historic Sites Survey Report.

OBJECTIVE 1.7: Promote and provide homeownership opportunities.

STRATEGIES:

- Continue to monitor the number of new owner-occupied housing units that are constructed through the City's housing program;
- Increase the marketing of City homeownership programs; and
- Continue partnerships to provide homeownership and financial counseling to help people get ready for homeownership.

POLICIES

It shall be the policy of the City to:

1.7.1: Increase homeownership opportunities for income-eligible *(see Glossary)* households through the provision of incentives to the development community for the creation of affordable housing.

1.7.2: Provide financial products such as loan guarantees, buy-downs and down payment and closing cost assistance to support homeownership for low and moderate income households.

1.7.3: Participate in partnerships with other non-profit housing and social service agencies to provide homeownership counseling and financial assistance to enable income-eligible households to purchase and stay in their home.

1.7.4: Regularly monitor, evaluate, and amend existing housing assistance programs and products to respond to trends in the housing market to promote affordability and availability of housing and maximize participation in the City's housing programs.

1.7.5: Ensure that assisted homebuyers have a financial stake in the community by establishing housing programs that generate program income through full or partial repayment of financial assistance provided.

GOAL 2: Advance the efficient use of housing by locating it near Activity and Employment Centers and along Mixed Use Corridors to provide access to employment, services, and to reduce the impacts on our transportation system and natural resources.

Objective 2.1: Provide opportunities for increased densities within Activity and Employment Centers and along Mixed Use Corridors and areas with good access to transit.

STRATEGY:

- Develop strategies and incentives to increase densities in key areas.

POLICIES

It shall be the policy of the City to:

2.1.1: Encourage increased residential densities in compatible areas of the City where the necessary public infrastructure exists.

2.1.2: Promote opportunities for the creation of affordable and market rate housing as part of mixed use development within Activity Centers, along Mixed Use Corridors, and on properties surrounding Major

Employment Centers.

Objective 2.2: Encourage housing to be developed in a resource-efficient manner with the aim to minimize the overall (negative) impact on the built environment, human health and the natural environment and to increase affordability for the tenant through the reduction of utility costs.

STRATEGIES:

- Develop incentives for "green" building designs and work with developers to educate them on low impact development; and
- Incorporate "green" building designs and energy efficiency elements in City ran programs.

POLICIES

It shall be the policy of the City to:

2.2.1: Provide incentives to affordable housing developments to incorporate hurricane mitigation devices (such as storm shutters), and "green" building designs as part of affordable housing projects to reduce the impacts on our natural environment, lower the risk of damage and maintain lower utility costs for the residents.

2.2.2: Include energy efficient specifications in all City-sponsored rehabilitation/replacement projects to reduce the energy costs of participants in the program.

2.2.3: Encourage incorporation of utility efficiency improvements into housing rehabilitation and affordable housing construction projects to conserve natural resources and reduce monthly utility costs for households.

2.2.4 Provide site plan recommendations on how to use Low Impact Development (LID) standards for affordable housing sites.

PLACEMAKING ELEMENT

INTRODUCTION

Traditional city planning has generally focused on the physical layout of a city and providing essential services, which are vital to a community, but that type of planning alone does not adequately address the intangible or hard to define aspects that truly make a city or community great. Placemaking is an approach to fill in those gaps. It combines the art and science of planning, designing, and managing public spaces to attract people, build community and create a local identity.

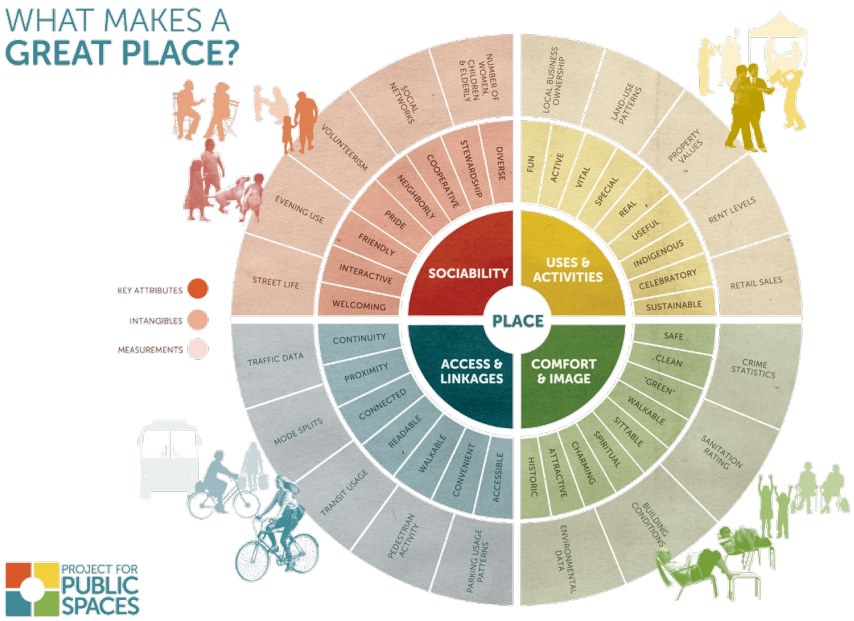
There is not one way to define a quality place, but generally it is a structure or space where people, businesses, and institutions want to be, has a unique identity, and a strong sense of place. These places are active, unique, interesting, visually attractive, and often incorporate public art. They are people-friendly, safe, walkable, and have a mix of uses and transportation options.

Good urban form and design is one aspect that can influence the creation of a quality place. Whether it is designing streets and sidewalks that encourage walking and biking or providing a mix of uses that offer a place to spend one's leisure time, the outcome of these elements are providing opportunities for interaction between people and foster healthier, more social, and economically viable communities.

KEY THEMES

- Parks/Public Spaces
- Connectivity & Accessibility
- Activities & Amenities
- Arts & Culture

- Social Interaction & Civic Engagement
- Age and Culturally Inclusive



Project for Public Spaces, What Makes A Great Place?

COMMUNITY INVOLVEMENT IS THE HEART OF PLACEMAKING

A quality place cannot be created without involvement from the community. Form alone does not create a place; it is a community that makes it a place. Utilizing the Placemaking approach and through application of the associated principles, opportunities are provided that empower community members to take an active role in the creation of their community. This involvement helps increase a person's attachment to their community and their desire to make it a better place. When this desire is combined with a feeling of support, a community comes alive.

PLACEMAKING FORMULA

Proper Physical Form

+

Proper Mix of Land Uses &

Functions

+

Proper Mix of Social

Opportunity

=

Quality Places with a Strong Sense of Place

KEY ELEMENTS OF QUALITY PLACES

- Mixed-Uses
- Housing Options
- Transportation Options
- Quality Public Spaces
- Preservation of Historic Structures
- Community Heritage
- Arts, Culture, and
- Creativity
- Recreation
- Green Spaces

BENEFITS OF QUALITY PLACES

- **Accessibility** = more walkable, greater connections between uses, safe for pedestrian and bicyclist;
- **Local Economy** = local ownership, small scale entrepreneurship, higher real estate values, more desirable jobs, greater tax base;
- **Sense of Comfort** = sense of belonging, visually pleasing, greater security, better environmental quality;
- **Natures/Defines Community** = greater community organization, sense of pride/volunteerism, less need for municipal control;
- **Social Interaction** = improves sociability, more cultural exposure and interaction, draws a diverse crowd and encourages community creativity; and
- **Health** = increased physical activity, greater security and social inclusion.

PLACEMAKING PRINCIPLES

1) **The community is the expert.** The people living and working in a place are the folks who know what needs to be done and how best to do it.
2) **You are creating a place, not a design.** The blueprints for a neighborhood improvement effort are much less critical to its success than other factors, such as a management plan and the involvement of local citizens.
3) **You can't do it alone.** Finding the right partners will bring more resources, innovative ideas, and new sources of energy for your efforts.
4) **They'll always say, "It can't be done."** When government officials, business people and even some of your own neighbors say it won't work, what they really mean is "We've never done it like this before." It's a sign you're on the right track.
5) **You can see a lot by just observing.** The smartest way to turn a neighbor-hood around is to first take a close look at what goes on there, watching out for what works and what doesn't in that particular place.

6) **Develop a vision.** For a community vision to make sense and to make a difference, it needs to come from the people who live there, not from consultants or other outside professionals.
7) **Form supports function.** If you don't take into account how people use a particular place in the beginning, you will have to deal with the consequences later.
8) **Make the connections.** A great place in a neighborhood offers many things to do, all of which enhance each other and add up to more than the sum of the parts.
9) **Start with petunias.** Little things can set the stage for big changes, especially by proving to local skeptics that change is indeed possible.
10) **Money is not the issue.** If you have a spirited community working with you, you'll find creative ways around financial obstacles.
11) **You are never finished.** Eighty percent of the success of any good place is due to how well it is managed after the project is done.

CURRENT CONDITIONS

Largo's quality parks, recreation and cultural facilities and programs are a large part of Largo's identity and adds to the livability of the City. There is over 786 acres of parkland within the Largo Planning Area, 426 acres are city-owned and 360 acres owned by Pinellas County. Combined total is the highest LOS (acres per 1000 residents) of any individual city within the County.

Central Park approximately 32 acres, is a key feature of the City and attracts local and regional visitors. The City hosts numerous events that draw large crowds. It's proximity to the Central Park Performing Arts Center, Library, Bayhead Action Park, Largo High and Largo Middle School, and Largo's Downtown make this a key asset to help further the Placemaking goals. The City has three major activity centers, three employment centers, six neighborhood centers and multimodal corridors that provide connections between them **(Map 3)**. This provides the framework to

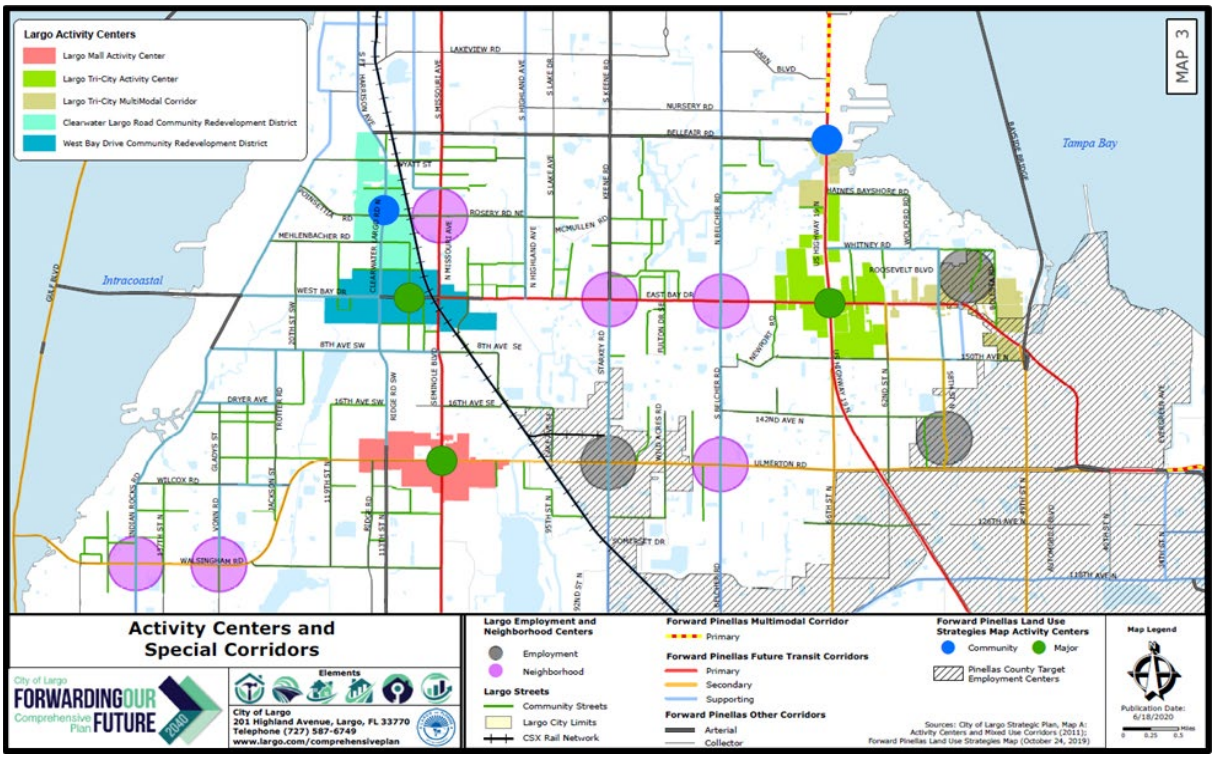
create walkable, vibrant mixed use areas which are key components of quality places.

After an in-depth analysis of 6 years of community engagement feedback, the content of the 2017 Strategic Plan was developed. It provides a shared vision that focuses on clear, collective goals that will be used to prioritize resources to target the desired outcomes. The Plan recognizes that community pride is based on developing both a sense of community (human attributes) and a sense of place (physical attributes) and will help further the goals contained within the Placemaking Element.



Christmas Tree Lighting in Largo Central Park

Map 3: Activity Centers and Special Corridors



REFERENCE MAPS

Map 1: Future Land Use

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridors

Map 11: Existing Urban Trails and Parks Network

Map 12: Proposed Urban Trails and Parks Network

Map 18: Watersheds and Drainage Basins

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- City of Largo Comprehensive Development Code (CDC)
- Clearwater-Largo Road Community Redevelopment District Plan
- Heart of Largo
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Element
- Special Area Plan for the Largo Mall Activity Center
- Urban Forest Master Plan
- West Bay Drive Community Redevelopment District Plan

B. People and Organizations

- America for the Arts
- Central Pinellas Chamber of Commerce
- City of Largo Chamber of Commerce
- Creative Pinellas
- Florida Department of State
- National Endowment for the Arts
- Pinellas County
- Pinellas County Register of Historic Resources
- Pinellas County School Board (PCSB)

OPPORTUNITIES

Placemaking is about public spaces and places that are inviting, safe and aesthetically appealing with opportunities for public art to inspire residents, entrepreneurs and visitors and create a unique identify that will instill a sense of community pride. Largo has an opportunity to develop formal and informal placemaking, driven by residents that connect together a sense of pride and belonging in neighborhoods. The following are key projects in the Downtown District that advance the placemaking initiative and will create new opportunities for defining Largo's Downtown:

- **West Bay Drive Reconstruction** – In 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 that transects Downtown. It experiences speeding and lacks bicycle accommodations, median refuges for pedestrians and has median designs that are unsafe for multiple modes of travel. The Complete Streets concept will connect the Downtown to the Pinellas Trail and Indian Rocks beach while making the roadway safer and more convenient for all modes of transportation.
- **Trail Head Improvements at West Bay Drive** - The objectives for the improvements to the West Bay Drive project are to enhance the overall aesthetics of the Trail and surrounding amenities, enhance connectivity and access at several locations between Washington Avenue and 4th Avenue NW, and leverage the proximity of the Downtown Largo with the Pinellas Trail overpass. This project includes multimodal transportation and aesthetic improvements such as monument signs and way-finding amenities, as well as repair and rehabilitation of existing transportation infrastructure, such as mid-block crossings, sidewalks and curb ramps.



West Bay Trail Head — pedestrian gateway lighting concept. Photo Courtesy cph

- **Downtown Pocket Park** – Constructed in 2017 to create an urban park in

coordination of the other improvements described here to align with the overall elements defining the West Bay Drive Corridor.

- **Downtown Plaza** – This project includes design and construction of plaza improvements on the triangular parcel at the Southwest corner of West Bay Drive and Missouri Avenue including a signature design element to further establish the identity of the Downtown by creating a sense of place and reflecting the overall brand elements of the City. The project scope involves landscape and hardscape improvements aligned with those planned for the gateway improvements at the Pinellas Trail, as well as the West Bay Drive Community Redevelopment District (WBD-CRD) gateway signage and landscaping treatments outlined in the WBD-CRD plan. The design is budgeted for 2018 with construction programmed for 2019.



Downtown Plaza Design

Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on innovative ways to integrate placemaking efforts. Placemaking seeks to connect places and communities through arts, culture, creative activation and even transportation. As Largo continues to grow, pressures to have landmarks, parks, public spaces, gathering

spaces, and entertainment will progress and evolve. However, there must be a balance between growth and placemaking to maintain the attributes that make Largo neighborhoods unique. Additional opportunities may be found through:

- Improving parks and recreational and increasing community involvement opportunities;
- Creating a sense of culture by expanding public art and entertainment activities;
- Continuing with strategic plans and collaborations to redevelop community focal points;
- Supporting street improvement programs;
- Capitalizing on opportunities to locally partner with and cultivate the nonprofit arts and culture sector that was estimated to have generated $241 million of economic impact in Pinellas County in 2015; and
- Funding Programs for Placemaking such as Forward Pinellas Planning and Placemaking Grant is intended to assist local governments in their work to maintain and/or strengthen the character of Pinellas County's many distinct communities by fostering connected, people-centric neighborhoods and destinations through planning activities that reinforce community identity, livability, and increases public wealth. The program can help local governments by funding activities and initiatives that help to establish or reinforce a sense of place and advance the Planning & Urban Design Principles of the *Countywide Plan*. Planning projects which seek to strengthen our districts, centers, and corridors through an approach that emphasizes a holistic planning process will make ideal candidates.

SOLUTIONS

PARKS/PUBLIC SPACES

GOAL 1: Utilize Placemaking principles to develop, program and maintain a comprehensive system of parks, trails, recreational facilities and arts and cultural amenities offering quality, affordability and diversity in leisure experiences while preserving and protecting vital natural resources to enhance the community's quality of life now and into the future.

OBJECTIVE 1.1: Expand and enhance the City's parks, trails, open space and recreational and community facilities.

STRATEGIES:

- Purchase land for trail and trail connections;
- Increase land for public use through purchase, long term agreements or dedications of land to achieve desired levels of service; and
- Establish partnerships to provide recreation and cultural programs and/or facilities.

POLICIES

It shall be the policy of the City to:

1.1.1: Provide an accurate inventory of parks and recreational facilities to ensure compliance with the level of service standards of seven and one-half (7.5) parkland acres per one thousand (1,000) residents for parks and one (1) recreation facility per thirty-five thousand (35,000) residents, which are necessary to meet the public's needs.

1.1.2: Continue to seek and utilize City funds, grants and other resources, when available, to take advantage of opportunities to acquire land appropriate for use as parkland, open space, or other recreational uses.

1.1.3: Acquire, maintain and expand shoreline access in publicly-owned

parks and recreation facilities along Tampa Bay and the Intracoastal Waterway.

1.1.4: Promote the preservation of land for recreation and open space purposes through the use of the **Transfer of Development Rights (TDR)** process, conservation easements, and/or deed restrictions.



"A voluntary, incentive-based program that allows landowners to sell development rights from their land to a developer or other interested party who then use these rights to increase the density of development at another designated location "(Planning Implementation Tools, 2005). Photo Credit Prince George's County, Maryland.

1.1.5: Evaluate the suitability of parkland for **active versus passive recreational use** prior to purchase and/or development based on factors to include, but not limited to: topography, geology, and potential impact on any natural resources and native species present. Environmentally sensitive parkland areas shall be protected by maintaining them as undeveloped, or through development with passive recreation/open space uses, that are compatible with the natural surroundings and minimize the disruption of natural systems.

- **Active recreation** - an activity that requires a considerable expenditure of energy e.g.: cycling.
- **Passive recreation** - involves little exertion, but is generally sustained e.g.: reading.



The Porch at 30th Street Station, a transformative urban open space. Once a congested parking lane and bland, barren sidewalk, The Porch has quickly become one of the most animated public spaces, within a short walk of over 16,000 jobs. It features custom swings, abundant seating, greenery, ongoing performances, community events and food and beverage options. Photo Credit University City District, Philadelphia.

1.1.6: Continue to identify and acquire land and/or develop public/private partnerships for property east of U.S. Highway 19 and along Tampa Bay for future development of a new park or facility for active recreational opportunities.

1.1.7: Incorporate easements, utility right-of-way, major drainage ways, and flood plains in the design and construction of parks, trails, open space, and/or recreation facilities.

1.1.8: Provide incentives for development of major activity centers (including West Bay Drive/Clearwater-Largo Road Community redevelopment districts (CRDs), Largo Tri-City Activity Center and Multimodal Corridor, and Largo Mall Activity Center) to incorporate on-site public open space and/or recreation facilities.

CONNECTIVITY/ACCESS

OBJECTIVE 1.2: Improve and enhance, access to park, recreation, community, arts and cultural facilities and connectivity to activity centers and neighborhoods through development of the City trail system, sidewalks, and enhanced streetscapes.

STRATEGIES:

- Complete sidewalk connections that link recreation facilities to surrounding neighborhoods;
- Acquire rights to land through agreements with private and public partners to link park and recreation sites throughout the City; and
- Continue the annual street planting to expand the tree canopy along community streets

POLICIES

It shall be the policy of the City to:

1.2.1: Ensure that parks, recreation, arts and cultural facilities are reasonably accessible to all users, including the disabled, older adults, economically disadvantaged and culturally diverse groups.

1.2.2: Support the Forward Pinellas current Bicycle Pedestrian Master Plan Facilities Element, and the development of connections to City parks and recreation facilities.

1.2.3: Utilize the Urban Forest Master Plan and Proposed Urban Trails and Park Network (Map 12) to identify opportunities to strengthen connections to parks and provide active recreation services.

1.2.4: Utilize easements and utility right-of-way for providing access to, and inter-connectivity between City and County parks and community, cultural, and recreation facilities.

1.2.5: Provide sidewalks, where physically feasible, to improve neighborhood access to City parks and community, cultural, and recreation facilities, and activity centers.

1.2.6: Develop standards for wayfinding signage.

1.2.7: Create and promote Central Park and the Central Park Performing Arts Center as an integral part of the development of Largo's downtown, brand the area as one district, and provide safe and convenient access throughout the entire West Bay Drive Community Redevelopment District.

1.2.8: Establish partnerships with Pinellas County, Pinellas County School Board, churches, civic organizations, and the private sector, in order to enhance the variety, quality, and accessibility of recreation, wellness, arts and cultural programming/facilities available to Largo's residents.

GOAL 2: Utilize Placemaking principles to develop identifiable places that foster a sense of place and builds community.

ACTIVITIES/SOCIAL OFFERINGS

OBJECTIVE 2.1: Building off local assets and community input, create a sense of place through good design and use of public spaces. These places will provide opportunities for social interactions, include a variety of amenities and activities, and include events that are inclusive to all groups of people.

STRATEGIES:

- Research and identify best management practices and case studies of successful public spaces;
- Involve the community to determine the types of events and amenities that are desired; and
- Utilize the "Lighter, Quicker, Cheaper" approach to transform public spaces.

POLICIES

It shall be the policy of the City to:

2.1.1 Continue to identify and address the community's recreation, leisure, and cultural activity needs utilizing a variety of creative community outreach methods and funding sources and ensure they promote:

- Multi-generational understanding by bringing together users from all age groups;
- Cross cultural understanding by bringing together users from all cultural groups; and
- Understanding and acceptance of persons with disabilities.

2.1.2: Cooperate and coordinate with the St. Petersburg/Clearwater Area Convention and Visitors Bureau, Central Pinellas Chamber of Commerce, and other similar organizations to promote the City as a

venue for leisure, sports, entertainment, arts and cultural events.

2.1.3: Diversify the events and activities that occur at Central Park and the Central Park Performing Arts Center to include more local musicians, artists, performers and other talents.

2.1.4: Expand the amenities offered in City parks and explore the feasibility/desirability of the addition of interactive items such as splash parks, **fountains**, large scale game boards, and other non-traditional amenities.

2.1.5: Strategically place **outdoor seating** and lighting in a manner that minimizes environmental impacts, encourages social interaction, and increases the comfort and safety of a place.



Children's Fountain, Kanas City. Photo Credit Jill Toyoshiba







The parklet consists of 4 “strips” providing built-in seating, tables, and native planting. Photo Credit INTERSTICE Architects, Sunset Parklet, San Francisco.

2.1.6: Coordinate with Pinellas County to develop both recreational and social events that can occur on or along the Pinellas Trail and the Duke Energy Trail, along with additional amenities in strategic locations such as, seating and wayfinding signage to identify key destinations off the trail to increase bike and pedestrian traffic to support economic development.

2.1.7: Promote the use of downtown parks and community and arts facilities including Ulmer Park, Largo Central Park, Bayhead Action Park, Dog Bone Run Park, Largo Public Library and the Central Park Performing Arts Center for holding special events that generate substantial pedestrian traffic to support and encourage the clustering of private-sector commercial recreation/entertainment uses in the West Bay Drive CRD.

2.1.8: Expand the utilization of food trucks in coordination with special events especially in areas that lack food options.

2.1.9: Provide a variety of recreation and arts programs and special events that foster the development of life-long skills/hobbies and contribute to the well-rounded and healthy development of residents of all ages.

2.1.10: Work with local schools and the Pinellas County School Board to develop programs that occur either during or after school that would allow students to be part of a community project and build community pride and empower our youth through increased involvement. Some project ideas include tree planting, community gardens, or painting of a mural.

2.1.11: Expand the community input methods and marketing to develop and promote events, activities, and programs that are offered by the City and its partners.

ARTS & CULTURE

OBJECTIVE 2.2: Support public art and local artists and organizations through the development of partnerships, support and/or marketing of programs.

STRATEGIES:

- Build partnerships with art organizations, such as Creative Pinellas, as well as other art and community organizations to develop programs and identify funding opportunities that support artists and public art.
- Support local artists by providing opportunities for showcasing their talents.
- Encourage the integration of art into the fabric of public spaces, private developments, and neighborhoods.

POLICIES

It shall be the policy of the City to:

2.2.1: Develop and build partnerships with local artists, organizations, neighborhoods, schools, colleges and universities to strengthen the creative capacity and develop public art that can be displayed to

strengthen community identity and empower community through direct involvement.

2.2.2: Support the creation of **public art** programs that may include installations by local artists such as murals, outdoor seating and lighting, bike racks, and other creative displays to enhance public space.



Aiming to promote local talent and engage the community by turning empty city walls into public canvases has a lasting effect on local neighborhoods. Photo Credit VinieGraffiti.com, France.

2.2.3: Expand the **hearts of Largo Program** and encourage a wider application for use through added involvement from residents, local artists and schools as a tool to increase the display of the Hearts and build community identity.



The Outdoor Arts Foundation has loaned this heart to the City of Largo to be a symbol for its new public engagement on-line tool LoveLargoFL.com designed to encourage greater citizen involvement in local issues. Photo Credit America the Beautiful / Artist: Geary Taylor

2.2.4: Explore the feasibility of **painted crosswalks** developed with community participation in key areas to slow traffic, increase visibility of pedestrians, as well as, build community pride and identity.



A painted crosswalk, 58-foot-long bonefish at the Dunedin Marina. Photo Credit Oldsmar Connect, “Oldsmar Moving Forward with Painted Crosswalk Project”.

2.2.5: Encourage the use of **outdoor seating, lighting, art installations** and other features to create unique places that attract people.

2.2.6: Preserve individual properties or items that are significant for their

historical, architectural, archaeological and/or cultural associations.

2.2.7: Encourage the integration of history and community culture in public art displays and activities.

2.2.8: Encourage public and private developers to integrate art into new developments through incentives.

2.2.9: Work to develop programs and partnerships that will help support the development of all types of artists and showcase their talents within City public spaces. This could include talents such as drama, dance, music, visual arts, as well as written art forms such as poetry.

2.2.10: Identify innovative funding mechanisms to implement art related projects and programs.

2.2.11: Research state and national art organizations, such as Florida Department of State, Division of Cultural Affairs, America for the Arts, and the National Endowment for the Arts for grant opportunities to strengthen the creative capacity in Largo.



In Boston, playgrounds are no longer just for kids. Twenty LED-lit circular swings installed outdoors as the first interactive sculpture installation. Photo Credit Arch Daily.

NATURAL RESOURCES & HAZARD ADAPTATION

INTRODUCTION

Natural resources and physical features in the Largo Planning Area provide the basic foundation and framework for land use decisions. Our physical environment is a complex system of air, water, soil, vegetation, climate change, wildlife, and their habitats interacting with the often competing interests of society, economic opportunity, and the built environment. Because all, but 3.5 miles of coastal shoreline, of the City's Planning Service Boundary is shared with developed and redeveloping neighboring cities, the City of Largo's environment is significantly affected by outside influences such as, neighboring land use, transportation, development, and environmental preservation policies. In turn, the City is charged with State and Countywide mandates to preserve and improve the local environment. The quality of life and the health of our city relies on the natural environment for drinking water, food, energy, clean air to breath, protection from hazardous weather, outdoors recreation, and healthy ties to nature. With economic growth, quality of life, and long-term environmental resiliency aspects aside; Conservation (protecting and improving the City's natural resources for the future) is a required element of the comprehensive plan through Florida Statute Chapter 163 as an additional layer of support in the process of meeting the fully sustainable needs for current and future generations.

KEY THEMES

- Air, Water & Soil Quality
- Fish, Wildlife, Plant Species & Habitats
- Environmentally Sustainable Growth
- Mitigating Flood Hazards
- Emergency Response

CURRENT CONDITIONS

With city limits stretching from the banks of Tampa Bay to the Gulf of Mexico, the City of Largo's eastern and western coastal boundaries total more than 3.5 miles of shoreline and include more than 4,000 properties located in flood hazard zones. Scientific research shows a rise in local sea level and supports a trend that rising levels will continue, although the amounts and rates of rising is disputed and unknown. As the sea levels change, the number of properties located within a special flood hazard area is expected to increase. As an initiative to minimize the potential impacts and costs associated with the climate and geography, the City began participating in the National Flood Insurance Program (NFIP) in 1991. The NFIP standards are enforced to reduce the potential for flood damage and thereby help businesses and residents qualify for discounted rates on their flood insurance premiums through the NFIP Community Rating System. Without the discounted rates home ownership would be more cost prohibitive and the affected properties' values would decrease significantly.

The quality and availability of potable water will continue to be one of the City's most important concerns. While the local aquifers that Largo relies on to meet water needs are vulnerable to contamination, the City depends on neighboring jurisdictions to safeguard the water supply as well. Protecting and improving soil conditions, limiting stormwater contamination, and establishing open landscapes is important because of the impact on water recharge areas, as well as its contribution to the visual and physical character of the community. Pollutants in the air, such as the nitrogen compounds found in car exhaust help contribute to surface water algae and can work their way into the ground water supply, adversely affecting water quality.

Air quality in Largo is affected by sources both outside and inside the City's boundaries. A focus to improve air quality in the region continues to decrease vehicle emissions by reducing traffic congestion and supporting multimodal

transportation. City programs and initiatives such as the City's Multimodal Plan and expanding the urban trail network create alternatives to single occupant vehicle trips to reduce emissions, plans such as the City's community streets (complete streets) are in place to help make the multi-modal options more attractive. In addition to vehicle emissions, buildings contribute to air quality issues. The Florida Green Building and Leadership in Energy and Environmental Design (LEED) programs help reduce negative impacts by reducing the amount of power needed to operate buildings and using more sustainable materials than traditional construction.

Maintenance of environmentally sensitive features are not only important for the ecosystem, but contributes to the attractiveness of the community, recreation, tourism, and the prevention of severe developmental or environmental problems that may be difficult and costly to correct. Pinellas County is home to endangered and threatened fish and wildlife, and the West Indian Manatee's habitat is designated as critical. The City's coastlines are almost fully developed for residential use, recreation open space, and two nature preserves that include dense areas of environmentally critical mangroves and protected species.

REFERENCE MAPS

Map 2: Largo Planning Area

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridors

Map 7: Roadway Level of Service and Jurisdiction

Map 8: PSTA

Map 11: Existing Urban Trails and Park Network

Map 12: Proposed Urban Trails and Park Network

Map 13: Evacuation Routes, Shelters, and Zones

Map 14: Brownfields

Map 16: Hydrologic Classification Groups – Soils

Map 17: Surface Water and Wetlands Land Cover

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Well Use Permits, Septic, and Well Locations

Map 21: Reclaimed Water System

ASSETS AND COLLABORATIONS

Maintaining a healthy environment and reducing energy consumption is essential the health of Largo. During the 20th century, Largo's ability to confront an environmental situation—pertaining to the numerous lakes and marshy areas – and harness water through the creation of Lake Seminole, enabled the city to grow and develop. Today, Largo is nearly built out at a time that the economy supports the redevelopment of obsolete building sites and infill of the few remaining vacant lands. With increased uncertainty about energy prices, supply and impacts, Largo can compete for new residents and investment by reducing energy consumption and diversifying our energy supply.

Largo today embraces environmental stewardship by way of the Largo Environmental Action Plan (LEAP). LEAP will enable Largo to serve as a role model for green government by integrating sustainability standards, resiliency and environmental goals and models into our strategic planning and daily operations.

LEAP focuses on greater internal collaboration and stakeholder engagement to develop more impactful actions across our organization. Derived from the mission, vision, values, Strategic Plan, and this Comprehensive Plan of the City of Largo, the Natural Resources Element aims to serve the community, manage air, energy, soil, wildlife, water resources and climate change through a number of efforts including, but not limited to:

- Support and implement policies and programs to reduce Largo's carbon footprint;
- Protect the quality of Largo's water;
- Protect and preserve the availability and quality of soil as a resource;
- Protect wildlife and plant species listed by the Florida Fish and Wildlife Conservation Commission;
- Promote environmentally sustainable growth and minimize the adverse effects of development; and
- Reduce the risks affected by flooding through property planning and management.

A. Initiatives and Programs

- 2018 Largo Environmental Action Plan (LEAP)
- City of Largo Brownfield Redevelopment Program
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan
- Community Rating System (CRS)
- Floodplain Management Plan (Pinellas County Local Mitigation Strategy)
- Florida Green Building Program

- Forward Pinellas (MPO) Transportation Improvement Plan (TIP)
- Leadership in Energy and Environmental Design (LEED)
- National Flood Insurance Program (NFIP)
- Special Area Plan for the Largo Mall Activity Center
- University of Florida Food Institute and Agricultural Sciences Program (UF/IFAS)
- West Bay Drive Community Redevelopment District Plan

B. People and Organizations

- Florida Emergency Management Agency (FEMA)
- Florida Department of Environmental Protection (FDEP)
- Florida Department of Transportation (FDOT)
- Florida Division of Emergency Management
- Florida Fish and Wildlife Conservation Commission (FWC)
- Forward Pinellas
- Pinellas County Extension
- Pinellas County Mitigation Strategy Working Group
- Pinellas Suncoast Transit Authority (PSTA)
- Southwest Florida Water Management District (SWFWMD)
- Tampa Bay Area Regional Transportation Authority (TBARTA) - ONE BAY Resilient Communities
- U.S. Fish and Wildlife Services (USFWS)

C. Places and Infrastructure

By way of this Natural Resources Element it is important that the goals, objectives and policies provide places and infrastructure for people now and for the future. The City continues to put into action the objectives of this element through assets such as but not limited to:

- McGough Community Garden, provides a catalyst for neighborhood and community development in addition to conserving resources. Community gardens have the potential to collect organic waste items and turn them into compost material for onsite use. This could be managed with public/private partnerships at current community garden sites and would reduce the cost of disposal for the City.
- Largo Community Center, an approximately 30,000 square foot, LEED certified building incorporating innovative technologies and design/construction practices including but not limited to: the installation of solar panels, using recyclable and recycled building materials for construction, collecting rainwater from the roof and visibly guiding it to the stormwater retention pond, installing parking spots for eco-friendly vehicles and a stormwater drainage design for parking lots.
- Approximately 37% tree canopy cover on city properties, whereas a robust tree canopy is important for a comfortable, safe and socially integrated community. Streets with more tree canopy have proven to be associated with greater health and sociability with neighbors, improve local air quality and decrease the 'heat-island' effect. American Forests has set a 40% tree canopy coverage as the goal for all U.S. communities.
- Largo Central Park Nature Preserve, a 31-acre nature park virtually surrounded by water. The park is home to hundreds of wildlife species for viewing. Over 130 species of birds, otters, red fox, American alligator, marsh rabbits, wild turkey, and bats all feed or live within the park. A 5-mile kayak/canoe route begins at the park and ends at Park Boulevard.
- Largo's street sweepers currently prevent nearly 5,000 pounds of nutrients annually from entering our waterways.

OPPORTUNITIES

The Natural Resources Element encompasses multiple strategies that may help

preserve and improve the environment for current and future generations. Over the next phase of plan implementation, the community and city government will use Forwarding Our Future 2040 to focus on common goals that will support a sustainable environment in order to meet the current needs, standards and objectives. Largo has the opportunity to continue improving its environmental performance by leveraging environmentally compatible land use designations, effective (multi-agency collaboratives) multimodal transportation improvement plans with development regulations and initiatives. Opportunities may be found through:

- Continuing to implement the Community Streets program to provide safe and efficient multimodal routes along constrained right of ways that cannot be expanded to accommodate additional automobiles to reduce congestion and emissions;
- Continuing to protect wetlands from development, mangroves' ability to repopulate, endangered species habitats, and environmentally sensitive areas through the CDC;
- Mixing compatible land uses and increasing density to reduce emissions by eliminating dependency on or duration of single purpose and single occupant vehicle trips through making walking and bicycling more convenient and attractive options;
- Collaborating with State and Regional agencies to better integrate transportation options through and about the city by foot, bike, transit, and personal automobile;
- Encouraging sustainable development practices;
- Ensuring resiliency to climate change and natural disasters;
- Limiting development density in Coastal High Hazard Areas;
- Providing flexibility in development review to support and establish sustainable development patterns; and

- Collaborating with the Tampa Bay Regional Planning Council's ONE BAY Resilient Communities to better coordinate the development of hazard mitigation/risk reduction policies, strategies and best practices that are regionally relevant and consistent across jurisdictional boundaries.

SOLUTIONS

GOAL 1: To be a sustainable, livable, and resilient City that is a leader in conserving, protecting and enhancing natural resources and their associated systems.

OBJECTIVE 1.1: Support and implement policies and programs that reduce the City's **carbon footprint** and protect or improve air quality.

STRATEGIES:

- Monitor the Pinellas County Conformity Determination Annual Report for the Forward Pinellas (MPO) Transportation Improvement Program (TIP) to ensure air quality standards are being met; and
- Realizing that air quality and the effects of transportation and land use decisions do not end at the City's boundaries, collaborate with other governmental entities and organizations to develop and implement best management practices to lessen the negative effects of human activity.

POLICIES

It shall be the policy of the City to:

1.1.1: Advance transportation and land-use choices that reduce auto dependency, fossil fuel use, and the number of vehicle miles traveled (VMT) by:

- Promoting programs that encourage transit use, ride sharing, and

employer based strategies;

- Establishing a network of community streets that promote multimodal transportation;
- Promoting mixed land use development;
- Creating activity centers and mixed-use corridors;
- Increasing residential density near activity and employment centers; and
- Promoting infrastructure supporting alternative fuels and zero emission vehicles.

1.1.2: Collaborate with entities such as the Florida Department of Transportation (FDOT), Tampa Bay Area Regional Transit Authority (TBARTA), Forward Pinellas, Pinellas Suncoast Transit Authority (PSTA), and Pinellas County to develop a safe and efficient transportation network that reduces the need for automobiles.

1.1.3: Encourage the use of clean alternative energy sources and technologies to reduce dependency on fossil fuels and conserve energy.

1.1.4: Continue to offer energy conservation and efficiency information to residents and businesses to reduce energy use.

1.1.5: Encourage greener, more efficient sustainable and climate resilient construction practices and building standards, such as the **Leadership in Energy and Environmental Design (LEED) and Florida Green Building,** for public and private buildings as well as city-funded housing projects.

1.1.6: Strengthen the local economy by promoting green industries and green-collar work training programs in order to: create resiliency; reduce reliance on fossil-fuel-based economies; advance the use of

sustainable materials, technologies and services; and encourage local jobs in sustainable businesses which offer a living wage.

1.1.7: Collaborate with Forward Pinellas and Pinellas County to comply with all state and national **ambient air standards** and support state and federal agencies in monitoring and enforcing air quality.

- Limits set by the EPA per the Clean Air Act, as amended, for pollutants considered harmful to public health and the environment.

1.1.8: Prohibit open air burning of rubbish.

1.1.9: Protect, preserve, and expand Largo's tree canopy by:

- Planting street trees on the 6,000 vacant tree sites along City roads;

- Encouraging citizen led tree planting programs for private land; and
- Improving public tree management through the development of a complete inventory and a management and pruning plan.

1.1.10: Support programs which encourage and support composting, community garden networks, and local food production through increased collaboration with Pinellas County Extension and the **University of Florida Institute of Food and Agricultural Sciences Program (UF/IFAS)**.

OBJECTIVE 1.2: Protect the quality of our water to ensure the availability of this resource for present and future generations.

STRATEGIES:

- Continue public awareness programs to educate residents on what they can do to help improve water quality;
- Coordinate with regional efforts on the continuous data collection to help predict and track the impacts of sea-level rise on groundwater levels and drainage infrastructure; and
- Continue to develop and implement plans that address improving water quality and monitor progress.

POLICIES

It shall be the policy of the City to:

1.2.1: Protect water quality and promote conservation by supporting the policies contained within the Potable Water/Water Conservation, Sanitary Sewer, and Stormwater Subelements.

1.2.2: Prevent contamination of surface and groundwater resources by identifying and eliminating the use of septic systems within the City's Planning Service Area (PSA) through the extension of the City's Sanitary Sewer System.

1.2.3: Continue to support water quality monitoring by local, state, and federal agencies that will help identify and formulate plans to address point and non-point source pollution.

1.2.4: Collaborate with local, regional, state and federal partner agencies to understand the potential impacts of sea-level rise and climate change on the region's water resources.

OBJECTIVE 1.3: Protect and preserve the availability and quality of soil as a resource for its ability to sustain healthy plant, animal and human life.

STRATEGIES:

- Use native plant species as ground cover to prevent soil erosion; and
- In coordination with other local agencies, promote proper disposal of hazardous waste in order to reduce illegal dumping and soil contamination.

POLICIES

It shall be the policy of the City to:

1.3.1: Require developments in areas suspected to possess severe soil limitations and/or hazardous contaminants to provide additional documentation supporting the development capability of the site: conduct an environmental assessment; and mitigate.

1.3.2: Promote the **Brownfield Redevelopment Program** to eradicate perceived environmental contamination in the soil and encourage the cleanup and redevelopment of brownfield properties in Largo.

- Today, the City has several designated brownfield sites and continues to work with private land owners who have identified conditions that make redevelopment of properties difficult.

1.3.3: Limit the adverse impacts of development on soils by integrating on-site landscaping and buffering areas with drainage facilities.

1.3.4: Minimize soil erosion through application of appropriate conservation practices such as:

- Planting vegetation as ground cover;
- Applying mulches;
- Matting the soil; and
- Terracing.

1.3.5: Prevent soil contamination through the appropriate use, storage and disposal of toxic substances.

1.3.6: Promote the use of native and naturalized plant species in order to cultivate regionally appropriate soil conditions.

OBJECTIVE 1.4: Protect wildlife and plant species listed by the Florida Fish and Wildlife Conservation Commission (FWC) and conserve the habitats upon which they depend in order to maintain balanced ecosystems.

STRATEGIES:

- Monitor the Pinellas County Conformity Determination Annual Report for the Forward Pinellas (MPO) Transportation Improvement Program (TIP) to ensure air quality standards are being met; and
- Realizing that air quality and the effects of transportation and land use decisions do not end at the City's boundaries, collaborate with other governmental entities and organizations to develop and implement best management practices to lessen the negative effects of human activity.

POLICIES

It shall be the policy of the City to:

1.4.1: Cooperate with the U.S. Fish and Wildlife Services (USFWS), Florida Fish and Wildlife Conservation Commission (FWC), and the Florida Department of Environmental Protection (FDEP) to ensure protection

of species and habitats of fish and wildlife that meet criteria to be listed as federally endangered, federally threatened, state threatened, or Species of Special Concern.

1.4.2: Ensure protection of native wildlife and plant species through the enforcement of regulations and proper management of the City's natural preserves and parks.

1.4.3: Prohibit mangrove removal and require compliance with state and local pruning procedures.

1.4.4: Ensure the stability and sustainability of estuarine environments by monitoring their freshwater sources.

1.4.5: Promote a climate resilient landscape by using native species corridors in connection with local municipalities.

OBJECTIVE 1.5: Support environmentally sustainable growth and minimize the adverse effects of development on the natural environment and associated systems through enforcement of Forwarding Our Future 2040 and the Comprehensive Development Code.

STRATEGIES:

- Maintain qualified, knowledgeable, multidisciplinary staff who act as both advocates for and stewards of the city's natural resources; and
- Amend Forwarding Our Future 2040 and Comprehensive Development Code, as needed, to respond to changing statutes or priorities.

POLICIES

It shall be the policy of the City to:

1.5.1: Protect environmentally sensitive areas by:

- Restricting development to passive recreational uses that are compatible with the natural surroundings;
- Designating the property with the Preservation (P) future land use category; and
- Utilization of the Transfer of Development Rights (TDR) process.

1.5.2: Ensure that any areas eligible for environmental protection in Pinellas County will remain protected upon annexation in the City.

1.5.3: Ensure the protection of wetlands by applying the following policies:

- Prohibit development which encroaches upon wetlands, except in cases of overriding public interest, or where it would result in a loss of all reasonable use of the property;
- Prohibit development to cause a net loss of wetland acreage or function;
- Require developers, through the development process, to conduct field determinations for the actual wetland boundaries when the mapped delineation is inconclusive; create and maintain minimum width vegetative buffers along the perimeter; and establish conservation easements to protect these resources; and
- If needed, require developers of land containing or adjacent to wetlands to complete a comprehensive wetland analysis which identifies the type, value, function, size, condition, location, and mitigation strategies.

1.5.4: Avoid development or require mitigation, where appropriate, in areas containing native vegetative communities, terrestrial, marine, estuarine and aquatic habitats, and wildlife species.

1.5.5: Require removal of all invasive exotic vegetation as a condition of a development order or development permit.

1.5.6: Continue to pursue the source reductions, reuse, recycling and recovery methods of the solid waste collections system, consistent with the Solid Waste Subelment.

GOAL 2: Reduce the risk of damage and loss of people, property, and the natural environment due to flooding resulting from high-tide events, storm surge, flash floods, stormwater runoff, and other impacts related to sea level rise and climate change through proper planning and management.

OBJECTIVE 2.1: (Re)development within the City's Coastal High Hazard Area (CHHA) shall be managed to reduce risk and loss.

STRATEGIES:

- Take steps to reduce density within the CHHA; and
- Thoroughly evaluate all CHHA development proposals to ensure compliance with all federal, state, and local regulations.

POLICIES

It shall be the policy of the City to:

2.1.1: The Coastal High Hazard Area (CHHA) shall be defined as the area below the elevation of the Category 1 storm surge line as established by the most recent Sea, Lake, and Overland Surges from Hurricanes (SLOSH) computerized storm surge model.

2.1.2: In an effort to reduce risk and loss within the CHHA, the City will evaluate applications for (re)development and future land use

designation amendments for compliance with Forwarding Our Future 2040, other appropriate plans, the City's National Flood Insurance Policy (NFIP) Community Rating System (CRS), and Floodplain Management Plan.

In addition, the following balancing criteria will be used to evaluate proposals:

A. Access to Emergency Shelter Space and Evacuation Routes – The uses associated with the requested amendment will have access to adequate emergency shelter space as well as evacuation routes with adequate capacities and evacuation clearance times.
B. Utilization of Existing and Planned Infrastructure – The requested amendment will result in the utilization of existing infrastructure, as opposed to requiring the expenditure of public funds for the construction of new, unplanned Infrastructure with the potential to be damaged by coastal storms.
C. Utilization of Existing Disturbed Areas – The requested amendment will result in the utilization of existing disturbed areas as opposed to natural areas that buffer existing development from coastal storms.
D. Maintenance of Scenic Qualities and Improvement of Public Access to Water –

   The requested amendment will result in the maintenance of scenic qualities, and the improvement of public access, to the Gulf of Mexico, inland waterways, and Tampa Bay.

E. Water Dependent Use – The requested amendment is for uses which are water dependent.
F. Part of Community Redevelopment Plan – The requested amendment is included in a Community Redevelopment Plan, as defined by Florida

Statutes for a designated redevelopment area.

G. Overall Reduction of Density or Intensity –The requested amendment would result in an increase in density or intensity on a single parcel, in concert with corollary amendments which result in the overall reduction of development density or intensity in the surrounding CHHA.
H. Clustering of Uses – The requested amendment within the CHHA provides for the clustering of uses on a portion of the site outside the CHHA.
I. Integral Part of Comprehensive Planning Process – The requested amendment has been initiated by the City as an integral part of its comprehensive planning process, consistent with the comprehensive plan.

2.1.3: The flood-resistant construction requirements contained in the Florida Building Code and applicable floodplain management regulations relating to the National Flood Insurance Program (NFIP), or more stringent controls, shall continue to be applied to (re)development within the CHHA.

2.1.4: Limit residential development, including mobile home/manufactured home development, and siting of new/expansion of critical care facilities in the CHHA

2.1.5: Limit public expenditures that subsidize development permitted in the CHHA, except for the restoration or enhancement of natural resources.

2.1.6: Utilize the City's Comprehensive Plan, CDC, and other appropriate techniques to reduce unsafe conditions and inappropriate uses and limit redevelopment in areas of repeated damage caused by natural events.

2.1.7: Nothing contained within these policies should be construed as superseding or otherwise modifying the local plan amendment requirements of Section 163.3178(8), Florida Statutes.

OBJECTIVE 2.2: Apply sea level rise and hazard **mitigation** and adaptation strategies to protect people and property, ensure community resiliency, and reduce flood insurance claims.

- Mitigation refers to the effort to reduce the loss of life and property by lessening the impact of disasters.

STRATEGIES:

- Develop recommendations for a citywide resiliency program designed to mitigate and adapt to the consequences of climate change and integrate recommendations into City plans and programs;
- When possible, combine mitigation and adaption strategies to increase results and make cost effective decisions for the long term; and
- Annually monitor the number of points received through the National Flood Insurance Program Community Rating System.

POLICIES

It shall be the policy of the City to:

2.2.1: Continue participation in the National Flood Insurance Program (NFIP) Community Rating System (CRS) administered by the Federal Emergency Management Agency (FEMA), to achieve flood insurance premium discounts for City residents.

2.2.1: Continue to review inventories of repetitive loss properties provided by FEMA and continue to work with state officials to improve the process of reducing vulnerability and loss for listed properties, which

may include acquisition and removal.

2.2.3: The City will continue to enforce building code and continue revising the Comprehensive Development Code (CDC) requirements to ensure non-compliant structures are brought into compliance with FEMA flood elevation or flood proofed standards.

2.2.4.: Identify threats to current and future infrastructure related to extreme weather, sea-level rise, natural hazards and catastrophes and minimize damage through design and retrofit, which may include elevating, hardening, or relocating.

2.2.5: Ensure that adaptation and mitigation strategies for extreme weather events and sea level rise are incorporated into other City plans, regulations, projects and programs.

2.2.6: Designate areas that are at increased risk of flooding due to, or exacerbated by, sea level rise over the next 50 years, and work to make these areas more resilient by discouraging density increases and using adaptation and mitigation strategies.

2.2.7: Seek out community input from vulnerable and historically disadvantaged groups in order to ensure equitable access to resources, reduce health disparities, and increase community resiliency.

2.2.8: Engage stakeholders, municipalities, regional, state, and federal partners, academia, and practitioners in exchanging information, best practices and policy solutions regarding local climate change impacts, mitigation, and adaptation strategies.

OBJECTIVE 2.3: Ensure all steps are taken to prepare and respond to emergencies.

STRATEGIES:

- Communicate and collaboratively plan with other local, regional, state and federal agencies on emergency preparedness and disaster management strategies; and
- Annually assess the City's Comprehensive Emergency Management Plan to ensure proper response to natural disasters.

POLICIES

It shall be the policy of the City to:

2.3.1: Continue participating with Pinellas County and surrounding municipalities in the updating, adopting, and implementation of the Pinellas County Local Mitigation Strategy (LMS), contained within the Pinellas County Emergency Management Plan, Resolution No. 06-136 and ensure consistency with City plans.

2.3.2: Actively participate in hurricane evacuation planning with Pinellas County and other local, regional, and state organizations in order to improve existing evacuation routes and shelter spaces as depicted on Map 13: Evacuation Routes, Shelters, and Zones.

2.3.3: Prepare for and quickly respond to extreme weather, hazards, and catastrophes by creating, implementing and communicating contingency plans with smart and connected infrastructure and technologies.

2.3.4: Establish temporary restrictions in the LMS for the issuance of building permits for construction and repair work that is not

immediately necessary for the protection of the public health, safety and welfare during periods following a disaster.

ECONOMIC DEVELOPMENT

INTRODUCTION

Ever wondered how a community survives financially, how jobs are created in your community, or how Largo is able to generate revenue to provide services? That all ties into the importance of Economic Development. Economic Development refers to the process of local wealth created by jobs, income and investment that is supported by the growth and improvements in the social, built and natural environment. If done effectively, it works to retain and grow jobs and investment within a community.

The aim is to provide an economically vibrant environment that supports resident employment and a stable tax base through urban design, planning, and result-based economic development policies, strategies and initiatives. The tax base that is created is used to provide services such as police, fire department, senior services, parks/recreation, library services, etc. Each are intentional to enhance the City's competitive advantages and build its economic position.

How we attract people, new businesses, and retain and expand existing businesses determines our success, prosperity and equity. Economic development substantially deals with housing choices, managing population growth, coordinating with land use and transportation and growing successful neighborhood and communities through placemaking. With the guidance of the other elements of Forwarding Our Future 2040, Largo may successfully mingle everyday diversity of uses and users which will continue to improve economic vitality. Other elements that are harmonious and supports the prosperity of Largo's economic development include but are not limited to:

- **Future Land Use –** Land use policy shapes the City, creating memorable places and amenities that help Largo compete for businesses and residents.

Mixed-use environments that allow residents to walk, bike, or use transit to reach their jobs, shops, services, restaurants, and entertainment can help Largo attract and retain its skilled workforce.

- **Placemaking –** Quality places retain and attract skilled and talented people. Places with natural, community, social, leisure, creative and cultural activities are attractive to entrepreneurs.
- **Housing –** Sustainable economies need quality housing and neighborhoods in close proximity to jobs, including opportunities for residents at all income levels.
- **Transportation –** Reducing residents' and employees' dependence on single-occupant automobiles will help reduce their costs of transportation and traffic congestion – one of the biggest threats to the region's quality of life.

However, it is not automatic. While Largo's economy has created a series of dynamic commercial areas, a concentration of regional employment, and an extraordinary tax base we must continuously plan for Economic Development. To preserve and strengthen the City's economic position, in 2016, the City Commission adopted an updated Economic Development Plan and the themes and the goals of the plan to align with this Economic Development Element of Forwarding Our Future 2040. The Economic Development Plan shall serve as the City's implementation plan for Forwarding Our Future 2040, which encompasses six desired outcomes:

1. Retain and recruit quality jobs;

2. Redevelop to expand and enhance the tax base;

3. Redefine the City's municipal boundary through annexation;

4. Reenergize Largo's Downtown and redevelopment districts;

5. Resource opportunities for existing businesses and new startups; and

6. Re-engage businesses and residents and build partnerships to promote opportunities in Largo.

KEY THEMES

- Equity
- Business Expansion
- Growth & Retention
- Workforce Development
- (Re) Development & Reuse
- Active & Interconnected Downtown
- Public-Private Partnerships
- Sustainability

ASPECTS OF ECONOMIC DEVELOPMENT & BENEFIT TO THE COMMUNITY

1. **Increased Tax Base —** Adds additional revenue to support, maintain, and improve local services such as emergency services, parks and roads.

2. **Job Development —** Provides better wages, benefits, and opportunities for advancement.

3. **Business Retention —** Businesses that feel appreciated are more likely to stay in the community.

4. **Economic Diversification —** Helps expand the economy and reduces a community's vulnerability.

5. **Productive Use of Property —** Property used for its "highest and best use" maximizes the productivity of the property

6. **Quality of Life —** More tax dollars and jobs raise the economic condition of the community and increases the overall standard of living for residents.

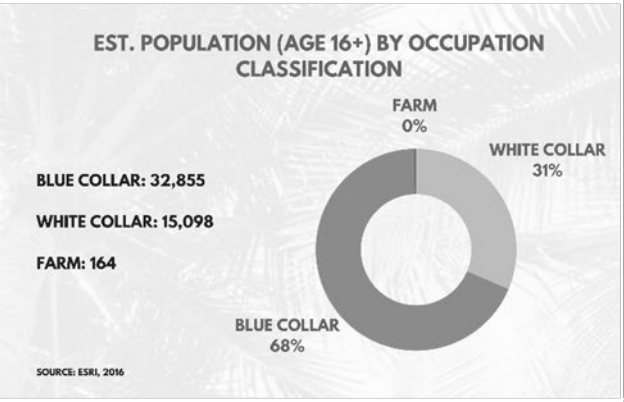
7. **Entrepreneurship —** Locally owned businesses and products and services that are produced, keeps more dollars in the community and help empower residents.

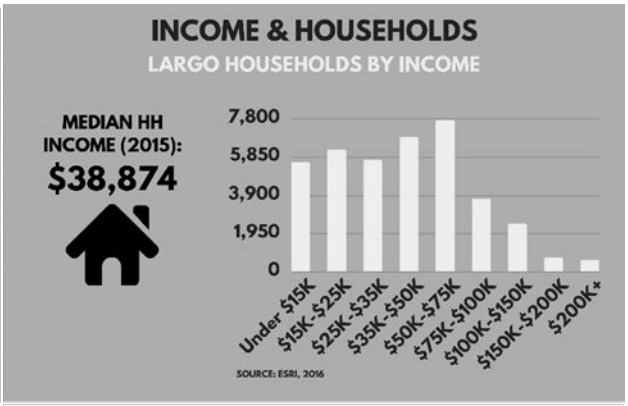
8. **Tourism —** Provides business revenue and visitors generally spend a higher dollar amount.

CURRENT CONDITIONS

Largo's central location and major thoroughfares make Largo easily accessible to everything from the Gulf Beaches to the International Airports, from Tampa to St. Petersburg. Growth has been spurred by affordable land values and a family and business-friendly setting. Largo has several major employers with the opportunity to host many others.

There are two Community Redevelopment Districts (CRD), West Bay Drive CRD and Clearwater-Largo Road CRD. There is a significant growth potential in these areas. The proximity to Central Park, the Performing Arts Center, Bayhead Action Park, Library, hotels, schools and numerous employers provide an opportunity to create a vibrant mixed-use district that draws people in and gives them a reason to stay.



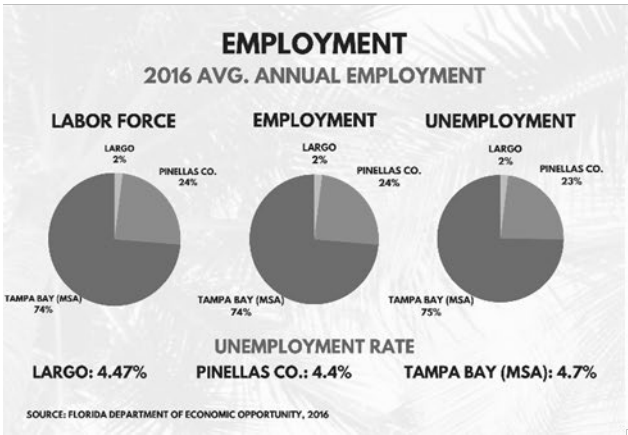


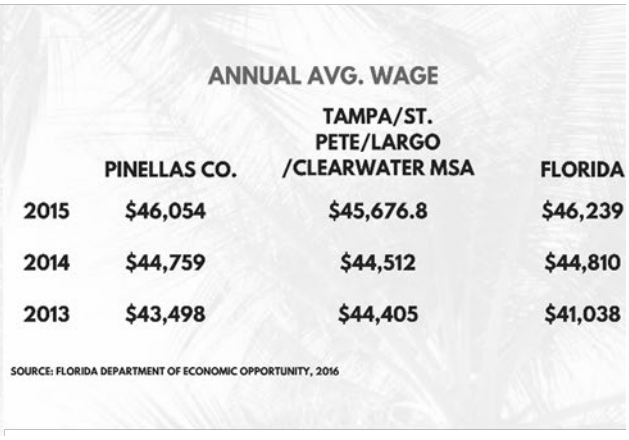


	2016	2021
HOUSEHOLDS	39,625	41,239
FAMILIES	20,708	21,445
AVG. HOUSEHOLD SIZE	2.05	2.07
OWNER OCCUPIED HOUSING UNITS	22,871	23,559
RENTER OCCUPIED HOUSING UNITS	16,754	17,679
MEDIAN VALUE (OWNER OCCUPIED)	$179,500	--
MEDIAN SALE PRICE	$175,000	--



COMPANY	NUMBER OF EMPLOYEES	INDUSTRY
TECH DATA	1,634	IT, HEADQUARTER LOCATION
PINELLAS CO. SCHOOL BOARD	1,396	HEADQUARTER FOR CO. SCHOOL SYSTEM
LARGO MEDICAL CENTER	1,130	MEDICAL, HOSPITAL
SCC SOFT COMPUTER INC.	675	IT, CLINICAL LAB INFO SYSTEMS
BIC GRAPHICS	439	MANUFACTURING, PEN & PENCIL





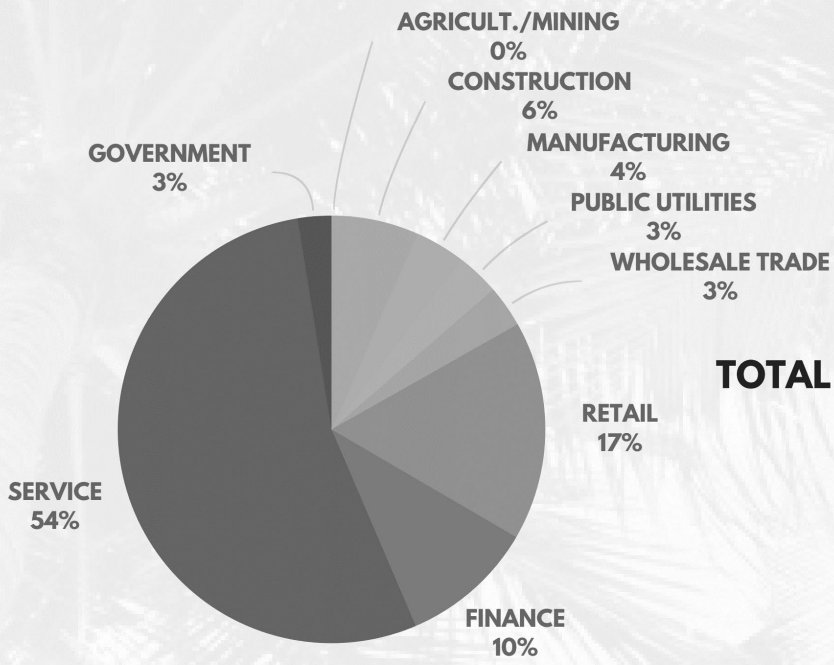
	PINELLAS CO.	TAMPA/ST. PETE/LARGO /CLEARWATER MSA	FLORIDA
2015	$46,054	$45,676.8	$46,239
2014	$44,759	$44,512	$44,810
2013	$43,498	$44,405	$41,038

SOURCE: FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY, 2016

Current Economic Development Conditions on Occupation Classification, Income and Households, Established Households/Families and Housing, Largo Top Employers, Average Annual Wage.

2016 LARGO EMPLOYMENT BY INDUSTRY

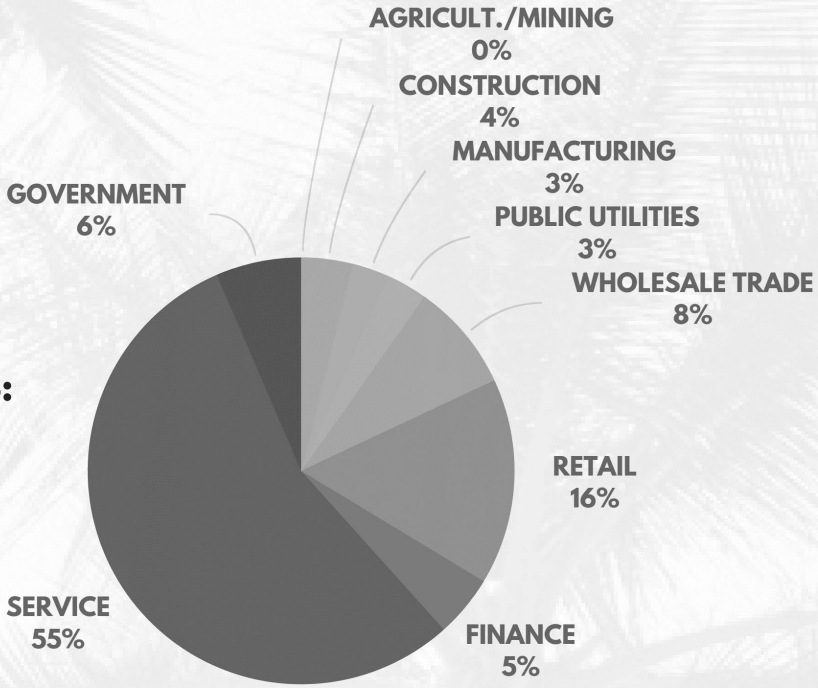
BUSINESS ESTABLISHMENTS



TOTAL ESTABLISHMENTS: 3,545

SOURCE: ESRI, 2016

BUSINESS EMPLOYEES



TOTAL EMPLOYEES: 44,981

SOURCE: ESRI, 2016

REFERENCE MAPS

Map 1: Future Land Use

Map 2: Largo Planning Area

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridor

Map 11: Existing Urban Trails and Parks Network

Map 12: Proposed Urban Trails and Parks Network

Map 14: Brownfields

ASSETS AND COLLABORATIONS

Largo has a diversifying local economy which benefits from long-standing investments in health care and social services, the top employment sector with approximately 9,000 employees. Other top employment sectors in Largo are retail trade employing approximately 6,500; wholesale trade employing approximately 3,500; accommodation and food services employing approximately 3,500; and public administration employing 2,500. The growth in good jobs attract an influx of highly-educated workers. This in turn attracts even more businesses looking to tap into the growing pool of skilled labor. The Economic Development Element aims to continue economic vitality, through a number of efforts including but not limited to:

- Support the growth and retention of targeted industry businesses that will utilize the local workforce

- Market and promote Largo as business-friendly city and expand opportunities to increase competitiveness
- Increase Largo's footprint and population through annexations of properties
- Promote redevelopment of the Community Redevelopment Districts, Multimodal Corridors, and Activity Centers
- Promote Largo as a regional destination to encourage economic growth

A. Initiatives and Programs

- City of Largo Brownfield Redevelopment Program
- City of Largo Business Assistance Program
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Economic Development Plan
- City of Largo Multimodal Plan
- City of Largo Visitation Plan
- Clearwater-Largo Road Community Redevelopment District Plan
- Code Enforcement Lien Forgiveness Program
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Element
- Property-Assessed Clean Energy (PACE) Program
- Special Area Plan for the Largo Mall Activity Center
- West Bay Complete Street Concept Plan
- West Bay Drive Community Redevelopment District Plan

B. People and Organizations

- Area Convention & Visitors Bureau (CVB)
- Bay Area Apartment Association
- Building Industry Association
- Central Pinellas Chamber of Commerce
- City of Largo Chamber of Commerce

- Community Redevelopment Agency (CRA)
- Pinellas County
- Pinellas County Economic Development (PCED)
- Pinellas County Property Appraiser
- Pinellas Suncoast Transit Authority (PSTA)
- Southwest Florida Water Management District (SWFWMD)St. Petersburg / Clearwater
- Area Convention and Visitors Bureau
- Tourist Development Council (TDC)
- Urban Land Institute (ULI)
    - Visit St. Petersburg / Clearwater (VSPC)

C. Places and Infrastructure

By way of this Economic Development Element it is important that the goals, objectives and policies provide places and infrastructure for people now and for the future. The City continues to put into action the objectives of this element through assets such as but not limited to:

- The Barefoot Dream Complex, a new mixed-use office building with townhomes;
- Barley Mow Brewing Company II, an installation of a production brewery;
- Tech Data, a 46,800 square foot office building;
- Tri-City Plaza, construction of a 229,884 square foot new retail space;
- Twin Villas, a new development of 24 twin villas;
- Woodspring Suites, a new 11,492 square foot, 124 room hotel;
- The West Bay Lofts, a mixed-use redevelopment;
- Rehabilitation and improvement of the City's existing neighborhood streets:
    - 3rd Avenue NW

- 12th Street NW
- 2nd Street SW

OPPORTUNITIES

The Economic Development Element encompasses multiple strategies that can raise the overall quality of life by attracting and retaining businesses that may expand and balance the local economic base, increase tax revenues, and attract local investment. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will support an even greater business development using the emerging industries. Largo has the opportunity to become an even more attractive community, defined by parks, a re-emerging downtown, community streets, corridor plans, branding and marketing, increased community engagement activities, efficient transportation system, and redevelopment districts. Opportunities may be found through:

- Incentives to attract target industries to increase economic growth and stability;
- Eliminate blight through incentives that encourage property rehabilitation, adaptive reuse, and redevelopment to make the City more attractive to outside investors;
- Land use policies that allow for clean industrial growth and higher density while protecting residential character of the City's established neighborhoods; and
- Strategically expand the City limits to encompass the Planning Service Area by 2040.

SOLUTIONS

GOAL 1: Retain and recruit quality jobs and actively seek to attract new businesses and expand existing businesses by:

- Developing partnerships;
- Providing resources and incentives;
- Streamlining City processes to facilitate business growth and market entry;
- Outreach and promotion

BUSINESS EXPANSION

OBJECTIVE 1.1: Build relationships with businesses to identify opportunities for expansion and assist with locating sites and/or facilities for expansion.

STRATEGIES:

- Utilize the Business Assistance Program and Visitation Programs to connect with businesses in the community;
- Promote business engagement and help businesses network;
- Provide technical assistance to help new businesses through the site plan review and permitting processes; and
- Promote available private sector spaces and properties to businesses through marketing and trade shows.

POLICIES

It shall be the policy of the City to:

1.1.1: Provide personalized technical and one-on-one complimentary assistance to help businesses, property owners and developers with property information and through the review and permitting process which could include site-selection assistance, demographic information, Planner-on-Call, and pre-development review meetings.

1.1.2: Work with **Pinellas County Economic Development (PCED)** by:

- Sharing information about new incentives, jobs, and new businesses;
- Utilizing TampaBaySites.org to post site and property availability and inform potential businesses and tenants, encourage property owners to post available space, and provide demographic assistance to businesses; and
- Partnering to seek leads on new businesses entering the Largo market within the **targeted industries**.

    - Life Sciences/ Medical Technology
    - Marine Science
    - Optics/ Photonics
    - Manufacturing
    - Research/ Development
    - Wireless Technology
    - IT/ High Tech/ Microelectronics
    - Homeland Security
    - Aviation Modeling/ Simulation
    - Financial/ Professional Services
    - Corporate HQ Operations

1.1.3: Encourage **public-private partnership (P3)** throughout the City and establish an implementation plan to carry out the policies

recommended by Forwarding Our Future 2040.



A collaborative solution involving the private-sector to procure public assets. Developing a successful P3 is becoming increasingly attractive in Florida, but only for those who are adequately prepared to navigate the somewhat complicated process. Photo Credit Solē Mia, North Miami committed to ensuring that at least 10% of the estimated 14,000 jobs are filled by local residents.

GROWTH, RETENTION, & WORKFORCE DEVELOPMENT

OBJECTIVE 1.2: Support the growth and retention of targeted industry businesses that will utilize the local workforce and offer wages above the countywide average.

STRATEGIES:

- Utilize incentives for existing industries to expand their facilities in Largo;
- Target greater incentives to those companies who provide higher-paying/higher-talent employment opportunities; and
- Partner with Pinellas County Economic Development to create and offer financial incentives that target desirable enterprises.

POLICIES

It shall be the policy of the City to:

1.2.1: Allocate city resources for economic development recruitment of new industries through a combination of proactive and reactive incentives and assistance with state incentives to attract and expand targeted industries.

1.2.2: Promote and market the City of Largo at trade shows and real estate conferences to recruit manufacturers and developers of industrial properties.

1.2.3: Advocate for investment, grants, pilot programs and other funding at the county, regional, state and federal level, (i.e. Forward Pinellas, Southwest Florida Water Management District, Urban Land Institute, PSTA), when such programs and funding are beneficial to Largo's industries and economic development.

1.2.4: Encourage workforce development through partnerships with local schools, colleges, and universities that will increase the employment opportunities for residents and ensure that the training meets the skills needed of the identified industries.

OBJECTIVE 1.3: Continue to market and promote the City of Largo as a Business-Friendly City and expand opportunities to increase competitiveness.

STRATEGIES:

- Define boundaries and develop market absorption studies; and
- Prepare marketing information on the benefits of doing business in the City of Largo.

POLICIES

It shall be the policy of the City to:

1.3.1: Allocate City resources to market and promote Largo's economic opportunities at **trade shows, real estate conferences and professional organizations**.

- Central Pinellas Chamber of Commerce
- The Tampa Bay International Business Council
- Hispanic Business Initiative Fund
- The International Council of Shopping Centers
- Florida Medical Manufacturers Consortium
- Bay Area Manufacturers Association
- Florida Gulf Coast Commercial Association of Realtors
- The Apartment Association
- Retailer One-on-One
- Florida Redevelopment Association
- Florida Brownfields Association
- Urban Land Institute
- Pinellas County Economic
- Development Partners
- Various P3 organizations at the Florida and National level

1.3.2: Allocate funding to provide up-to-date maps, demographic information, development updates and other economic information in the form of printed materials, websites, and through social media to make recommendations about properties and sites in Largo.

1.3.3: Encourage local and regional investment in workforce, utilities, infrastructure and transportation systems that will increase Largo's

competitiveness as a trade and manufacturing hub.

OBJECTIVE 1.4: Provide consistent, predictable information to businesses to facilitate the start-up, redevelopment, or expansion of businesses.

STRATEGIES:

- Create jobs, either directly or indirectly;
- Generate wealth and expand markets through cultural tourism;
- Diversify the local economy;
- Attract new residents and investment; and
- Improve property values.

POLICIES

It shall be the policy of the City to:

1.4.1: Make the site plan review and permitting processes for businesses easier to use by:

- Updating the City's website to make the information easier to find and use;
- Allocate funding for technology and staffing to improve services;
- Train staff on standard operating procedures for site plans, concurrency, and building permit review processes; and
- Survey, interview, and meet with business owners on an annual basis to obtain feedback on the progress of improving these processes.

1.4.2: Distribute news and information about updates of ordinances, building codes, and changes on the City's website, to businesses and

trade organizations such as the Central Pinellas Chamber of Commerce, the Bay Area Apartment Association, the Building Industry Association, and to other groups to provide education.

1.4.3: Amend the Comprehensive Development Code (CDC) to establish clear and consistent design guidelines for (re)development.

(RE) DEVELOPMENT & REUSE

GOAL 2: Increase the development, redevelopment and reuse potential of properties and buildings by providing information, incentives and programs, and increasing the City's municipal footprint through annexations to enhance and unify the City's commercial corridors and neighborhoods.

OBJECTIVE 2.1: Increase the City's municipal footprint and population through annexations of properties within the Planning Service Area (PSA) to grow the tax base, provide more unity, and increase efficiency of providing services.

STRATEGY:

- Identify opportunities for parcel assembly and work with property owners to increase redevelopment ready sites.

POLICIES

It shall be the policy of the City to:

2.1.1: In accordance with the Interlocal Agreement between the City of Largo and Pinellas County and the Future Land Use Element, the City will continue to pursue annexation of lands within Unincorporated Pinellas County to diversify the City's revenue base, increase

efficiency of providing services, unify the community and improve the overall quality of life for the new and existing residents.

2.1.2: Promote annexation within the City's PSA and prepare marketing information on the benefits and costs of annexing into the City.

OBJECTIVE 2.2: Review the City's commercial property, including creating an inventory of the depreciating and underutilized properties and opportunities for revitalization and redevelopment.

STRATEGIES:

- Develop incentive programs and implement changes to the Comprehensive Development Code; and
- Develop design standards which allow flexibility for businesses.

POLICIES

It shall be the policy of the City to:

2.2.1: Analyze information available through the Pinellas County Property Appraiser and the Largo Building Division and make an inventory of priority high-visibility commercial and industrial properties and address the following:

- Contribution to the economy – number and type of jobs supported;
- Site characteristics – size, configuration and physical characteristics;
- Location characteristics – compatibility with surrounding land uses;
- Transportation/infrastructure features;
- Redevelopment Plans and/or Brownfield Area; and

- Related Comprehensive Plan Policies.

2.2.2: Identify funding sources and develop incentives for: adaptive reuse; property abatement; redevelopment; and infill housing redevelopment and continue to promote the Code Enforcement Lien Forgiveness Program.

2.2.3: Work with Pinellas County on the Property-Assessed Clean Energy (PACE) program for commercial property owners to allow them to take advantage of new financing opportunities.

2.2.4: Provide incentives (monetary and non-monetary) to property owners and developers for adaptive reuse of existing industrial and commercial buildings to promote as “start up” and affordable space for new entrepreneurs, and for the redevelopment of existing properties, with priority given to properties along high-visibility corridors.

2.2.5: Support the Community Redevelopment Agency (CRA) in identifying significant trends and opportunities for expansion to increase redevelopment.

2.2.6: Encourage revitalization and redevelopment through existing programs that will promote “Smart Growth” principles to help facilitate economic vitality through the mixing of uses, site development criteria, transportation level of service standards and other planning methods.

2.2.7: Utilize the Target Employment Center Overlay (TECo) designation to attract and expand target employment uses and permit bonus intensities as identified in Table FLUE-1, of the Future Land Use Element. Target Employment is defined as high-wage, primary

employment uses that are identified as, but are not limited to **Largo's targeted industries.**

- Financial/ Professional Services
- Aviation Modeling/ Stimulation
- Life Sciences/ Medical Technology
- Homeland Security
- Corporate HQ Operations
- IT/ High Tech/ Microelectronics

OBJECTIVE 2.3: Evaluate the City's residential housing stock and residential land uses and inventory opportunities for infill single-family or multi-family housing or new subdivisions.

STRATEGY:

- Identify opportunities for parcel assembly and new subdivisions.

POLICIES

It shall be the policy of the City to:

2.3.1: Provide incentives (monetary and non-monetary) to residential property owners for rehabilitation or redevelopment of residential homes.

2.3.2: Provide incentives such as density bonuses for multi-family housing, and expand the types of incentives offered to encourage new developments to include affordable housing.

2.3.3: Encourage infill housing on vacant or underutilized parcels.

REDEVELOPMENT AND ACTIVITY CENTERS

GOAL 3: Propel the Community Redevelopment Districts and Activity Centers as desirable places to open a business, live, work and play by participating in Placemaking efforts to create vibrant, walkable places that encourage economic growth and investment.

OBJECTIVE 3.1: Promote redevelopment of the Community Redevelopment Districts, Multimodal Corridors, and Activity Centers that will help create unique vibrant places that have a mix of uses, promotes walkability, connectivity and enhances the overall viability.

POLICIES

It shall be the policy of the City to:

3.1.1: Encourage incentive programs that facilitate the revitalization and redevelopment of existing commercial corridors.

3.1.2: Identify infrastructure improvements needed to support existing and new businesses and incorporate infrastructure priorities into the City’s capital planning process.

3.1.3: Continue to support the concentration of neighborhood retail opportunities through the creation of Neighborhood Activity Centers to improve the economic viability of the non-residential development along the City's main corridors.

3.1.4: Promote the growth and retention of small businesses offering services that complement nearby community amenities.

3.1.5: Promote the downtown redevelopment area, parks, library, and the

performing arts center as one district and boost activities in the district that support pedestrian traffic and allow for safe and convenient travel throughout.

3.1.6: Identify commercial properties in both the West Bay Drive and Clearwater-Largo Road Community Redevelopment Districts that are for lease and sale and assist property owners in marketing the locations.

3.1.7: Continue to fund incentives and grants in the West Bay Drive Community Redevelopment District, and look for funding and opportunities to draw activities, events, and a creative and entrepreneurial class into the area.

3.1.8: Focus on updating the Clearwater-Largo Road Community Redevelopment District Plan to align the plan with the goals outlined in Pinellas County's Health Communities report.

3.1.9: Once an expanded plan is approved for the Clearwater-Largo Road Community Redevelopment District, secure a funding mechanism to support the Plan's goals.

3.1.10: Develop a comprehensive branding and marketing strategy effort to attract new development to the Community Redevelopment Districts and identified activity centers.

OBJECTIVE 3.2: Promote Largo as a regional destination by applying placemaking strategies to the city's natural and built environments to encourage economic growth.

STRATEGIES:

- Create jobs, either directly (in arts and culture organizations) or indirectly;
- Generate wealth and expand markets through cultural tourism;
- Diversify the local economy;
- Attract new residents and investment; and
- Improve property values.

POLICIES

It shall be the policy of the City to:

3.2.1: Coordinate with and support the Tourist Development Council (TDC) and staff of the Visit St. Petersburg/Clearwater (VSPC) Area Convention & Visitors Bureau (CVB) to promote and market the city of Largo.

3.2.2: Facilitate the development of “Quality Places” in activity centers and mixed-use corridors by integrating artistic and cultural amenities and implementing other creative economic activation strategies.

3.2.3: Increase the number of visitors to Largo through diversification and encouragement of businesses that generate evening traffic and dining and entertainment options.

3.2.4: Support public transportation, walking and bicycling opportunities to further enhance tourism.

3.2.5: Support sustainable tourism that highlight the city’s natural amenities without having a negative impact on the environment and local culture.

EDUCATION & YOUTH INVOLVEMENT

INTRODUCTION

Supporting the youth within the City is one of the greatest investments that can be made. The experience youth have growing up in an area has a strong correlation to how attached they feel to their community. The more attached a person is to their community, the more likely they will choose to invest their time and efforts back into their community (see Knight Soul of the Community Project for more information).

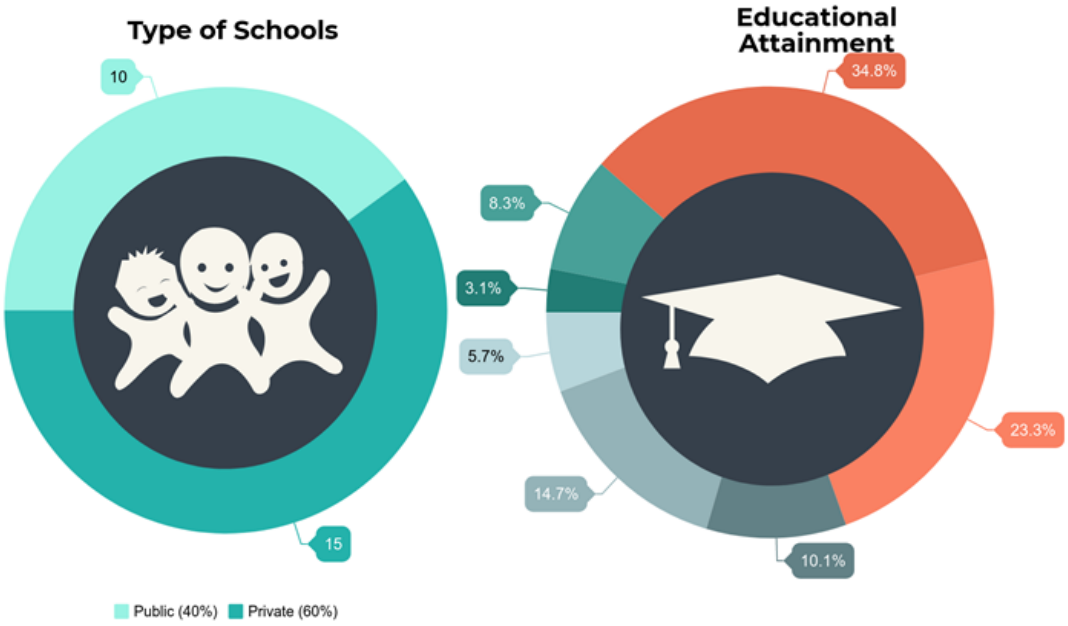
The previously adopted Education Element was expanded to include youth involvement in recognition that education includes more than just a classroom. It includes mentoring and building relationships, highlighting and supporting their talents, listening to and incorporating their ideas, and exposing them to new experiences and processes. Integrating youth into the civic environment gives them the knowledge and skills needed to have a positive effect on the future of the City.

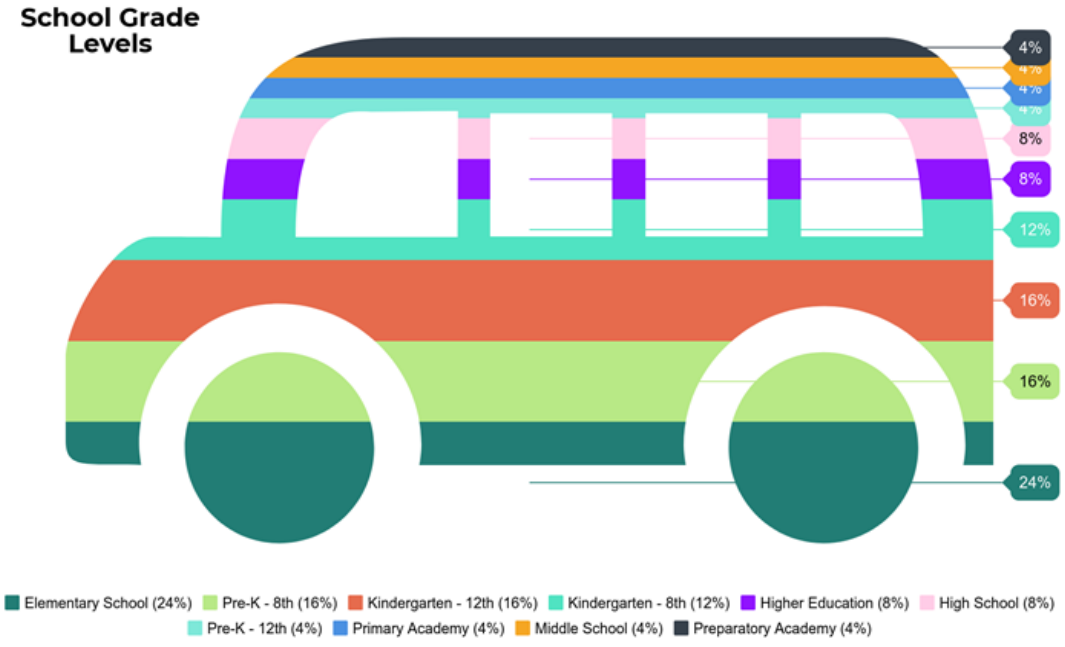
The Pinellas County School System is an integral part in teaching our youth, but so is the City. It is about empowering our youth and exposing them to experiences that they will be able to carry forward with them into adulthood. It is the role of the City to collaborate with the Pinellas County School Board to help support their efforts of providing an education that will prepare students to be competitive in life, regardless of their families' economic status, as well as, ensuring students can safely travel to and from school and remain safe while they are there. This support includes things such as mentoring and afterschool programs, improving sidewalks and crosswalks in school zones, and providing school resource officers.

KEY THEMES

- Youth Engagement
- Community Building
- Safe & Creative Access to School
- Grants
- Partnerships
- Intergenerational Community


EDUCATION & YOUTH INVOLVEMENT
CURRENT CONDITIONS
In collaboration with
pcs
PHILLIPS COUNTY SCHOOLS
U.S. Department of Education


Type of Schools
10
15
Public (40%)
Private (60%)
Educational Attainment
34.8%
8.3%
3.1%
5.7%
23.3%
14.7%
10.1%
Less than 9th Grade (3.10%)
Some High School, No Diploma (8.30%)
High School Graduate or GED (34.80%)
Some College, No Degree (23.30%)
Associate Degree (10.10%)
Bachelor's Degree (14.70%)
Graduate or Professiona.. (5.70%)


School Grade Levels
4%
8%
8%
12%
16%
16%
24%
Elementary School (24%)
Pre-K - 8th (16%)
Kindergarten - 12th (16%)
Kindergarten - 8th (12%)
Higher Education (8%)
High School (8%)
Pre-K - 12th (4%)
Primary Academy (4%)
Middle School (4%)
Preparatory Academy (4%)

CURRENT CONDITIONS

Based on 2017 Pinellas County Schools (PCS) facts-at-a-glance, PCS is the seventh largest school district and the largest employer in the state of Florida with approximately 150 schools including magnets, career academics, technical and adult educations centers and the Pinellas Virtual School. Of those 150 schools, 25 schools are located in the City of Largo varying from pre-kindergarten to higher education. In 2017, PCS had nearly 116,305 pre-kindergarten through adult education students and more than 70 programs of choice that served them.

Based on state-reported data, the U.S. Department of Education indicates that the Florida graduation rate reached 76%, whereas the graduation rate for Pinellas County reached 80.1% for the class of 2016. Throughout Largo, the predominant educational attainment (a term commonly used by statisticians to refer to the highest degree of education an individual has completed as defined by the U.S. Census Bureau) is a high school diploma or a General Equivalency Diploma (GED) at approximately 35%. Compared to the State of Florida (at 28.9%) and Pinellas County (at 52.2%) a majority of adults have attained at least a high school diploma or GED.

REFERENCE MAPS

Map 8: Pinellas Suncoast Transit Authority Network (PSTA)

Map 11: Existing Urban Trails and Parks Network

Map 12: Proposed Urban Trails and Park Network

Map 13: Evacuation Routes, Shelters, and Zones Pinellas County District School Locator Map

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- Five-Year District Facilities Work Program for 2019-2020 through 2023-2024 (School Board Adoptions date: October 22, 2019)
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Employee Mentorship Program
- City of Largo Internship Program
- City of Largo Stormwater Management Plan
- National Flood Insurance Program (NFIP)
- National Register of Historic Places
- Public Schools Interlocal Agreement (Adoption date: October 30, 2012)
- School Capacity and Level of Service Report
- Summer Bridge Program

B. People and Organizations

- Forward Pinellas as Metropolitan Planning Organizations (MPO)
- Pinellas Schools Collaborative
- Pinellas County Schools (PCS)
- Pinellas County School Board (PCSB)
- School Transportation and Enhanced Pedestrian Safety (STEPS) Committee
- School Transportation Safety Committee (STSC)

C. Places and Infrastructure

Public educational facilities of the School District are an allowable use within the following future land use classifications:

Residential Suburban	Conditionally Allowed
Residential Estate	Conditionally Allowed
Residential Urban	Conditionally Allowed
Residential Low	Conditionally Allowed
Residential Low Medium	Conditionally Allowed
Residential Medium	Conditionally Allowed
Residential Office Retail	Allowed
Residential/Office General	Conditionally Allowed
Residential/Office Limited	Allowed
Commercial Neighborhood	Allowed
Commercial General	Allowed
Institutional	Allowed
Community Redevelopment Districts	Allowed
Industrial Limited	Conditionally Allowed

- County Day School
- St. Patrick Catholic School
- Saint Paul's School
- Blossom Montessori School
- Indian Rocks Christian Schools
- Pinellas Academy of Math and Science
- Plato Academy Seminole
- Pinellas Virtual School
- Fuguitt Elementary
- Mildred Helms Elementary
- Anona Elementary
- Frontier Elementary
- Ponce De Leon Elementary
- Belcher Elementary
- Pinellas Primary Academy
- Abundant Life Christian Academy
- Westside Christian School
- Grad Academy
- Life Christian School
- Pinellas Gulf Coast Academy
- Largo High
- Largo Middle
- Pinellas Prepatory Academy
- SPC EpiCenter
- Schiller International University

OPPORTUNITIES

The Education and Youth Involvement Element encompasses multiple strategies that can create an environment that promotes a sense of community pride, attachment, and inspire learning for the youths within the City of Largo. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will support an intergenerational atmosphere by way of adequate infrastructure, land use consistency and compatibility, safety and emergency management and inclusivity. Opportunities may be found through:

- Partnering and collaborating with local governments and the Pinellas County School District;
- Cohesive neighborhoods that contribute to community building and social connection;
- Carrying out community engagement activities as well as partnering with schools to increase opportunities to involve the youth in the community; and
- Incorporating student safety measures into community streetscape design (decorative crosswalks, consistent sidewalks, lighting, signs, bike paths and racks).

FORMS OF SUPPORT CITY OF LARGO AND PCS PARTNERSHIPS:

- Before & Aftercare
- Donation of School Supplies
- City Employee Mentorship Program
- Internship Program
- Providing School Crossing Guards and Resource Officers
- Cost Sharing on Capital Improvement Projects
- Highlighting Student Accomplishments at Commission Meetings

- Youth Involvement Council
- Special Events



PCS Locator Map - The map is the most current vision of the PCS School Locator map Photo Courtesy Pinellas County Schools

SOLUTIONS

LAND USE CONSISTENCY, COMPATIBILITY & ADEQUATE INFRASTRUCTURE

GOAL 1: Through partnerships and effective collaboration among local governments and the Pinellas County School District, and because of a shared commitment to educational excellence, all students of the Pinellas County School District shall be provided the opportunity for high student achievement through the availability of high quality public educational facilities.

OBJECTIVE 1.1: Practice effective intergovernmental cooperation with local governments and the School District to coordinate planned infrastructure improvements, land use plans, development approvals and capital facilities with the availability of public school facilities. (Section 163.31777, F.S.)

Strategy:

- Cooperate with the School Board and provide information regarding new development in order to facilitate adequate school capacity.

POLICIES

It shall be the policy of the City to:

1.1.1: Utilize population growth projections when developing plans and student enrollment projections, consistent with the Student Enrollment and Population Projections of the Public Schools Interlocal Agreement.

1.1.2: Notify the School District of any land use amendments and infrastructure projects that will be increased by 25 or more residential units, and/or restrict vehicular or pedestrian accessibility to public schools with sufficient time for School District review and comment.

1.1.3: In accordance with, “Supporting Infrastructure” of the Public Schools Interlocal Agreement, the School District shall notify the City of Largo of any need for on site or off site improvements to support new, proposed expansion, or redevelopment of existing schools; and will meet to determine the responsibility and coordinate the completion of the on site and off site improvements. (Section 163.31777(2)(d), F.S.)

1.1.4: Continue to represent the City of Largo's interest to the Pinellas Schools Collaborative, by providing: (1) necessary and timely development data; and (2) oversight, coordination and direction regarding the conduct Pinellas County school capacity.

OBJECTIVE 1. 2: Encourage cohesive neighborhoods, that contribute to community building, promote and strengthen social connection, provide for long-term sustainability and be consistent with the “Education Facilities” Chapter 1013 of the Florida Statutes.

Strategy:

- Promote **shared-use** and co-location of school sites, recreation, infrastructure, and City facilities.



After regular school hours, schools can continue to provide their students and the local community with the facilities needed to maintain active and healthy lifestyles, while incurring little to no additional costs. Photo Credit Safe Routes to School National Partnership, Pomona, CA.

POLICIES

It shall be the policy of the City to:

1.2.1: Support efforts that facilitate coordination of planning between the City of Largo and the School District for the location and development of **public education facilities**.

Consists of:

- Elementary schools,
- Special educational facilities,
- Alternative educational facilities,
- Middle schools,
- High schools, and

- Area vocational-technical schools.

1.2.2: In accordance with the Future Land Use Element, the City will evaluate potential school closures, significant renovations to existing schools, and school site selection that provides a mutual benefit, serves the community, or represents an efficient use of finances and staff resources.

1.2.3: Evaluate the ability to enter into an agreement to co-locate existing or planned school sites with other public facilities, including but not limited to: bike and pedestrian pathways, parks, community and recreational centers and facilities, auditoriums, stadiums, health care and social services and other uses as may be determined appropriate.

1.2.4: In accordance with Forwarding Our Future 2040, any proposed location of a new or expanded public educational facility of the School Board shall be reviewed and be consistent with the following general criteria:

1. The proposed location is compatible with present and projected uses of adjacent property;
2. The site area of the proposed location is adequate for its intended use based on the State Requirements for Educational Facilities and provides sufficient area to accommodate all needed utilities and support facilities and allow for adequate buffering of surrounding land uses;
3. Based on the Five-Year Work Program of the School Board and the City of Largo Comprehensive Plan, there will be adequate public services and facilities to support the public educational facility;
4. There are no significant environmental constraints that would preclude development of a public educational facility of the site;

5. There will be no adverse impact on archaeological or historical sites listed in the National Register of Historic Places or designated by a local government as locally significant historic or archaeological resources;
6. The proposed location is well-drained, and soils are suitable for development or are adaptable for development and outdoor educational purposes with drainage improvements;
7. The proposed location is not in conflict with the City of Largo Stormwater Management Plan and any watershed management plans adopted by the City of Largo, if applicable;
8. The proposed location is not in a velocity flood zone or floodway;
9. The proposed location can accommodate the required parking and anticipated queuing vehicles on site; and
10. The proposed location lies outside the area regulated by Section 333.03(3), F.S., regarding the construction of public educational facilities in the vicinity of an airport.

1.2.5: In accordance with Forwarding Our Future 2040, the following criteria shall also be used to evaluate proposed locations of specific types of schools. A consistency determination for a proposed new site or additional property may be conditioned with references to specific types of public educational facilities.

Elementary Schools, Special Education Facilities, and Alternative Educational Facilities

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.

Middle Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Outdoor recreational facilities and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

High Schools

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Stadiums, outdoor recreational facilities, and similar support facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

Vocational-Technical School

1. The proposed location shall have direct access to at least a collector road or as otherwise approved by the local government after determination of acceptable traffic impacts on adjacent roads of lesser classification.
2. Industrial education facilities shall be located and buffered on the proposed site to minimize impacts on adjacent properties.

1.2.6: At the time of consistency determination, the City of Largo may impose reasonable conditions for development of the site as it relates to any of the criteria in Policies 1.2.4 and 1.2.5. Conditions

may not be imposed which conflict with those established in t**he "Education Facilities", Chapter 1013 of the Florida Statutes** or the State Uniform Building Code, unless mutually agreed to by the City of Largo and the School District.

1.2.7: Encourage sustainable design and operations; green building practices; and opportunities to incorporate demonstration projects and technologies on site to serve as community models.

SAFETY AND EMERGENCY MANAGEMENT

GOAL 2: To provide a safe environment, respond to the changing dynamic of school safety, and implement policies and procedures that improve the school's ability to respond to potential threats and safety issues.

OBJECTIVE 2.1: The City of Largo shall collaborate with the School District and other local governments to promote safe access for students to public school facilities.

STRATEGIES:

- Provide a right-of-way and a direct safe access path for pedestrian travel to school sites; and
- Provide adequate parking at public schools for bicycles.

POLICIES

It shall be the policy of the City to:

2.1.1: Identify locations and develop recommendations where student safety in accessing public school facilities is a priority, in partnership with:

- School Transportation Safety Committee (STSC);
- Forward Pinellas;
- The School District;
- Surrounding Local Governments;
- School Transportation and Enhanced Pedestrian Safety (STEPS) Committee; and
- The community.

2.1.2: Encourage recommendations from the STSC to support student access to public schools through modifications to a campus, in a manner that both improves student safety and is compatible with the surrounding community.

2.1.3: In accordance with the Capital Improvements Element, the City will annually update the element to identify the School District's capital needs and pursue the construction of sidewalks, crosswalks, bicycle paths, and other improvements that help to provide continuous access to public schools for pedestrians and bicyclists.

2.1.4: As allowed by the Comprehensive Development Code (CDC), the developer of all new development or redevelopment within a two-mile radius of any existing or planned public school facility, is required to construct sidewalks along the corridor contiguous to the property being developed that directly serves the public school facility.

2.1.5: Support staff to work with local schools and parents in applying for **Safe Routes to School** grants where needs are identified.

A program that funds efforts to increase the number and safety of students walking or biking to school. Photo Credit Safe Routes to School.

2.1.6: Find creative strategies to increase student safety such as: enhanced sidewalks; crosswalks (ie. painted crosswalks); trails; lighting; and signage that increases pedestrian awareness and helps to build community pride.

2.1.7: Expand partnerships to promote bike and pedestrian safety educational programs in schools and within the community.

OBJECTIVE 2.2: Promote public schools as a vital emergency management resource.

Strategy:

- Ensure public school facilities continue to serve the public after exposure to a major disaster.

POLICIES

It shall be the policy of the City to:

2.2.1: Identify and communicate to residents the school facilities which are designed to serve as vital emergency shelters for the public in times of disaster.

2.2.2: Public school facilities that are not located within category 1, 2 or 3 evacuation zones, shall be designed to serve the public as emergency shelters, according to the public shelter criteria outlined in the Florida Building Code.

2.2.3: Annually update the Capital Improvements Element to reflect the School District's capital needs with the required local capital projects needed to provide emergency shelter spaces, as identified by the Tampa Bay Regional Hurricane Evacuation Study, developed by the Tampa Bay Regional Planning Council.

YOUTH INVOLVEMENT

GOAL 3: Promote youth engagement and strengthen social connection through civic engagement and integration into the community.

OBJECTIVE 3.1: Increase social equity, empower youth, and promote social connection within the community through development of partnerships and programs.

Strategy:

- Develop relationships with the schools and youth organizations within the city of Largo planning service area, to gain a better understanding of the opportunities that are available to help support and develop Largo's youth.

POLICIES

It shall be the policy of the City to:

3.1.1.: Develop successful partnerships with local schools and organizations, to seek opportunities to provide support such as participation in

projects and/or events and to recognize exceptional students, teams, and programs.

3.1.2: Include youth and young adults in the City's Community Conversations and consider forming a youth advisory board.

3.1.3: Continue to offer internships to high school and college students and expand participation by administration and staff in the *Great American Teach-In* to all public schools within Largo on a rotating basis.

3.1.4: Continue to support fundraising efforts that allow for scholarships to help students attend camps and **Summer Bridge Program** within the City of Largo.

- The Summer Bridge Program is important for students who are performing below grade level or who need extra support to be successful.

3.1.5: Provide opportunities for students to showcase their talents at City supported facilities and/or events such as City Hall, Library, Central Park and the Central Park Performing Arts Center. This could include things such as displaying visual art, a music, theatrical, or dance performance and the sharing of special projects.

PUBLIC FACILITIES

SANITARY SEWER

INTRODUCTION

Sanitary sewer is a system of underground pipes that carry wastewater from bathrooms, sinks, kitchens, and other plumbing components to a wastewater treatment plant. The City of Largo Environmental Services Department sustains that system that is called the Wastewater Reclamation Facility (WWRF) where it is treated and discharged. WWRF receives wastewater from City residential, commercial and industrial customers. Largo's Sanitary Sewer District population totals approximately 123,000 and covers a service area of 32.5 square miles. The sanitary sewer system includes 51 lift stations, over 5,600 manholes, 262 miles of gravity lines and 38 miles of force main. The collection system's gravity lines are maintained by the Collection System Division of Environmental Services. The lift stations are monitored by Supervisory Control and Data Acquisition (SCADA).

The WWRF utilizes an A2O process (Anaerobic, Anoxic, Oxic), incorporating screening, primary settling, anaerobic, anoxic, and aerobic zones, final clarification, filtration and denitrification, disinfection and de-chlorination (surface water discharge only). Residuals (sludge) from the WWRF process are oxidized through digestion, and then turned into pellets through a heat drying process. The biosolids operation produces approximately 2000 tons of product per year which is sold as a nutrient rich soil amendment and is applied to golf courses. The reclaimed water is applied to the land through irrigation with excess volumes discharged to surface water as authorized by the facility's operating permit.

The WWRF operates 24 hours per day, 7 days per week, 365 days per year, and processes approximately 12 million gallons of incoming wastewater on an annual average daily basis. The 16 operators on staff are highly trained and skilled,

receiving licenses from the State of Florida's Department of Environmental Protection (FDEP) after demonstrating proficiency in controlling the treatment processes necessary to operate the wastewater treatment facilities in compliance with the state issued operating permit. Discharge data from the WWRF is submitted to FDEP monthly to confirm permit compliance. The biosolids facility is operated under the same permit.

The excess treated effluent is discharged into Tampa Bay via the Feather Sound Pond System. Pelletized biosolids are used by a wholesale fertilizer company.

Mechanics and instrumentation technicians maintain the treatment and biosolids process. The Environmental Services Department uses VUEWorks for the purpose of enabling the department to more effectively manage infrastructure assets. In addition, the department has deployed predictive maintenance techniques to work in concert with VUEWorks to extend the service life of its infrastructure assets and minimize the life cycle costs of those assets.

In addition, Environmental Services Department maintains an active Capital Improvements Program (CIP) through which it plans and budgets for upgrades and enhancements to the WWRF, collection system, reclaimed water distribution system, and biosolids facilities. The CIP ensures that funds are available to maintain the facilities in an excellent state of repair, and to extend the useful life of each facility. Furthermore, residential, commercial and industrial customers pay sanitary sewer fees that provide for the collection and treatment of wastewater.

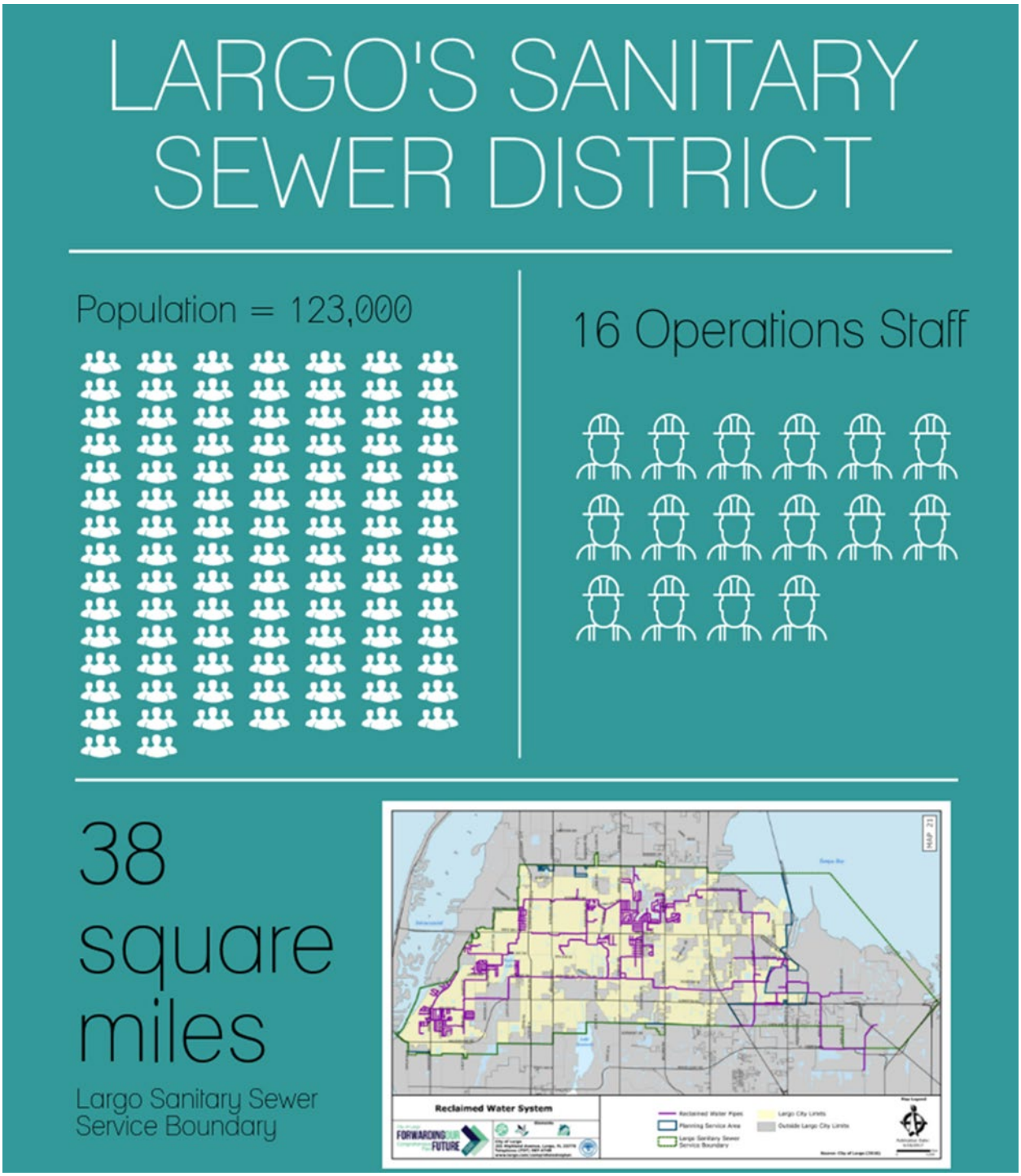
KEY THEMES

- Public Health & Safety
- Accessibility
- Efficiency in Level of Service Standards

- Superior City Service
- Quality Public Infrastructure
- Fiscal Responsibility
- Best Management Practices

CURRENT CONDITIONS

The sanitary sewer system is continuously being maintained to provide efficient service to those located in the Largo Sanitary Sewer Service Boundary. Over the next 20 years, Largo must address effluent flow equalization, disinfection, safety, infrastructure longevity, process reliability and inventory management and control of the system. The maintenance is constant as all sewers deteriorate with age and use. Proper maintenance of the sewer system ensures that spills and backups are avoided. Additionally, proper maintenance of the sewer system will increase its longevity.



REFERENCE MAPS THROUGHOUT THE PUBLIC FACILITIES ELEMENT

Map 2: Largo Planning Area

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

Map 16: Hydrologic Soil Groups

Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic and Well Locations

Map 21: Reclaimed Water System (defines the Largo Sanitary Sewer Service Boundary)

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- A Toilet is Not a Trash can Campaign
- City of Largo Capital Improvements Program (CIP)
- City of Largo Wastewater Reclamation Facility Asset Management and Fiscal Sustainability Plan 2.0
- Commercial Users Program
- Comprehensive Development Code (CDC)
- C.O.R.E. (Cooking Oil Recycling Effort)
- Fight F.O.G. (Fats, Oils and Grease)
- Industrial Pretreatment Program
- Pinellas County Utilities' Potable Water Supply Facilities Work Plan

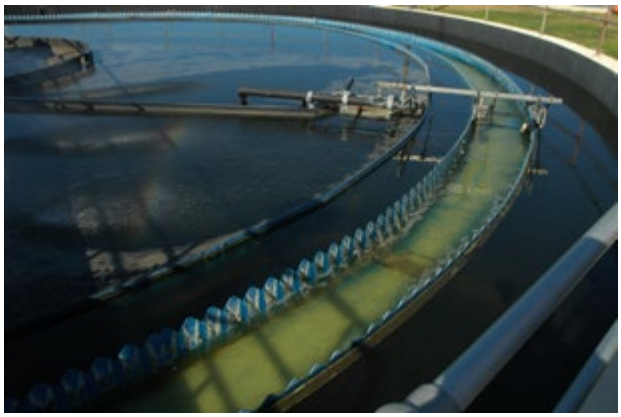
- Privately-Owned Collection and Transmission Systems (POCTS) Programs
- Regional Water Supply Plan
- Ten-Year Water Supply Facilities Work Plan
- Wastewater Collections Program
- Wastewater Reclamation Facility (WWRF) Program

B. People and Organizations

- Florida Department of Environmental Protection (FDEP)
- Forward Pinellas
- Pinellas County Utilities Department
- Public Works/Environmental Services Advisory Board
- Southwest Florida Water Management District (SWFWMD)
- Sunshine 811
- Tampa Bay Water (TBW)

C. Places and Infrastructure

- **Largo Wastewater Reclamation Facility —** The Largo WWRF is designed to treat 18 million gallons of wastewater per day (MGD) on an annual average basis. Additionally, the facility can treat peak flows up to 34 MGD. The plant utilizes biological activity through a high-rate three stage biological nutrient removal process. This facility is an advanced wastewater treatment plant. It is currently operating at 65 percent capacity (11.75 MGD) and is forecasted to operate at 12.4 MGD by 2040.



- **WWRF Influent Pump Station —** The incoming wastewater from the City's sanitary sewer service area (Map 21) flows primarily by gravity into an onsite influent pump station (IPS) and is metered and pumped to the Headworks structure (described next). The IPS has a coarse barscreen (1st openings) to remove larger material such as wood, plastic, rags, and other debris.
- **Preliminary Treatment/Headworks —** The Largo WWRF Headworks includes fine barscreens with 6 millimeter openings that remove smaller material that made it through the coarse screen. The Headworks also includes a grit removal system, which removes any sand, dirt and other non-organic material.
- **Primary Clarifier —** The wastewater leaves the Headworks structure and flows to the Primary Clarifier. The tank design reduces the flow velocity so that particulate organic material settles out. A mechanical scraper moves the settled material to a hopper where it is removed by pumps. The removed material is referred to as primary sludge and is treated separately in aerobic digesters and eventually processed into a pellet fertilizer product. Floating material (scum, grease) on the primary clarifier is also collected by the mechanical scraper and sent to the aerobic digester for further treatment.
- **Biological Nutrient Removal —** The Largo WWRF uses a biological process known as the A2O process, which is an acronym for Anaerobic, Anoxic and

Oxic. Each process creates an ideal environment so specific microorganisms can function properly to clean the wastewater and reduce the nutrients Nitrogen and Phosphorous.

- **Secondary Clarifier —** The secondary clarifier separates solids by gravity. Solids sink to the bottom and liquids flow over a weir downstream for further treatment.
- **Denitrification Filters —** The final biological process takes place in the denitrification filters where an anoxic condition is maintained so denitrifying bacteria can convert to nitrogen gas. Only the water discharged to Feather Sound is treated in the denitrification filters.
- **Cloth Filters** – The reclaimed water flows through the cloth filters before disinfection in the chlorine contact tank. Denitrification is not necessary for treated water sent to the reclaimed water system.
- **Chlorine Contact Tank —** The denitrification filter and cloth filter effluent flows by gravity into a chlorine contact tank. Chlorine is introduced to disinfect the harmful bacteria. For effluent disposed of through the City's reclaimed water distribution system, chlorinated effluent is pumped to the onsite to the 10 million gallon reclaimed water tank and then into the public access reclaimed water distribution system based on the demand. The other means of effluent disposal is through surface water discharge.
- **Dechlorination Tank —** Effluent that is disposed of via surface water discharge must have the chlorine removed so as not to cause any harm to the aquatic environment. Sodium Bisulfite is added to remove all chlorine from the water before pumping to surface water discharge, which for the Largo WWRF is to Old Tampa Bay via the Feather Sound Stormwater Pond System.



OPPORTUNITIES

The Sanitary Sewer Subelement encompasses multiple strategies that can create an environment that continues to protect human health, preserve the environment and conserve potable water. Finding and fixing problems in the sewer system ensures that the water that makes it to the treatment plant is actually wastewater that needs to be treated. Finding and fixing problems does cost money. However, once problems are found and fixed, maintenance costs and rates become stable. Keeping sewage in the sewer leads to healthier communities that enjoy clean water, less exposure to harmful organisms and less danger to children, the elderly and the people with suppressed immune systems. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will support accessibility to quality public infrastructure. Opportunities may be found through:

- Monitoring, assessing and planning for sanitary demands;
- Providing businesses with needed access to sewer and water services;
- Designing, permitting and constructing capacity improvements to reduce sanitary sewer overflows;
- Operating below maximum capacity in order to ensure adequate lead time

to meet rising demand; and

- Promote recycled water use.

SOLUTIONS

GOAL 1: Ensure that the City's sanitary sewer system will provide an effective, efficient and environmentally sound method of wastewater collection, advanced treatment, and disposal.

SANITARY SEWER SYSTEM

OBJECTIVE 1.1: Protect public health and the environment through regulatory compliance; effective design; and efficient sewer service.

STRATEGIES:

- Reduce the number and extent of permit violations;
- Continue to maintain and report the number and volume of inexcusable sanitary sewer overflows; and
- Measure annual operating costs per gallon treated; number and length of service disruptions; and the percentage of treatment flow reused.

POLICIES

It shall be the policy of the City to:

1.1.1: Operate the sanitary sewer system in compliance with **Florida Department of Environmental Protection (FDEP)** issued permits.

1.1.2: Perform water quality sampling and monitoring as required by **United States Environmental Protection Agency (USEPA), FDEP and Pinellas County Department of Environmental Management (PCEM)**.







1.1.3: Comply with the Consent Order (July 5, 2007), between the City and FDEP, USEPA Management, Maintenance Programs Project and PCEM, and participate in the Tampa Bay Nitrogen Management Consortium to improve water quality and the natural function of Tampa Bay and to comply with Federal Clean Air and Water Regulations.

1.1.4: Implement work process and data management systems improvements for sewer service management, operation, and maintenance that comply with the Maintenance Programs Project and result in more advanced, effective, and efficient sewer service.

1.1.5: Develop program documents that define and communicate policies, procedures, responsibilities and performance measures for work process improvements, and address requirements of the Maintenance Programs Project.

1.1.6: Design, permit and construct capacity improvements to significantly reduce sanitary sewer overflows.

1.1.7: Review annually the five-year capital improvement program that:

A) Includes pro-active sanitary sewer system improvements to prevent system failures and overflows;

B) Addresses current and future anticipated regulatory requirements;

C) Provides sewer capacity in a timely fashion to accommodate system

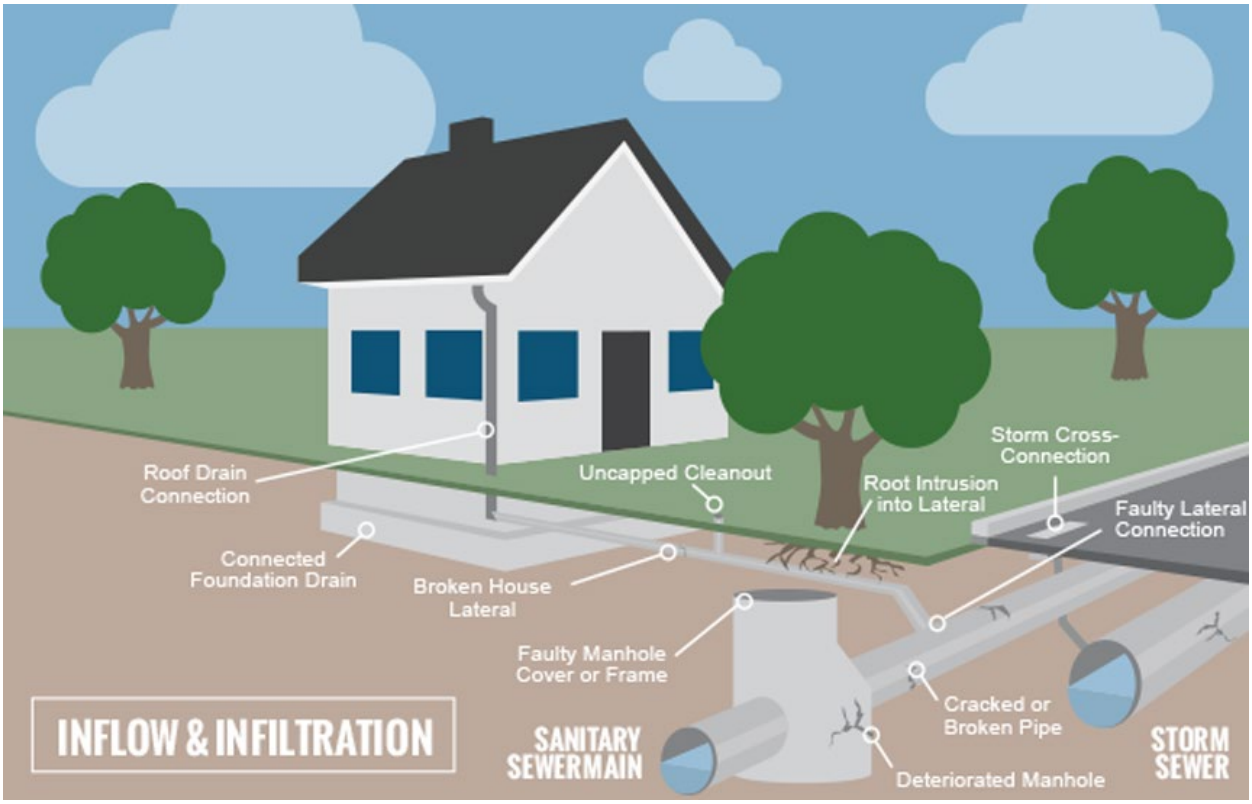
expansion and (re)development;

D) Maintains level of service standards that are desired and acceptable to the community; and

E) Includes projects that coordinate the upgrade and expansion of the advanced wastewater treatment plant to meet future needs.

1.1.8: Improve efficiency of energy and chemical use through installation of high efficiency motors and process redesign and optimization.

1.1.9: Abate rainwater **inflow** and groundwater **infiltration** to maintain capacity for sanitary sewer service and minimize service costs.



"Inflow and infiltration are terms used to describe the ways that groundwater enter into dedicated wastewater or sanitary sewer systems. "(Global Water, 2011). Photo Credit ReWa, Renewable Water Resources.

1.1.10: If the City Commission desires to expand the City's recycled water program, investigate methods to expand the production, storage and annual average use of reclaimed water to reduce the cost and environmental risk of effluent disposal and reduce reliance upon potable water sources.

LEVEL OF SERVICE STANDARDS & CONCURRENCY

OBJECTIVE 1.2: Continue to monitor the sanitary sewer concurrency management program.

STRATEGIES:

- Prepare an annual level of service report to assess the extent of current and projected capacities and/or deficiencies within the sanitary sewer system; and

- Utilize and maintain the City's GIS and Sanitary Sewer Collection System Computer Model for level of service standards evaluation, accounting for capacity commitments and enhancements, available capacity determinations and capacity management planning.

POLICIES

It shall be the policy of the City to:

1.2.1: Maintain the adopted level of service standard of 100 gallon per day per capita for the advanced wastewater treatment plant and the sanitary sewer concurrency management program.

1.2.2: Maintain sufficient capacity of the sanitary sewer system to serve the Largo Sanitary Sewer Service.

1.2.3: Continue to monitor the Concurrency Certification Process for businesses in the City of Largo by:

A) Maintaining a database to document and track the status of concurrency certifications, capacity commitments, capacity enhancement projects, and capacity credits.
B) Implementing any business process changes for conducting and determining explicit concurrency certification, conditional concurrency certification and concurrency denial determinations.
C) Identifying and executing projects that will mitigate capacity limitations and may be undertaken to satisfy conditional capacity certifications.

1.2.4: Identify and track capacity related sanitary sewer overflows and corrective actions.

A) Develop and maintain a database to document and track the status of capacity related sanitary sewer overflows compared to associated rainfall events.
B) Develop and implement proposed business process changes for evaluation, tracking and mitigation of capacity related overflows.

1.2.5: Evaluate sanitary sewer system collection performance and track net changes in system over time.

A) Utilize and maintain the Wastewater Reclamation Facility Capacity Accounting Database to track capacity commitments on an average daily flow basis and analyze peak flow performance annually.
B) Utilize and maintain the City's GIS to track and periodically update the population and employment forecasts for the flow meter sanitary sewer lift station basins within the wastewater service

area, but no less frequently than every 2 years.

C) Depict substantial individual project capacity commitments and enhancements within the computer hydraulic model for a minimum of one (1) year after completion of the sewer connection or project construction to ensure sufficient data collection for model re-calibration.

D) Re-calibrate the computer hydraulic model periodically to reflect actual system capacity as a result of significant changes in flow from system connections and capacity increases, no less frequently than every five (5) years or when 90% of the conveyance or pump station capacity has been reached for the 10-yr projected growth and a 2-yr peak flow recurrence interval.

1.2.6: Operate the advanced wastewater treatment plant at or below 90% of design capacity on an annual average.

A) Develop and schedule projects that will increase capacity into the five-year CIP if calibrated model predicts 90% of the conveyance capacity will be equaled or exceeded for the 10-yr projected growth and a 2-yr peak flow recurrence interval.

B) Complete projects to increase capacity prior to exceeding the hydraulic model predicted conveyance capacity for the 5-yr projected growth and a calibrated 2-yr peak flow recurrence interval.

C) Initiate projects to increase capacity of the advanced Wastewater Reclamation Facility (WWRF) as determined to be necessary to keep the plant at or below 90% of design capacity on an annual average.

D) Develop tools and implement work process changes for available capacity determinations of new connections that are outside the hydraulic model limits and with a peak flow greater than 10% of

the downstream pipe capacity.

1.2.7: Pursuant to section 163.3177(6)(c), F.S., the City of Largo has evaluated the potential of providing sanitary sewer services to developments of more than 50 residential lots, whether built or unbuilt, with more than one onsite sewage treatment and disposal system per acre within a 10-year planning horizon. Currently, there are no properties that meet this definition as the majority of the residential properties within the City of Largo's service boundaries are already connected to public or private sewer systems. Based on this, the City of Largo has deemed the requirement of section 163.3177(6)(c) is inapplicable to the City's sanitary sewer system. This policy will be amended as needed to account for any future developments that are governed by section 163.3177(6)(c).

1.2.8: Align construction of sanitary sewer service over the next 20 years with the timeline outlined in the Wastewater Reclamation Facility Asset Management and Fiscal Sustainability Plan 2.0 to ensure level of service meets capacity for the 2040 projected flows.

Sanitary Sewer Service

OBJECTIVE 1.3: Continue to coordinate with Pinellas County for the provision of service for unincorporated areas located within the City of Largo Sanitary Sewer District.

Strategy:

- Measure the number of new properties in unincorporated Pinellas County that connected to the City's sanitary sewer system on an annual basis.

POLICIES

It shall be the policy of the City to:

1.3.1: Maintain the level of service standards for the City's sanitary sewer system in the unincorporated areas located within the Largo Sanitary Sewer Service Boundary through use of the Concurrency Management System.

1.3.2: Support and actively participate with Forward Pinellas in developing an institutionalized countywide methodology for population, employment, and other socioeconomic projections for the purpose of making local planning and regulatory decisions including planning for and delivery of sanitary sewer service.

SOLID WASTE

INTRODUCTION

Solid waste refers to the garbage that is produced as a result of human activities that is discarded as unwanted and useless. Solid waste is generated from industrial, residential and commercial activities in a given area, and can be handled in a variety of ways depending on the type of waste. The proper removal and disposal is vital human and environmental health.

When a City's waste is not properly managed there are numerous problems that can arise. Some of these concerns are:

- Insects
- Rats and rodents
- Fire
- Odor
- Illness to the workers
- Atmospheric pollution, formation of H2S gas
- Visual pollution
- Major effects on tourism, ethics and recreation
- Water pollution

How a city handles the waste that is produced is done though solid waste management and should be done in a manner that is environmentally compatible, economically low-cost, aesthetically good and energy efficient. The following are activities that must be managed:

- Generation
- Storage
- Collection

- Transfer and transport
- Reuse and recycling
- Processing and disposal

A top priority is waste management is to have less waste that has to be dealt with. This is expressed in the 'Reduce, Reuse, Recycle' hierarchy, or the "three R's." This hierarchy provides guidance for creating a sustainable life.

Reduce: to use fewer resources in the first place.

Reuse: Use materials more than once in their original form instead of throwing them away after each use.

Recycle: Converting waste materials into new products, changing them from their original form by physical and chemical processes.

All of these steps help cut down on the amount of waste people produce, which in turn helps conserve natural resources and energy, reduces the need for landfills, and saves money.

KEY THEMES

- Public Health & Safety
- Accessibility
- Efficiency in Level of Service Standards
- Superior City Service
- Quality Public Infrastructure
- Fiscal Responsibility
- Best Management Practices
- Water Conservation Initiatives

CURRENT CONDITIONS

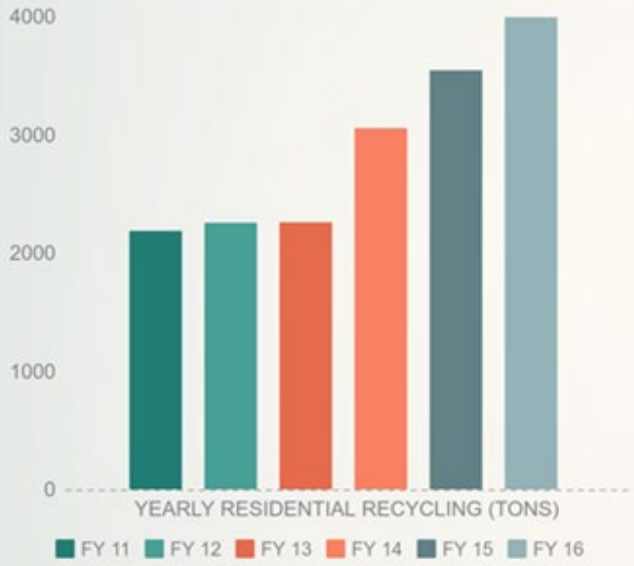
All residential, commercial (not including recycling), and industrial (not including recycling) solid waste generated and accumulated within Largo's city limits is collected and removed by the City and managed through the Solid Waste Division. The Division is comprised of a staff of fifty-five full-time employees and contains six operational programs including, Administration, Commercial Roll-off, Commercial Front Loader, Residential Automated Garbage, Residential Support and Recycling. The City transports all collected waste, including electronic and chemical wastes and recyclables, to either Pinellas County Solid Waste Operation or to City contracted disposal and recyclable businesses.

The Solid Waste Division continually strives to reduce the total amount of solid waste disposal of and increasing the amount of materials recovered for recycling. This will be done through the development of a tracking and routing system for all programs and actively explore the possibility of using new technologies to reduce waste and associated costs.

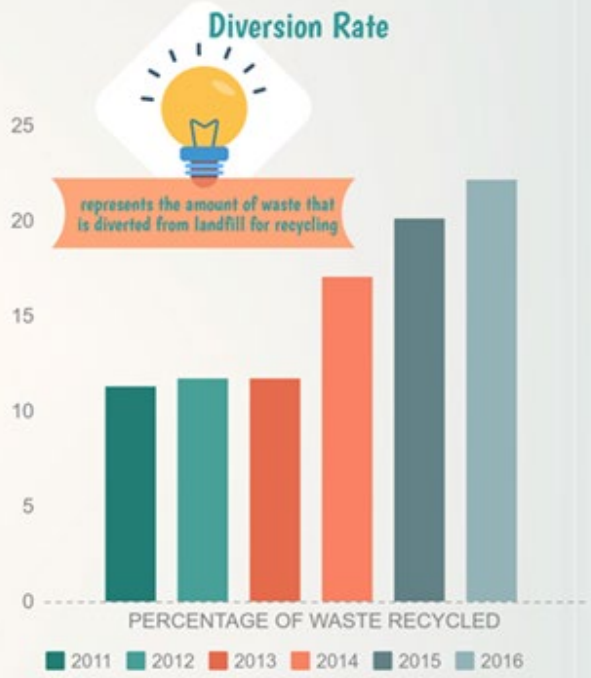
Largo RECYCLES

SOLID WASTE CURRENT CONDITIONS

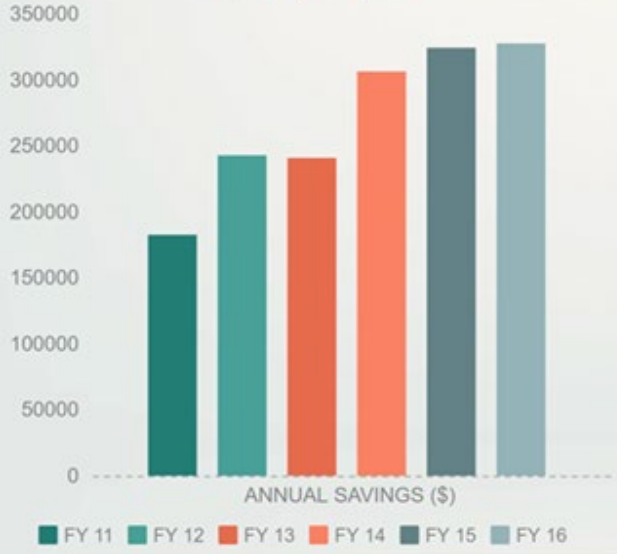
Yearly Residential Recycling Tonnage



Diversion Rate



Recycling Program



Mixed Recycling

$950,000

FY 14 - FY 16 combined savings. Recycling increased by 51% from FY 11 - FY 16.

REFERENCE MAPS THROUGHOUT THE PUBLIC FACILITIES

Map 2: Largo Planning Area

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

Map 16: Hydrologic Soil Groups

Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic and Well Locations

Map 21: Reclaimed Water System (defines the Largo Sanitary Sewer Service Boundary)

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- City of Largo Recycling Program
- Recycle Florida Today (RFT)

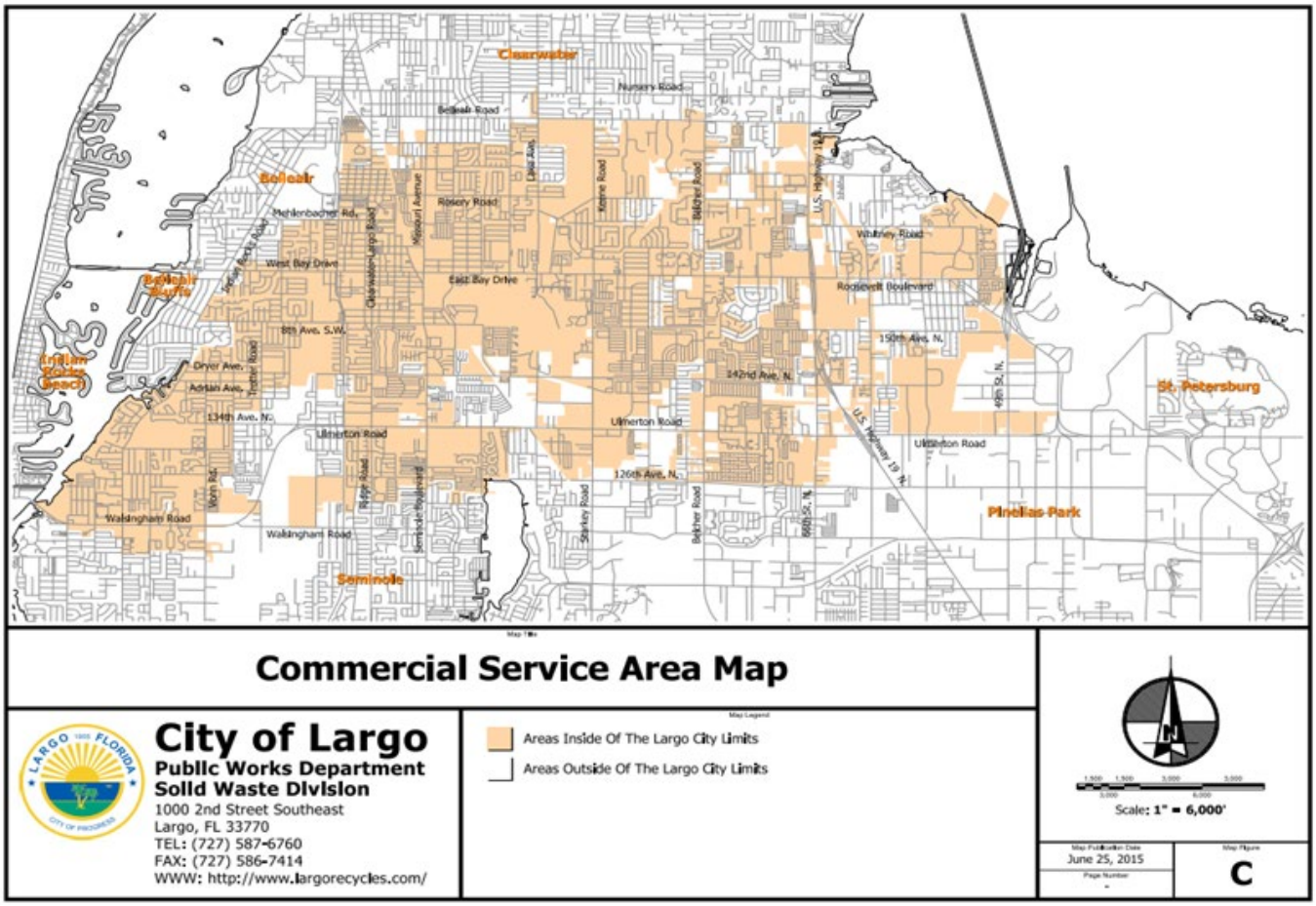
B. People and Organizations

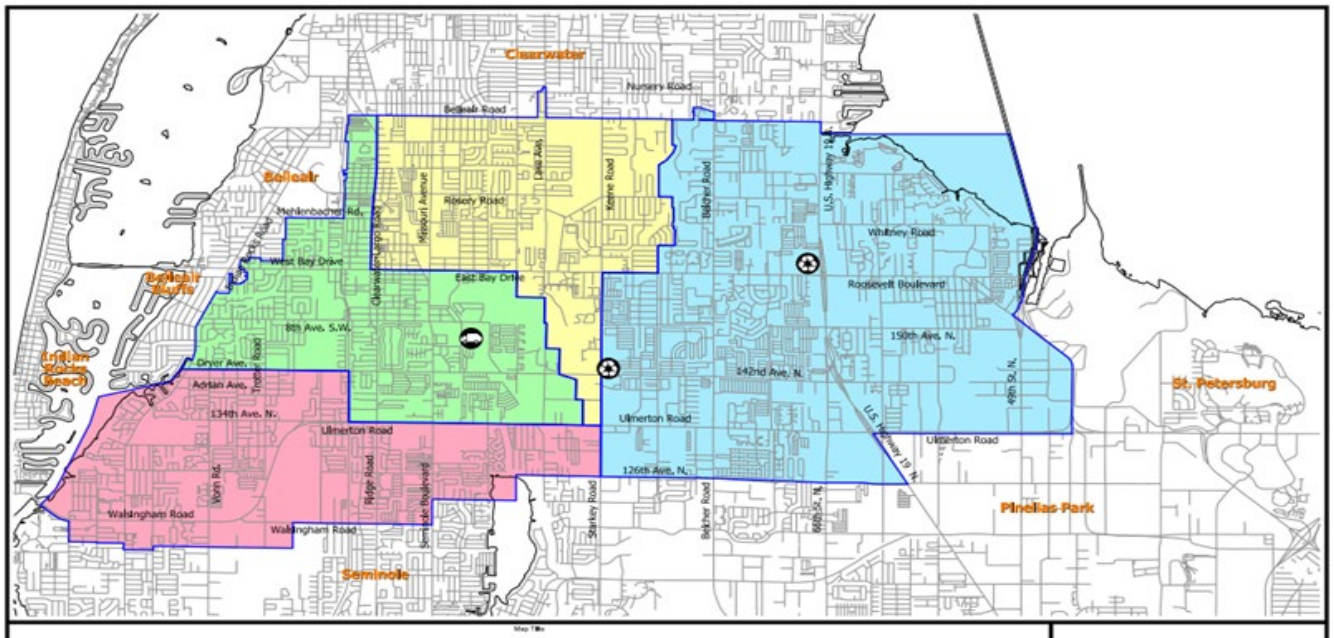
- U.S. Environmental Protection Agency Waste Wise
- Pinellas County

- Pinellas Partners in Recycling (PPR)
- Solid Waste Association of North America (SWANA)

C. Places and Infrastructure

- Residential Recycling, Yard Waste, Bulk Item Service Area Map
- Commercial Service Area Map
- Residential Garbage Service Area Map





Residential Recycling, Yard Waste, Bulk Item Service Area Map

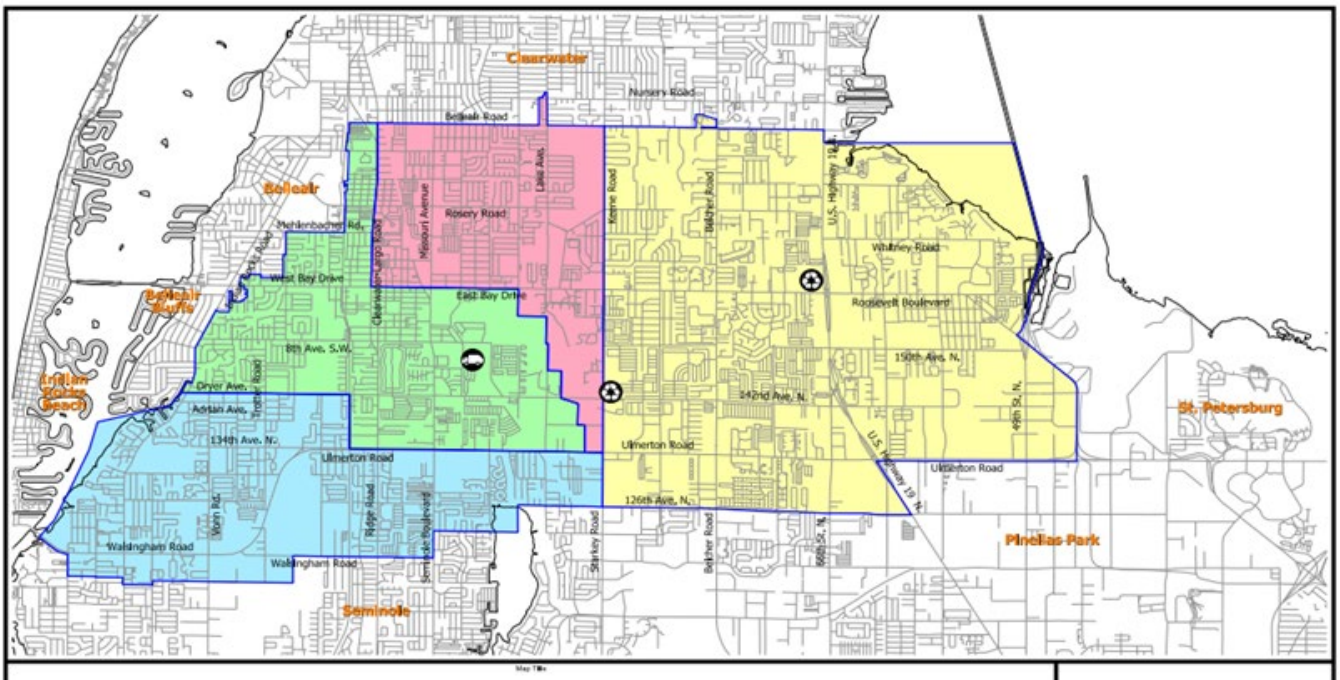
City of Largo
Public Works Department
Solid Waste Division
1000 2nd Street Southeast
Largo, FL 33770
TEL: (727) 587-6760
FAX: (727) 586-7414
WWW: http://www.largorecycles.com/

- **Monday** Recyling Route Zone
- **Tuesday** Recyling Route Zone
- **Thursday** Recyling Route Zone
- **Friday** Recyling Route Zone
- Largo Public Works
- Largo Recycling Centers

Scale: 1" = 6,000'

Map Publication Date: June 25, 2015

Map Figure: **B**



Residential Garbage Service Area Map

City of Largo
Public Works Department
Solid Waste Division
1000 2nd Street Southeast
Largo, FL 33770
TEL: (727) 587-6760
FAX: (727) 586-7414
WWW: http://www.largorecycles.com/

- **Monday** Collection Route Zone
- **Tuesday** Collection Route Zone
- **Thursday** Collection Route Zone
- **Friday** Collection Route Zone
- Largo Public Works
- Largo Recycling Centers

Scale: 1" = 6,000'

Map Publication Date: June 29, 2015

Map Figure: **A**

OPPORTUNITIES

The Solid Waste Subelement encompasses multiple strategies that can create an environment that continues to protect human health, and preserve environmental quality for future generations by minimizing the demand, impacts, and costs of waste management activities. Largo continues to provide superior service by providing full-service solid waste collection to residents, and offers a full complement of services for commercial customers. Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will support a sustainable solid waste system. Opportunities may be found through:

- Recycling, which decreases cost of disposal and increases sales to offset the expense of recycling;
- Reducing the demand of waste, attained through public outreach and education; and
- Expanding the integrated solid waste collection system.

SOLUTIONS

GOAL 1: Provide a sustainable solid waste system to protect the health, safety and welfare of the community and future generations.

OBJECTIVE 1.1: Annually improve the diversion rate of solid waste collected.

Strategy:

- Measure the amount of tons recycled as a percentage of total solid waste collected.

POLICIES

It shall be the policy of the City to:

1.1.1: Comply with the LOS Standard for solid waste disposal of 1.30 tons of solid waste disposed per person per year in accordance with Pinellas County's adopted LOS Standard, while striving to reduce this number.

1.1.2: Explore methods to reduce operational and disposal costs while maintaining or expanding service levels.

1.1.3: Maximize revenues generated from the sale of recycled products to partially offset the cost of recycling.

1.1.4: Expand or modify the City's Recycling Program through exploration of new technologies, consideration of pilot programs, and new markets for additional recyclable products.

1.1.5: Explore and expand additional waste stream collection methods including electronics, organics, grease, oils and yard debris.

1.1.6: Allow recycling and waste drop-off sites in non-residential areas provided compatibility issues are adequately addressed.

1.1.7: As part of development review, encourage allocation of appropriate space on commercial and industrial sites to allow for inclusion of commercial recycling and solid waste containers.

OBJECTIVE 1.2: Improve operational efficiency in the Solid Waste Division.

STRATEGIES:

- Research and explore the feasibility of new technologies to increase efficiency; and
- Measure the operating costs per tons of waste.

POLICIES

It shall be the policy of the City to:

1.2.1: Encourage more efficient routes through support of the City's annexation policy and through the utilization of technologies designed to improve efficiency.

1.2.2: Explore and evaluate recycling opportunities and waste reduction measures as alternatives to system expansion.

1.2.3: Require developed properties and properties undergoing construction, to subscribe to the City's integrated solid waste collection system.

1.2.4: Prohibit bulk container service in single-family residential neighborhoods to protect the neighborhood's aesthetic value. For purposes of this policy, properties undergoing construction shall be exempt during the construction period.

1.2.5: To increase efficiency of collections, work with Code Enforcement to promote proper waste handling.

1.2.8: Expand knowledge of collection systems through partnerships with outside organizations such as **Pinellas Partners in Recycling (PPR), Solid Waste Association of North America (SWANA), Recycle Florida Today (RFT)** and others.

OBJECTIVE 1.3: Promote recycling, reduction of waste, and proper disposal of hazardous waste through education, public outreach, and by providing exceptional solid waste services.

STRATEGIES:

- Reach out to schools, businesses, neighborhoods and organizations to provide educational information; and
- Utilize outreach efforts as a way to educate and promote available City services.

POLICIES

It shall be the policy of the City to:

1.3.1: Promote recycling through education and providing information on City services through outreach and participation in events with schools, businesses, outside organizations and at other community events.

1.3.2: Promote residential curbside and multifamily recycling through civic and homeowners associations.

1.3.3: Provide a comprehensive program for the proper disposal and handling of electronics and household hazardous waste, sponsor targeted collection days, and inform the community of alternative disposal methods.

1.3.4: Develop initiatives to encourage reduction in the use of hazardous chemicals.

1.3.5: Continue to organize neighborhood clean-up days to increase the disposal of waste and hazardous materials, educate the general public, and increase neighborhood and community pride.

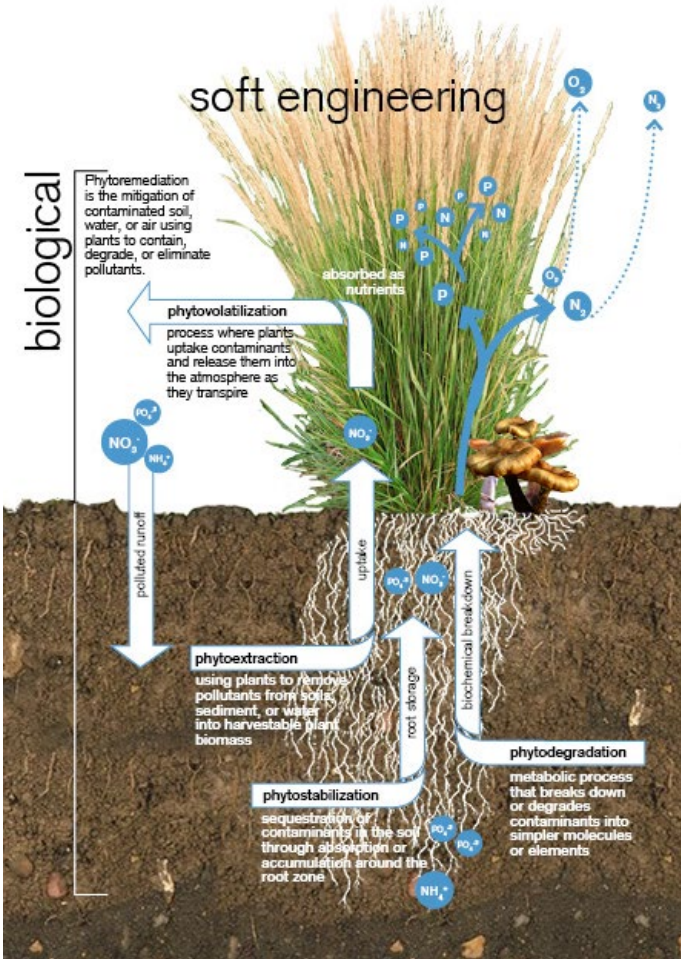
1.3.6: Provide walk-up service for garbage/recycling collection, when needed, for older adults or physically impaired residents.

STORMWATER

INTRODUCTION

Between the Gulf and the Bay, the City's surface water eco-system includes lakes, streams, estuaries, mangrove swamps, and marshes; all of which the City protects from the impacts of development. Stormwater runoff is generated from the more than 50 inches of average rainfall the City receives each year that does not soak into the ground. As the effect of development increases the runoff water flow rates, the more likely it is that pollution will accumulate and erosion will occur. Stormwater management policies protect life and property by diverting flooding and at the same time balance the competing interest of preserving the environment by treating stormwater through best management practices. Prior to the Clean Water Act of 1972, the primary goal of stormwater systems were to allow for the most efficient flow of water to reduce the likelihood of property damage from flooding.

The results of early stormwater management practices contributed to many of the U.S. waterways being unfit for swimming, drinking, and supporting healthy wildlife. The federal government later passed and amended the Safe Drinking Water Act of 1974, and water quality regulations were subsequently updated to result in the current water quality oversight structure in 2000, such that the City is responsible to the State for enforcing the water quality standards through MS4 and NPDES (short for Municipal Separate Storm Sewer Systems and the National Pollutant Discharge Elimination System).



KEY THEMES

- Public Health & Safety
- Accessibility
- Efficiency in Level of Service Standards
- Superior City Service
- Quality Public Infrastructure
- Fiscal Responsibility
- Best Management Practices
- Water Conservation Initiatives

CURRENT CONDITIONS

Most of the City was developed prior to the federal government establishing minimum standards that improve the quality of stormwater flowing into our local lakes, ponds, streams, and gulf and bay waters. As the City continues to redevelop, the Comprehensive Development Code (CDC) will improve the quality of stormwater with specific standards that reduce the negative impacts of development on runoff and infiltration. The NPDES, and MS4 regulations required of the City are enforced as additional measures to help ensure runoff water quality standards are met.

The City's MS4 permit allows the City to discharge stormwater in the State's surface waters. As a condition of the permit, the City is required to include six minimum control measures to meet the standards of the NPDES. The MS4 conditions are: (1) Public Education and Outreach; (2) Public Participation and Involvement; (3) Illicit Discharge Detection and Elimination (IDDE); (4) Construction Site Runoff Control; (5) Post-Construction Runoff Control; and (6) Pollution Prevention and Good Housekeeping – activities such as street sweeping.

Removing the pollutants before they reach the surface waters is less expensive than the cost to clean it. When it rains, all the pollutants on the roadways are washed into the stormwater system. Street sweeping helps the City look clean, removes driving hazards from the roads ways, and significantly improves the quality of stormwater that is discharged. Street sweeping occurs every three to four weeks on all of the City of Largo maintained roadways. By cleaning the streets, the City removes pollutants from cars such as brake dust, fluid leaks, remnants from exhaust, harmful compounds from tires, and debris from collisions. The organic waste from plants and animals, which raises phosphorus and nitrogen levels in the local waters, can lead to algae blooms and lowers oxygen levels needed to support local wildlife are also significantly reduced through street cleaning.

The CDC implements best stormwater management practices and safeguards against the cumulative affects of a development. The code restricts impervious surface area, requires landscape buffers and vegetation, and includes standards that help maintain groundwater infiltration rates, prevent erosion and sedimentation, meet water quality standards, and protect environmentally sensitive areas. Stormwater management standards within the CDC require measures such as detention ponds, drainage swales, underground storage and detention, vegetation and ground cover requirements, and erosion controls to reduce the impact of development and continue to increase the quality of our surface waters as well as protect life and property.

REFERENCE MAPS THROUGHOUT THE PUBLIC FACILITIES ELEMENT

Map 2: Largo Planning Area

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

Map 16: Hydrologic Soil Groups

Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic and Well Locations

Map 21: Reclaimed Water System (defines the Largo Sanitary Sewer Service

Boundary)

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- 1972 Clean Water Act
- Brownfield Redevelopment Program
- City Code Article V. Municipal Separate Storm Sewer System (MS4) Regulations
- City of Largo Asset Management Program
- City of Largo Capital Improvements Program (CIP)
- City of Largo Comprehensive Development Code (CDC)
- Community Rating System (CRS)
- National Flood Insurance Program (NFIP)
- National Pollutant Discharge Elimination System (NPDES)
- Only Rain Down the Storm Drainage and Illicit Discharge Reporting
- Pinellas County Countywide Plan
- Pinellas County Fertilizer Ban
- Pinellas County Stormwater Manual(effective date of April 1, 2017)
- Road Surfacing Program
- Street Sweeping

B. People and Organizations

- Florida Department of Environmental Protection (FDEP)
- Florida Department of Transportation (FDOT)
- Florida Stormwater Association (FSA)
- Pinellas County
- Southwest Florida Water Management District (SWFWMD)
- U.S. Army Corps of Engineers

- U.S. Environmental Protection Agency (USEPA)

OPPORTUNITIES

The Stormwater Subelement encompasses multiple strategies that can sustain and protect the environment, people and property and provide methods to prevent water pollution and local flooding. The untreated water that flows over the land as opposed to seeping into the ground is a huge contributor to waterway pollution. Over the next phase of plan implementation, the community and City will use Forwarding Our Future 2040 to focus on common goals that will reduce long-term negative impacts of stormwater and continue to improve Largo's appearance. Opportunities may be found through:

- Enhancing stormwater facilities located in public spaces;
- Implementing and increasing the use of stormwater best management practices (BMPs);
- Reducing impervious surface through utilization of Low Impact Development (LID) standards to lessen surface water runoff;
- Diverting runoff from rooftops and other impervious surfaces to vegetate areas; and
- Public outreach and education.

SOLUTIONS

GOAL 1: Ensure that the City Stormwater System protects and enhances life, property, and the natural environment.

OBJECTIVE 1.1: Maintain and improve public stormwater Infrastructure for flood control and water quality.

STRATEGIES:

- Utilize the Asset Management Program to identify and prioritize infrastructure investments; and
- Invest in green infrastructure.

POLICIES

It shall be the policy of the City to:

1.1.1: The City shall utilize the following Level of Service (LOS) standards for flood control and water quality:

Flood Control:

A) Stormwater Management Systems that have a positive outfall shall be designed for a 25-year/24-hour storm event, unless it is determined by the City Engineer those conditions exist that require more stringent requirements.

B) Stormwater Management Systems that have no positive outfall shall be designed for a 100-year/24-hour storm event, unless it is determined by the City Engineer those conditions exist that require more stringent requirements.

Water Quality:

A) Stormwater ponds, or other similar Stormwater Management Systems, shall be designed to treat the first ½ inch of runoff unless it is an impaired water body; then the SWFWMD guidelines are followed.

1.1.2: Plan, budget, and implement capital improvements projects (CIP) to retain or improve LOS.

1.1.3: To the extent possible, utilize best management practices (BMP) in

the design, construction, operation, and maintenance of stormwater CIP projects.

1.1.4: Develop and implement an asset management and maintenance program for the City's Municipal Separate Storm Sewer System (MS4) to maintain functionality.

OBJECTIVE 1.2: Promote the development of efficient and effective Stormwater Management Systems through the Development Review process for site design; enforcement of policies and statutory regulations; and to encourage using structural, landscape, and Low Impact Development (LID) Best Management Practices (BMPs).

STRATEGY:

- Provide stormwater system requirements and BMPs information on City website and to developers directly during the Development Review process.

POLICIES

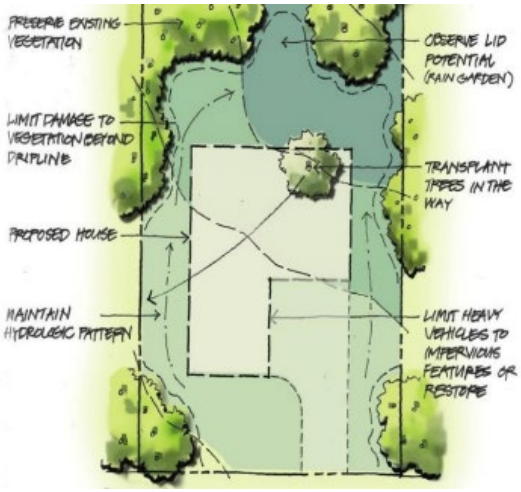
It shall be the policy of the City to:

1.2.1: Stormwater management for (re)development shall be regulated by the appropriate statutory provisions, the Southwest Florida Water Management District (SWFWMD), the Florida Department of Environmental Protection (FDEP) or other appropriate regulatory agencies. Where there is a conflict, the more stringent regulation shall prevail.

1.2.2: Post-development stormwater flow should not exceed pre-development stormwater flow for projects constructed within the City.

1.2.3: Protect the natural environment by designing stormwater systems that are compatible with the natural topography of existing drainage basins.

1.2.4: Promote the use of Stormwater BMPs as identified in the Pinellas County Stormwater Manual, **Table 2.1: Stormwater BMP Tool Box** and develop incentives to increase utilization.



"Table 2.1 lists the nonstructural and structural BMPs incorporated into this manual. " (Pinellas County Stormwater Manual, 2017). Photo Credit Pinellas County Stormwater Manual.

OBJECTIVE 1.3: Implement codes and regulations to protect water quality.

STRATEGY:

- Monitor and enforce regulations.

POLICIES

It shall be the policy of the City to:

1.3.1: Discourage stormwater runoff from being discharged directly into surface water or groundwater.

1.3.2: Reduce sedimentation and other pollutants which enter the system by requiring the use of sedimentation and erosion control BMP for all demolition and construction projects that break ground or disturb soil.

1.3.3: Prohibit illegal dumping of any material into the public or private Stormwater Management System, drainage easements, or into right-of -ways.

OBJECTIVE 1.4: Partner and collaborate with other jurisdictions and agencies to develop, promote, and implement best management practices (BMPs) with stormwater management planning.

STRATEGY:

- Maintain good working relationships with other governmental authorities to ensure regulations are being followed, information is shared, and collaboration occurs on projects and programs when appropriate.

POLICIES

It shall be the policy of the City to:

1.4.1: Promote intergovernmental coordination for stormwater maintenance, methods of data collection, analysis, and modeling of Stormwater Management Systems, and the implementation of CIPs.

1.4.2: Coordinate with Pinellas County, SWFWMD, and other adjacent jurisdictions on implementing watershed and stormwater improvement initiatives and regulations, and in the development of educational program materials to improve water quality.

1.4.3: Coordinate with SWFWMD, the U.S. Army Corps of Engineers, Pinellas County, Florida Department of Transportation (FDOT), FDEP, and the United States Environmental Protection Agency (USEPA) to comply with the NPDES and other local, state, and federal regulations governing stormwater quality and quantity.

OBJECTIVE 1.5: Utilize the Stormwater Management System as a tool to connect people and the environment.

STRATEGIES:

- Utilize City stormwater ponds as an educational tool for the general public; and
- Identify areas that are appropriate for regional stormwater ponds and invest in the development of them.



POLICIES

It shall be the policy of the City to:

1.5.1: Expand opportunities for regional stormwater ponds and development of parks within floodplains to enhance the City's Stormwater Management System.

1.5.2: To help enhance the urban fabric and increase redevelopment potential, incentives within Activity Centers shall be considered in the following areas:

- Development of joint stormwater systems;
- Utilization of **LID designs**; and
- When appropriate, adding amenities to a stormwater pond such as a path or trail, benches, or a public art feature such as sculptures, fountains, or creative lighting.

1.5.3: Heighten public awareness through educational programs/displays in order to reduce the amount of sediment, debris, and pollutants that reach the City's MS4 and to increase the overall understanding of the intrinsic relationship between people and the environment.

What Low Impact Development (LID) does is make hard engineering work more like soft engineering, offering the 17 ecosystem services:

1) Atmospheric regulation
2) Climate regulation
3) Disturbance regulation
4) Water regulation
5) Water supply
6) Erosion control & sediment retention

7) Soil formation
8) Nutrient cycling
9) Waste treatment
10) Pollination
11) Species control
12) Refugia/habitat
13) Food production
14) Raw material production
15) Genetic resources
16) Recreation
17) Cultural enrichment

WATER CONSERVATION

INTRODUCTION

Potable water is defined as water which is suitable for drinking. Safe, clean drinking water is vital to the health, safety, and welfare of every community. The City of Largo purchases water from Pinellas County Utilities, which gets its water supply from Tampa Bay Water. Tampa Bay Water's system is a unique and complex water supply system that is reliable and sustainable. It's not only unique to Florida; it's unlike any other water supply system in the nation because it blends river water, desalinated seawater and groundwater. The treatment facility is indicated as "TBW-WTP" in orange on the map.

Tampa Bay Water receives water from rivers, reservoir, canal, seawater, and wellfield. Upon blending these water sources, water is then transferred to pumping stations where it undergoes additional minor processes before being pumped to homes and businesses in the Pinellas County Utilities' distribution system. The Keller Water Treatment Facility is responsible for the treatment and

distribution of approximately 50-55 million gallons per day (MGD) of potable (drinking) water for more than 900,000 residents and visitors of Pinellas County.



The treatment facility is indicated as “TBW-WTP” in orange on the map. Photo Courtesy Pinellas County Water / Sewer Utilities.

KEY THEMES

- Public Health & Safety
- Accessibility
- Efficiency in Level of Service Standards
- Superior City Service
- Quality Public Infrastructure
- Fiscal Responsibility
- Best Management Practices
- Water Conservation Initiatives

Water is essential to life. While the earth is covered by water, almost 93% is locked in the oceans as salt water. Less than 3 percent of the Earth's water is fresh water, and most of that is locked up in glaciers and polar ice caps. Less than 1 percent of the Earth's water is fresh water available for human use. Due to successful water conservation programs in the City and surrounding areas, water demand is decreasing even while population continues to increase. However, due to variables in rainfall patterns and the threat of moderate droughts, the City needs to continue to plan responsibly for the future of the potable water supply through best practices and innovation.

Including the efforts of Pinellas County, the City of Largo must stay committed to reducing fresh water usage by residents, businesses and institutions while increasing the usage of reclaimed water.

Water conservation refers to the preservation, control and development of water resources, both surface and groundwater, and prevention of pollution. Largo is committed to strengthening our local, natural environment by promoting outstanding customer service and environmental awareness through water conservation initiatives through programs such as:

1. Florida Water Star;
2. Florida-Friendly Irrigating; and
3. Florida-Friendly Landscaping.

The City of Largo Reclaimed Water Program/Facility is the most extensive effort in water conservation. Teamed up with Southwest Florida Water Management District (SWFWMD), they help fund a system to distribute reclaimed water to households, businesses and institutions. The Wastewater Reclamation Facility produces high quality wastewater effluent to be used as an alternate source of water for irrigation and industrial applications. The Reclaimed Water Program manages the supply, maintenance, and distribution of reclaimed water to service

areas within the Largo Sanitary Sewer District. The City's reclaimed water system is an important mechanism for reducing the nitrogen load to Tampa Bay. While not available everywhere, Largo residents and businesses who use reclaimed water save money and reduce their ecological footprint.

The new reclaimed water street signs are popping up all over Largo. Just look for these to know where reclaimed water is being used in the City. Did you know that using reclaimed water at your home or business can not only reduce your utility bill, but it makes a big impact on our environment? Keep Largo sustainable for generations by calling to see if you can use reclaimed water today. Here are some benefits to using reclaimed water:

- Creates an alternate water source for irrigation by reducing demand on potable water sources used for drinking water;
- Reduces the cost of landscape irrigation when it replaces potable water;
- Reduces fertilizer costs due to nitrogen and phosphorus in reclaimed water;
- Beautifies our community by enhancing the appearance of landscaping; and
- Protects Tampa Bay’s water quality.

To ensure safety, the highest standards established by the Florida Department of Environmental Protection (FDEP) are followed. The level of treatment received by reclaimed water makes it acceptable for irrigating lawns and most landscaping. It is unsuitable for the following purposes:

- Consumption by humans;
- Bathing, cooking or toilet flushing in residential dwellings;
- Any interconnection with another water source;
- Recreational use (e.g. pool or outdoor showers); and
- Irrigation of vegetables or other edible crops that are not peeled, cooked or thermally processed before being consumed.

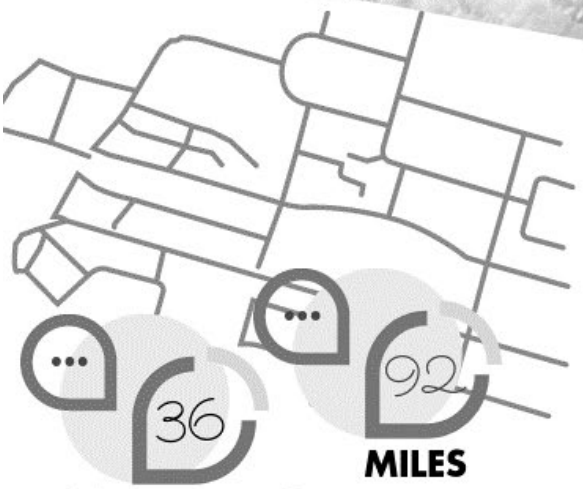


CURRENT CONDITIONS

The City of Largo produces reclaimed water that meets all state requirements to irrigate public access areas (parks, playgrounds, school sites, golf courses, etc.) and irrigation of residential lawns and landscapes.



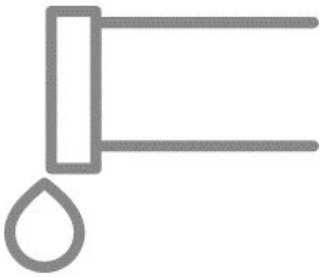
OUR WATER CONSERVATION

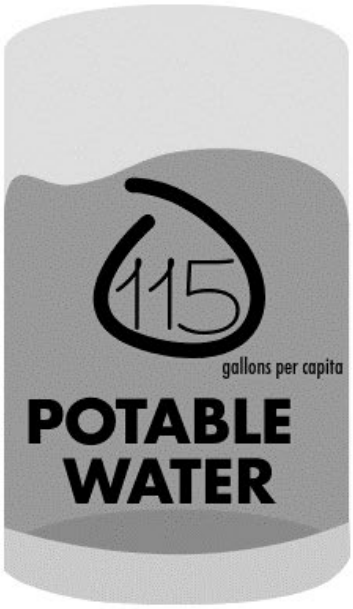


SQUARE MILES
Wastewater Service Area

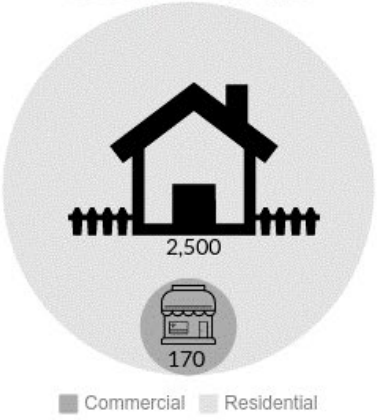
MILES
Reclaimed Water Pipes







RECLAIMED WATER CUSTORMERS





RECLAIMED WATER



gallon of Reclaimed Water



REFERENCE MAPS THROUGHOUT THE PUBLIC FACILITIES

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Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic and Well Locations

Map 21: Reclaimed Water System (defines the Largo Sanitary Sewer Service Boundary)

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- 2014-2018 Public Works Department Strategic Plan
- City of Largo Capital Improvements Program (CIP)
- City of Largo Comprehensive Development Code (CDC)
- Florida Water Star Program
- Florida-Friendly Irrigating
- Florida-Friendly Landscaping
- Pinellas County Ten-Year Water Supply Facilities Work Plan

- Pinellas County Utilities' Potable Water Supply Facilities Work Plan
- Regional Water Supply Plan

B. People and Organizations

- Florida Department of Environmental Protection (FDEP)
- Forward Pinellas
- Pinellas County Utilities
- Public Works/Environmental Services Advisory Board
- Southwest Florida Water Management District (SWFWMD)
- Tampa Bay Water (TBW)

C. Places and Infrastructure

- **10 Million Gallon Reclaimed Water Tank —** The Environmental Services Department of the City of Largo receives used water from city residential, commercial and industrial customers, thereafter, a series of enhanced natural processes cleanses the water to produce a clear effluent back to those customers.

OPPORTUNITIES

The Water Conservation Subelement encompasses multiple strategies to conserve water, preserve the environment and increase reclaimed water usage. Pinellas County Utilities continues to deliver tap water that is a clean, quality product from a diverse profile of natural water sources developed by the regional water supplier, Tampa Bay Water. It is beneficial to the City of Largo to conserve potable water as it saves money by reducing the need for costly water supply, protects drinking water resources, minimizes water pollution and health risks, and maintains the health of aquatic environments. Over the next phase of plan implementation, the community and City government will use Forwarding Our

Future 2040 to focus on common goals that will support water conservation initiatives. Opportunities may be found through:

- Expanding the City's Reclaimed Water System;
- Educating the public about best practices in water conservation;
- Educating the public and promoting the City's Reclaimed Water System as a valued source of water with financial benefits; and
- Incorporating reclaimed water requirements and irrigation standards in the Comprehensive Development Code (CDC).

SOLUTIONS

GOAL 1: Ensure adequate distribution and supply of reliable, safe, sustainable, and cost effective potable water from Pinellas County Utilities Department to meet the needs of the residents and businesses in the City of Largo.

WATER SUPPLY

OBJECTIVE 1.1: Coordinate and cooperate with state and local agencies to ensure a safe and sufficient water supply to be provided at a cost effective rate.

STRATEGIES:

- Continue to work with Pinellas County Utilities, SWFWMD, and Tampa Bay Water to ensure there is enough potable water supply to meet the demand of current and future residents; and
- Rainwater harvesting, the capture, diversion and storage of rainwater for landscape irrigation, drinking and domestic use, aquifer recharge and stormwater abatement.

POLICIES

It shall be the policy of the City to:

1.1.1: Remain a retail customer for potable water through Pinellas County's membership in the **Tampa Bay Water (TBW)** and partnership with the **Southwest Florida Water Management District (SWFWMD)**; and coordinate with the **Pinellas County Ten-Year Water Supply Facilities Work Plan** to cover the next ten-year planning period ending in year 2026.

1.1.2: Continue to obtain sufficient potable water supply to meet the City's demand; for Largo has no local responsibility for potable water supply or distribution facilities but is provided by the Pinellas County Utilities Department, which owns and maintains the distribution system.

1.1.3: Sustain the level of service standard for potable water that is 120 gallons per capita per day (gcpd) until the year 2026 (next ten-year planning period), through the Pinellas County Ten-Year Water Supply Facilities Work Plan,

1.1.4 Coordinate with Pinellas County Utilities Department to update the Ten-Year Water Supply Facilities Work Plan at a minimum every 5 years within 18 months after SWFWMD approves an updated Regional Water Supply Plan.

1.1.5: Participate in conservation and other potable water initiatives sponsored by the Pinellas County Utilities Department, TBW, and SWFWMD to reduce costs and promote efficient use of resources.

WATER CONSERVATION INITIATIVES

OBJECTIVE 1.2: Reduce consumption of potable water through proactive water conservation programs and by maximizing the City's Reclaimed Water System.

STRATEGIES:

- Expand the City's Reclaimed Water System;
- Engage stakeholders on water interest/concerns; and
- Employ a broad based employee "water wise" campaign.

POLICIES

It shall be the policy of the City to:

1.2.1: Continue to conserve potable water through the City's reclaimed water program, which has reduced potable water demand to 76 gallons per capita per day (gcpd).

1.2.2: Explore applicable local, state and federal grants; pursue partnerships; and charge usage and connection fees to finance and maintain the City's Reclaimed Water System.

1.2.3: Evaluate the impacts of (re)development on existing infrastructure and natural resources and appropriately plan for reclaimed water facilities to address future demands.

1.2.4: Monitor reclaimed water quality, provide treatment reliability, and ensure that human exposure to the reclaimed water is limited through design and operational controls.

1.2.5: When a reclaimed water line is available, it shall be required, as a

condition of (re)development approval, to connect to the system for lawn irrigation systems.

1.2.6: The use of reclaimed water will continue to be encouraged for:

- Retention pond water;
- Non-potable urban uses;
- Industrial uses; and
- Application for ornamental and recreation enhancements.

1.2.7: Encourage the use of alternative building materials and technologies that will result in the conservation of potable water.

1.2.8: Provide educational materials about best practices in water conservation to residents. Such materials and/or programs may include but are not limited to:

- Florida Water Star;
- Florida-Friendly Irrigating; and
- Florida-Friendly Landscaping.

1.2.9: Require the use of drought resistant vegetation and xeriscaping methods in landscaping and buffering. Developments proposing to irrigate with potable water must demonstrate that no alternative is available and shall be required to xeriscape a minimum of 50% of the provided open space area.

1.2.10: Require new irrigation systems to have an automatic shutoff device consistent with Florida Law and encourage the use of:

- Rain gauges or moisture sensors to prevent over-watering;

- Drip or micro-irrigation systems in planting beds;
- **Rain barrels** to collect rain water for plant watering; and
- Responsible watering to prevent wasteful and harmful over-watering

1.2.11: Strive toward zero effluent discharge into Tampa Bay through the ongoing expansion of the Reclaimed Water System.

1.2.12: Assess in-City rates for unincorporated users who are not contiguous but agree to annex into the City.

1.2.13: Require annexation of properties inside the City Planning Service Area prior to providing reclaimed water service.



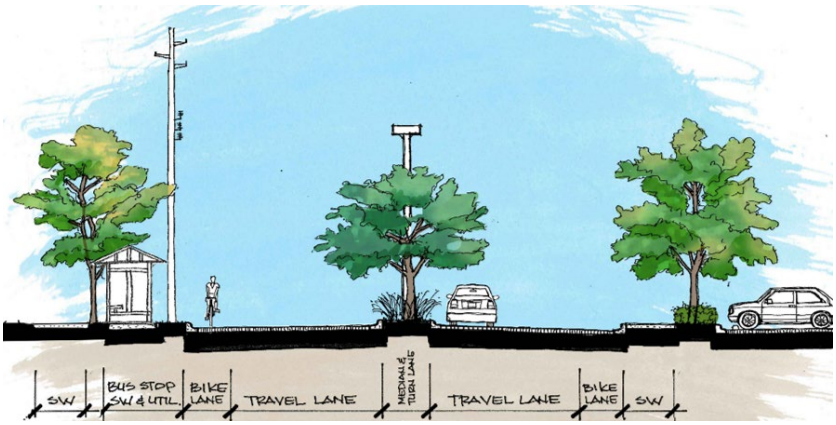
"Connecting a tank to an existing gutter system is the easiest solution for harvesting stormwater. Metal or green roofs are best suited for rainwater harvesting. Any overflow should be diverted to an on-site LID facility" (Low Impact Development Manual, 2010). Photo Credit Water Signal, LLC.

CAPITAL IMPROVEMENTS

INTRODUCTION

Investments to facilitate public services directly contribute to the quality of life, attract economic growth opportunities, and support the City's redevelopment goals. The Capital Improvement Element (CIE) evaluates the need for such public service facilities, as identified in the other plan elements, estimates costs of improvements, analyzes the finance capabilities of the local government, establishes financing guidelines and scheduling of improvements, and ensures adequate public facilities through the use of a concurrency management system. Capital improvements are typically large scale, hard assets, and most often require expenditures exceeding $250,000. The cost of a capital improvement is generally nonrecurring and may require multiyear financing. For the purposes of this part, physical assets that have been identified as existing or projected needs in the individual comprehensive plan elements shall be considered capital improvements.

This element demonstrates how projects included in Forwarding Our Future 2040 are financially feasible, as summarized in the Schedule of Capital Improvements (SCI). The SCI is the five-year spending plan that establishes project priorities to meet concurrency requirements. The SCI is funded through the City's long-range financial plan and Capital Improvements Program (CIP). The CIP covers a five-year term and is updated once per year. The CIE element must be reviewed by the City on an annual basis. Modifications to update the SCI may not be deemed to be amendments to the local comprehensive plan.



KEY THEMES

- Public-Private Partnerships
- Monitory Concurrency
- Establish & Evaluate Level of Service Standards

CURRENT CONDITIONS

To safeguard the health, safety, and welfare of its citizens, the State of Florida passed mandates that require local governments to establish minimum level of



service standards and maintain capacity to meet concurrency requirements for the

six following types of public facilities.

State Facility/ Comprehensive Plan Element	**Level of Service Standards**
Roads/ Transportation	The target for all county, state, and local roads within the City is to operate at LOS "C" for the daily average and "D" for peak hours (7 AM – 9 AM & 4 PM to 6 PM) with a volume-to-capacity (VTC) ratio of less than 0.9 (Map 7) or better.
Sanitary Sewer/Sanitary Sewer	Operate the wastewater treatment plant at or below 90% of design capacity on an annual average.
Solid Waste/Solid Waste	Maintain disposal capacity of 1.30 tons of solid waste per person per year.
Drainage/ Drainage – Flood control	Stormwater Management Systems that have **a positive** outfall shall be designed for a 25-year/24-hour storm event. Stormwater Management Systems that have **no positive** outfall shall be designed for a 100-year/24-hour storm event.
Drainage/Drainage Water Quality	Stormwater ponds, or other similar Stormwater Management Systems, shall be designed to treat the first ½ inch of runoff unless it is an impaired water body; in addition to the SWFWMD requirements.
Parks & Recreation/ Placemaking	7.5 parkland acres per 1,000 residents for parks & 1 recreation facility per 35,000 residents.

REFERENCE MAPS

Map 2: Largo Planning Area

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridor

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

Map 9: Multimodal Projects

Map 11: Existing Urban Trails and Parks Network

Map 12: Proposed Urban Trails and Park Network

Map 16: Hydrologic Soil Groups

Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic, and Well Locations

Map 21: Reclaimed Water System

ASSETS AND COLLABORATIONS

A. Initiatives and Programs

- City of Largo Capital Improvement Program (CIP)
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Multimodal Plan
- City of Largo, Public Works Strategic Plan 2014-2018
- City of Largo Stormwater Management Planning

- City of Largo Strategic Plan
- City's Proportionate Fair-Share Program
- Downtown Multimodal Plan
- Environmental Services 2015-2019 Strategic Plan
- FDOT Five-Year Work Program
- Floodplain Management Plan
- "Advantage Pinellas" 2045 Long Range Transportation Plan (LRTP)
- Forward Pinellas (MPO) Transportation Improvement Plan (TIP)
- National Flood Insurance Program (NFIP)
- Pinellas County Utilities Ten-Year Water Supply Facilities Work Plan
- Schedule of Capital Improvements (SCI)
- School Board Five-Year Work Plan
- Tampa Bay Estuary Reasonable Assurance Plan

B. People and Organizations

- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Pinellas County Utilities
- Southwest Florida Water Management District (SWFWMD)
- Tampa Bay Regional Planning Council (TBRPC)

C. Places and Infrastructure

- Largo Public Library
- Largo Community Center
- Highland Recreation Complex
- Downtown Regional Stormwater Pond / Bayhead Park Improvements
- Roads, Sidewalks, and Stormwater Drainage Infrastructure Projects

OPPORTUNITIES

The CIE encompasses multiple strategies that guide the City toward a fiscally sound, annual capital budget that fulfills the obligations created by other sections of Forwarding Our Future 2040 in order to excel at providing public facilities and services for existing and future development. The public facilities and services provided (identified as infrastructure) support daily lives by providing necessities for keeping us safe. Types of infrastructure include but are not limited to roads, sewers, sidewalks, and parks. New infrastructure enables more intense uses and new development, which in turn, may increase or decrease the attractiveness of Largo. As changes occur, the concurrency and level of service standards are maintained by the objectives, strategies, policies and regulations herein.

In order to maintain the level of service standard, infrastructure requires continual repair, maintenance, and replacement in addition to expanded capacity to accommodate new growth. For the past 30 years, Penny for Pinellas has been an important source of infrastructure funding in Largo. It has supported the construction of the Largo Public Library, Highland Recreation Complex, fire station reconstruction/renovations, and other roads, sidewalks and stormwater infrastructure projects. However, balancing infrastructure needs with project priorities can be a burden. Revenue sources are constrained by external factors, such as state restrictions, and the funding limitations. These restrictions present ongoing challenges to meet infrastructure needs.

Over the next phase of plan implementation, the community and City government will use Forwarding Our Future 2040 to focus on common goals that will maximize the long-term results and positive spillover effects of capital improvement projects to enhance community identity. Opportunities may be found through:

- Identifying and securing outside funding sources;
- Incorporating State and regional projects into City improvement programs to magnify the positive impacts on the community; and
- Creating development incentives.

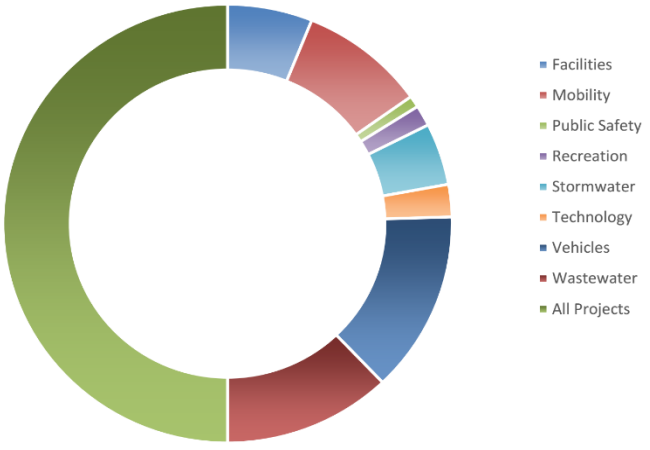
Capital Projects Summary | Project Category						
Project Name	**Rank**	**2020**	**2021**	**2022**	**2023**	**2024**
Facilities Projects						
1 - Municipal Center & Public Parking Garage	27	$150,000	$0	$1,500,000	$1,500,000	$1,500,000
10 - Largo Municipal Complex Chiller & Boiler Replacements	14	$945,000	$0	$0	$0	$0
11 - Parking Lot Resurfacing, Multiple Sites	18	$373,000	$242,000	$62,000	$91,000	$240,000
143 - Library Chiller Replacement	23	$0	$0	$0	$400,000	$0
144 - Elevator Renovations	27	$0	$68,300	$0	$204,800	$0
16 - Central Park Performing Arts Center Maintenance	15	$120,000	$100,000	$550,000	$0	$0
3 - Fire Station Reconstruction Program	24	$500,000	$3,500,000	$500,000	$3,500,000	$1,000,000
9 - Fire Station Renovation Program	14	$180,000	$250,000	$0	$0	$0
Total: Facilities Projects		**$2,268,000**	**$4,160,300**	**$2,612,000**	**$5,695,800**	**$2,740,000**
Mobility Projects						
118 - Community Streets - Rosery Rd NE(2) (PC04/PC10)	19	$0	$915,000	$0	$0	$6,463,000
126 - Neighborhood Roadways - Regina Dr (TR14)	19	$0	$259,000	$0	$0	$0
127 - Neighborhood Roadways - 112TH Ave (TR81)	19	$0	$0	$115,000	$914,000	$1,677,000
155 - Neighborhood Roadway – East Rosery Rd (SL02)	20	$0	$0	$0	$184,000	$1,316,000
173 - Annual Pavement Rehabilitation Program	12	$0	$500,000	$500,000	$500,000	$500,000
19 - Community Streets - Gladys St (PC03)	19	$0	$0	$1,544,000	$0	$0
191 - Unpaved Alleys	20	$100,000	$0	$0	$0	$0
192 - Clearwater/Largo Road Multimodal Improvements	17	$0	$150,000	$800,000	$0	$0
21 - Community Streets - 20th St NW (PC05)	19	$151,000	$803,000	$0	$0	$0
22 - Downtown Multimodal Improvements	16	$5,000	$5,000	$145,000	$1,005,000	$5,000
27 - Neighborhood Roadways - 127th Ave N (TR03)	19	$0	$563,000	$2,986,000	$0	$0
28 - Neighborhood Roadways - Stratford Dr (TR72)	19	$0	$0	$0	$271,000	$1,396,000
29 - Neighborhood Roadways - Valencia Dr S (TR02)	19	$0	$104,000	$537,000	$0	$0
30 - Neighborhood Roadways - 16th St NW (TR26)	19	$0	$244,000	$1,255,000	$0	$0
Total: Mobility Projects		**$256,000**	**$3,543,000**	**$7,882,000**	**$2,874,000**	**$11,357,000**
Public Safety Projects						
38 - Police Portable Radio Replacements	24	$220,000	$220,000	$0	$0	$0
39 - Public Safety Staffing Plan	21	$258,000	$525,700	$419,200	$0	$0
Recreation Projects						
42 - Fencing Replacement, Multi-facility	14	$150,000	$150,000	$80,000	$115,000	$100,000
43 - Playground Replacement	18	$498,000	$174,000	$114,000	$0	$0
45 - Bayhead Complex and Action Park Reconstruction	22	$3,000,000	$0	$0	$0	$0
Total: Recreation Projects		**$3,648,000**	**$324,000**	**$194,000**	**$115,000**	**$100,000**
Stormwater Projects						
148 - Medical Arts District Regional Stormwater Pond	20	$600,000	$0	$0	$0	$0
159 - Neighborhood Streets – Pocahontas Dr (TR16)	22	$0	$0	$0	$746,000	$3,837,000
186 - Annual Stormwater Pipe Replacement Program	23	$250,000	$250,000	$250,000	$250,000	$250,000
188 - Venetian Gardens Drainage Improvements	24	$0	$0	$118,000	$1,764,000	$0
197 - Clearwater Largo Rd Best Management Practices	25	$53,000	$298,000	$0	$0	$0
198 - Cross Bayou Best Management Practices Implementation	25	$0	$120,000	$680,000	$0	$0
199 - Allens Creek Best Management Practices Implementation	25	$0	$180,000	$1,020,000	$0	$0
200 - Starkey Road Basin Best Management Practices Implementation	25	$0	$90,000	$510,000	$0	$0
55 - Church Creek Drainage Improvements Phase II and III	27	$0	$0	$0	$0	$1,750,000
Total: Stormwater Projects		**$903,000**	**$938,000**	**$2,578,000**	**$2,760,000**	**$5,837,000**
Technology Projects						
101 - Enterprise Resource Planning Software Replacement	8	$800,000	$400,000	$400,000	$400,000	$400,000
139 - Data Network Switch Replacement	17	$0	$400,000	$0	$0	$0
201 - Storage Area Network (SAN) Replacement	16	$0	$0	$150,000	$0	$0
202 - Windows Desktop & Microsoft Office Delivery	7	$0	$0	$1,700,000	$0	$0
204 - Solid Waste Routing Software	0	$320,000	$64,000	$64,000	$64,000	$64,000
206 - Enterprise Technology Capital Funding	N/A	$0	$0	$0	$300,000	$300,000
60 - Computer Server Replacement	21	$365,000	$225,000	$135,000	$150,000	$120,000

Schedule of Capital Improvements FY 2020—FY 2024

Capital Projects Summary | Project Category

Total: Public Safety Projects		$1,182,000	$845,700	$419,200	$0	$0
Project Name	**Rank**	**2020**	**2021**	**2022**	**2023**	**2024**
Total: Technology Projects		**$1,485,000**	**$1,089,000**	**$2,449,000**	**$914,000**	**$884,000**
Vehicles						
136 - Engineering Services Vehicles	0	$0	$0	$37,400	$62,600	$0
205 - Additional Solid Waste Vehicle & Drivers	0	$441,000	$88,200	$91,800	$95,400	$99,200
65 - Public Works Vehicles	0	$3,533,200	$3,697,100	$4,619,800	$3,128,300	$1,773,400
66 - RPA Vehicles	0	$106,100	$273,300	$156,300	$169,700	$151,400
68 - IT Vehicles	0	$0	$0	$0	$27,900	$0
69 - Community Development Vehicles	0	$30,000	$100,100	$35,400	$68,100	$0
70 - Environmental Services Vehicles	0	$624,500	$221,600	$541,600	$512,800	$208,200
71 - Fire Rescue Vehicles	0	$1,150,000	$3,002,000	$1,829,000	$1,352,000	$1,623,000
72 - Police Vehicles	0	$1,638,600	$1,716,100	$1,335,600	$1,652,800	$2,018,000
Total: Vehicles		**$7,523,400**	**$9,098,400**	**$8,646,900**	**$7,069,600**	**$5,873,200**
Wastewater Projects						
103 - LS 10 Sanitary Service Area I&I Abatement	26	$0	$0	$199,900	$3,400,000	$0
109 - LS 19 & 2 Sub Basin 4 Service Areas I&I Abatement	26	$0	$199,900	$4,900,000	$0	$0
110 - LS 3 Service Area I&I Abatement	26	$0	$0	$0	$200,000	$4,000,000
113 - Effluent Pipeline Capacity Increase and Extension	18	$0	$0	$480,000	$5,400,000	$0
172 - Lift Station(s) Flood Plain Mitigation	24	$400,000	$3,150,000	$0	$0	$0
194 - Disinfection Tank Coating	20	$725,000	$0	$0	$0	$0
195 - Lift Station 1 Demolition	17	$0	$175,000	$0	$0	$0
98 - LS 2 Service Area I&I Abatement	26	$5,899,900	$5,500,000	$0	$0	$0
Total: Wastewater Projects		**$7,024,900**	**$9,024,900**	**$5,579,900**	**$9,000,000**	**$4,000,000**
Total Expense		**$24,290,300**	**$29,023,300**	**$30,361,000**	**$28,428,400**	**$30,791,200**

2020 - 2024 CIP SPENDING BY PROJECT CATEGORY



Project Category	Five Year Total	
Facilities	$	17,476,100
Mobility	$	25,912,000
Public Safety	$	2,446,900
Recreation	$	4,381,000
Stormwater	$	13,016,000
Technology	$	6,821,000
Vehicles	$	38,211,500
Wastewater	$	34,629,700
All Projects	**$**	**142,894,200**

SOLUTIONS

GOAL 1: Promote sustainable, orderly growth and public resources in order to provide excellent public facilities and services in a timely, efficient and fiscally responsible manner in order to maintain and enhance the community's quality of life.

CAPITAL INFRASTRUCTURE PLANNING

OBJECTIVE 1.1: Align financial resources with the timely construction and maintenance of capital facilities in order to achieve adopted level of service standards for existing and future development.

STRATEGY:

- Coordinate the needed capital improvement projects, prioritization, funding source and FY of implementation with the Strategic Plan.

POLICIES

It shall be the policy of the City to:

1.1.1: Ensure the goals, objectives and policies of the **Transportation** and **Future Land Use** Elements are consistent with the goals, objectives and policies of the Capital Improvements Element (CIE); and continue to guide the planning of the **Capital Improvements Program (CIP)** and **Schedule of Capital Improvements (SCI)**.

1.1.2: Ensure the availability of funds for: public facilities; remedy existing deficiencies; replace worn-out or obsolete facilities; accommodate the demands of existing development and future growth; and maintain an adequate balance to accommodate unanticipated expenditures and unanticipated revenue declines through the

implementation of a financially sound CIP and SCI.

1.1.3: Include projects in the SCI for which the City has fiscal responsibility, selected for the first five fiscal years, by year, from the adoption of the Comprehensive Plan. The SCI shall also include references to projects from other local, county, and State agencies' long range plans that are scheduled within City limits such as:

a. **Florida Department of Transportation (FDOT) Five-Year Work Program**;
b. **Pinellas County School District Five-Year Capital Outlay Plan**;
c. **Forward Pinellas and Transportation Improvement Program (TIP)**;
d. **Pinellas County Ten-Year Supply Facilities Work Plan** (Pinellas County Utilities, September 27, 2016); and
e. Tampa Bay Estuary Reasonable Assurance Plan.

1.1.4: Evaluate and prioritize capital projects included on the SCI and CIP based upon, but not limited to, the following criteria:

- The elimination of public hazards;
- The elimination of existing capacity deficits;
- Local budget impact and Financial Feasibility;
- Locational needs based on projected growth patterns;
- The accommodation of development facility demands;
- Plans of state agencies and water management districts that provide public facilities within the City's jurisdiction; and
- State and Federal Mandates.

1.1.5: Annually prepare the CIP~~,~~ and amend the SCI to include capital projects with a minimum cost of $250,000 and to project revenues for the next five fiscal years.

1.1.6: Adopt an annual budget which includes acquisition and operating costs and funding sources for each capital improvement project.

1.1.7: Actively pursue public-private partnerships among state and local governments, and private sector to identify and leverage resources to build needed public facilities.

1.1.8: Adhere to the following priority for revenue sources to finance public facilities and operation costs when possible:

a. Grants or entitlements from other levels of government and independent districts;
b. User revenues including fees, charges for licenses and permits, user charges and fines;
c. Utility taxes;
d. General Fund;
e. Property taxes; and
f. Debt financing.

1.1.9: Ensure that capital improvements shall be financed and debt managed as follows:

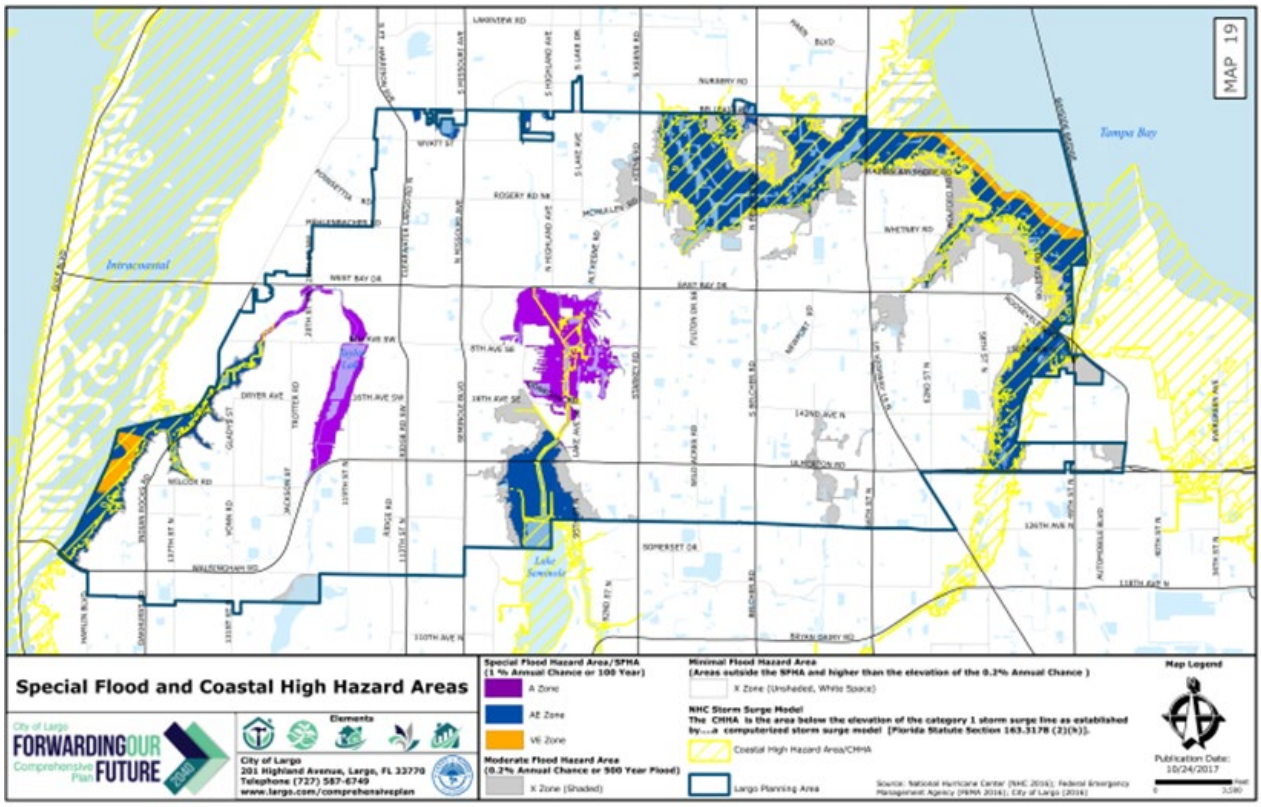
a. Long-term, cost effective borrowing will be confined to capital improvement projects that cannot be financed from current revenues on a "pay-as-you-go" basis.

b. Enterprise Funds (Sewer, Solid Waste, Golf Course)– annually review and revise any service or capital charges to ensure they are self-supporting.

HAZARD MITIGATION & ADAPTATION

OBJECTIVE 1.2: Pursue retrofits and development of new public facilities to

improve storm resistance and limit public expenditures which facilitate or subsidize development in **Coastal High Hazard Areas (CHHAs) and Special Flood Hazard Areas (SFHAs)**.



Map 19: Special Flood and Coastal High Hazard Areas

STRATEGIES:

- Apply Floodplain Management procedures and criteria to all development that is wholly or partially within any hazard areas; and
- Evaluate the number of flood mitigation projects completed in CHHAs and SFHAs.

POLICIES

It shall be the policy of the City to:

1.2.1: Maintain, but limit the expansion of, existing public infrastructure and facilities located in CHHAs and SFHAs to protect the health, safety, and general welfare of the community.

1.2.2: Construct no new critical infrastructure such as police and fire stations on land deemed to be within the *CHHAs and SFHAs.*

1.2.3: Maintain an adequate budgetary fund balance as a reserve emergency fund earmarked for expenditures to repair public facilities damaged during natural events.

1.2.4: In accordance with Floodplain Management of the Comprehensive Development Code (CDC), ensure adequate drainage is designed and provided; ensure all public infrastructure, utilities and facilities are located and constructed to minimize or eliminate flood damage.

GOAL 2: Provide sufficient public infrastructure concurrent with existing and future development in order to maintain, achieve and surpass when possible the adopted level of service standards provided herein.

CONCURRENCY

OBJECTIVE 2.1: Coordinate: (1) land use decisions; (2) available and projected fiscal resources; and (3) the schedule of capital improvements, to ensure the timely provision of public infrastructure that meets adopted level of service standards concurrent with the needs of previously issued development orders and new development.

STRATEGY:

- Annually review and update the City's Five-Year CIP.

POLICIES

It shall be the policy of the City to:

2.1.1: Maintain the current public facility subelements and elements in the Comprehensive Plan for sanitary sewer, solid waste, stormwater, potable water/water conservation, public school facility, transportation and placemaking to guide the annual CIP.

2.1.2: Adopt and implement a concurrency monitoring system to reasonably achieve and maintain adopted level of service standards provided herein by putting into effect the following procedures:

a. Application for a **Development Order (DO)**;
b. Concurrency Impact Questionnaire (CIQ);
c. Capacity-to-serve determination; and
d. Intergovernmental coordination with FDOT and Pinellas County.

2.1.3: Encourage construction of public infrastructure that facilitates future shifts to land use patterns that are more compact and more concentrated with greater density and to achieve lower per capita construction and operating costs.

2.1.4: *Minimum Requirements for Concurrency* – Ensure that public facilities and services needed to support development are available concurrent with the impacts of such development. The following minimum requirements shall be met to satisfy the currency requirement:

Potable Water, Sewer, Solid Waste, and Stormwater:

1. A development order or development permit is issued subject to

the condition that, at the time of the issuance of a certificate of occupancy or its functional equivalent, the necessary facilities and services are in place and available to serve the new development; or

2. At the time the development order or development permit is issued, the facilities and services are obligated to be in place through an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S.; and
3. Prior to issuance of a development order or development permit, the applicant shall provide the City with written concurrency approval for potable water supply from Pinellas County Utilities that states that adequate water supply is available or will be available to serve the new development no later than the anticipated date of issuance by the City of a certificate of occupancy or its functional equivalent.

Recreation and Open Space:

1. At the time a development order or development permit is issued, the necessary facilities and services are in place or under actual construction; or
2. A development order or development permit is issued subject to the conditions that, at the time of the issuance of a certificate of occupancy or functional equivalent, the acreage for the necessary facilities and services to serve the new development is dedicated or acquired by the City, or funds in the amount of the developer's fair share are committed for the costs of said facilities; and
3. A development order or development permit is issued subject to the conditions that the necessary facilities and services needed to serve the new development are scheduled to be in place or under

actual construction not more than three years after issuance of a certificate of occupancy or its functional equivalent as provided in the City's adopted CIE; or

4. At the time the development order or permit is issued, the facilities and services are obligated to be in place through an enforceable development agreement, pursuant to Section 163.3220, F.S., or an agreement or development order issued pursuant to Chapter 380, F.S., to be in place or under actual construction not more than one year after issuance of a certificate of occupancy or its functional equivalent. [Section 163.3180(2)(b), F.S.]

2.1.5: Manage concurrency where applicable, to guide the approval of necessary public facilities and services in accordance with the CIP, CIE, SCI and the adopted level of service standards, and by assuring the following provisions are met:

a. the CIE and SCI which, in addition to meeting all of the other statutory requirements, must be financially feasible;
b. the SCI shall include both necessary facilities to reasonably maintain the adopted level of service standards to serve the new development, and the necessary public facilities required to eliminate that portion of the existing deficiencies which are a priority to be eliminated during the five-year period in the SCI;
c. the SCI shall include a fiscally sound funding system based on currently available revenue sources which must be adequate to fund the public facilities required to serve new development;
d. the SCI shall include the estimated date of commencement of actual construction and the estimated date of project completion;
e. at the time a development order or development permit is issued, the necessary facilities and services are the subject of a binding

executed agreement, an enforceable development agreement (pursuant to 163,3220, F.S.) or a binding agreement or development order (issued pursuant to 380, F.S.), requiring the necessary facilities and services to serve the new development to be in place or under actual construction no more than five years after the issuance of a building permit, with the exception of sanitary sewer, potable water, drainage and solid waste facilities which are required to be in place prior to the issuance of a certificate of occupancy; and

f. a Comprehensive Plan amendment is required to eliminate, defer, or delay construction of any facility or service which is needed to maintain the adopted level of service standard and which is listed in the SCI.

2.1.6: Encourage public-private partnerships to satisfy concurrency requirements and to improve public infrastructures that will mitigate the impact of development within the City such as:

a. Transportation Systems – explore multimodal projects concurrent with Largo's Strategic Plan; and
b. Public Facilities, other than Transportation Systems – ensure these projects are of good quality, sustainable, well-structured and able to attract private sector interest.

2.1.7: Approve applicable developments in stages or phases so that facilities and services needed for such phases will be available in accordance with standards required by the CIE.

2.1.8: Refrain from divesting development entitlements pursuant to an approved development order and/or applicable development agreement or functional equivalent that are deemed fully executed, except where divestiture of said rights is clearly established by the

City Commission to be essential to the health, safety and welfare of the general public.

2.1.9: The City of Largo will continue to pursue the projects identified in the Tampa Bay Estuary Reasonable Assurance Plan for Largo in order to achieve the pollutant load reductions identified in the Plan.

ESTABLISHING AND EVALUATING LEVEL OF SERVICE STANDARDS

OBJECTIVE 2.2: In order to accommodate future growth and maintain the adopted level of service standards, the city shall construct public infrastructure that will eliminate existing deficiencies, and repair or replace obsolete or deteriorated facilities.

STRATEGY:

- Manage a maintenance inventory of City-owned infrastructure and equipment, its replacement cost and its expected remaining useful life through the asset management program.

POLICIES

It shall be the policy of the City to:

2.2.1: Continue to update the City's annual budget as part of the Five-Year CIP in order to set forth a financially feasible plan which demonstrates the City's ability to achieve and maintain the adopted level of service standards.

2.2.2: Adhere to the adopted level of service standards established in the following elements and subelements:

- **Transportation Element**

    - Ensure consistency with Policy 1.1.1
- **Sanitary Sewer Subelement**
    - Ensure consistency with Policy 1.2.1
- **Solid Waste Subelement** and Resource Recovery
    - Ensure consistency with Policy 1.1.1
- **Stormwater Subelement** (Drainage)
    - Ensure consistency with Policy 1.1.1
- **Water Conservation Subelement**
    - Ensure consistency with Policies 1.2.1 and 1.2.2
- **Placemaking Element**
    - Ensure consistency with Policy 1.1.1

2.2.3: Maintain consistency between the adopted level of service standards in the City's Comprehensive Plan and level of service standards adopted by **FDOT**, **Pinellas County**, **Tampa Bay Regional Planning Council (TBRPC)**, and **Southwest Florida Water Management District (SWFWMD)** for infrastructure maintained by these jurisdictional authorities within City limits.

2.2.4: Require a proposed development to avoid and/or mitigate those identified impacts which negatively affect an adjacent local government's adopted level of service standards.

PROPERTY RIGHTS

INTRODUCTION

The mandatory requirement for all local jurisdictions to adopt a Property Rights Element into their Comprehensive Plans became effective on July 1, 2021 for the purpose of insuring that private property rights are considered in local decision making. Private property rights are protected by the Constitutions of both the United States and the State of Florida as well as Florida's Bert Harris Act. In 2021 the Florida State Legislature passed House Bill 59 which requires the addition of a Private Property Rights Element to include the placement of private property rights statements into local Comprehensive Plans so as to ensure that local government entities will "respect judicially acknowledged and constitutionally protected private property rights" granted by the US and State Constitutions.

SOLUTIONS

GOAL 1: In accordance with the legislative intent expressed in Sections 163.3161(10) and 187.101(3), Florida Statutes, this Comprehensive Plan shall respect judicially acknowledged and constitutionally protected private property rights.

OBJECTIVE 1.1: The following statements of private property rights shall be considered in local decision making.

POLICIES

It shall be the policy of the City to:

1.1.1. The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.

1.1.2. The right of a property owner to use, maintain, develop, and improve his or her property for personal use or the use of any other person, subject to state law and local ordinances

1.1.3. The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.

1.1.4. The right of a property owner to dispose of his or her property through sale or gift.

PLAN IMPLEMENTATION, MONITORING, EVALUATION & APPRAISAL

PLAN IMPLEMENTATION

The key implementation actions of the Comprehensive Plan are laid out in the strategies of each of the element. Some of these strategies will result in direct implementation tasks and others will result in the development and/or on-going management of programs. These programs will range from the revision of land development regulations (Comprehensive Development Code CDC) to annual adoption of the Five-Year Capital Improvements Program (CIP) and Schedule of Capital Improvements (SCI). The development, implementation and management of Community Redevelopment Area (CRA) Plans, Special Area Plans (SPA), neighborhood plans and others are also an important part of the implementation of the Comprehensive Plan Goals, Objectives and Policies. Furthermore, the Comprehensive Plan will support the mission, vision and goals of the City's Strategic Plan to implement its initiatives.

MONITORING AND EVALUATION REQUIREMENTS

At least every seven years, pursuant to Rule Chapter 73C-49, Florida Administrative Code, the City will determine whether the need exists to amend the comprehensive plan to reflect changes in state requirements since the last time the comprehensive plan was updated. The City will notify the state land planning agency by letter of this determination. If the City determines amendments to the comprehensive plan are necessary, the City will prepare and transmit the proposed amendments to the State Land Planning Agency within one year of such determination.

PUBLIC PARTICIPATION

In order to solicit feedback from the community, the Comprehensive Planning Team attained opinions from the general public through the ongoing Community Conversation meetings. As part of the City's continued efforts to gauge the community's priorities and what issues matter to them, Largo held fourteen meetings with citizens and one meeting with city employees during March 2015. These meetings were based on the Community Conversation methodology designed by the Harwood Institute, a national nonprofit organization. Each meeting consisted of groups of four to fourteen people with one facilitator and one note taker. The questions asked were:

1. "What kind of community do you want to live in?"
2. "What will it take to reach these goals?"
3. "What 2 or 3 issues are standing in our way to achieve these goals?"
4. "Is there a way to start working together to move us forward as a community?"
5. "What would give you hope that we're moving in the right directions?"

In total, over one hundred and twenty (120) individuals participated during Community Conversations. The groups ranged in demographic background, language spoken, and age, providing both a diversity of opinions, concerns, and interests. Emerging from the conversations, were common themes or "big ideas" individuals perceived for the City of Largo, which has driven the update of Forwarding Our Future 2040.

In addition, the Largo City Commission ("City Commission") and four appointed bodies (Planning Board, Community Development Advisory Board, the Recreation, Parks and Arts Advisory Board, and the Public Works/Environmental Services Advisory Board) will represent the public in the evaluation and appraisal process. The City Commission will review and make determinations on all proposed Comprehensive Plan amendments. The City Commission is the final decision-making authority for the implementation and amendment to the Comprehensive

Plan.

The Largo Planning Board (“Planning Board”), the designated Local Planning Agency, will have the responsibility of holding the initial public hearings on all amendments to the Comprehensive Plan and Future Land Use Map. All proposed Comprehensive Plan amendments will be heard by this Board. In addition to hearing amendments, the Planning Board will be responsible for reviewing and making recommendations on changes to the CDC.

The Community Development Advisory Board (CDAB) reviews broad policy issues related to the Community Development Department. Topics reviewed by the CDAB include: Comprehensive Plan amendments, CDC amendments, work plans for the City's housing and community development grants, and work plans for the Neighborhood Partnership Program. Recommendations on amendments to the Comprehensive Plan and CDC are forwarded to the Planning Board for consideration. In many cases, this will involve reviewing LOS Standards, redevelopment needs, and housing requirements. Any recommendations from CDAB will be forwarded to the Planning Board and City Commission for consideration.

Throughout the public participation process, citizens and other stakeholders have continued to be engaged through the work of the Comprehensive Planning Team and other outreach efforts of the Comprehensive Plan. Private sector, organizations, and adjacent jurisdictions are encouraged to coordinate their planning efforts with the goals of this plan. Moving forward, the Comprehensive Planning Team will take a lead role in facilitating the implementation of the Comprehensive Plan: Forwarding Our Future 2040 by recommending CDC amendments, aligning plans, initiatives, programs, organizations, capital improvement programs, and development review with the plan’s goals, objectives and policies.

BASELINE DATA

The City has several data reports which will be updated regularly. This updated data will be provided to the appropriate public bodies and will be made available to the general public.

The following reports will be prepared and updated annually unless noted otherwise:

a) Population estimates and projections
b) Dwelling unit estimates and projections (updated every five years as part of the CDBG Consolidated Plan)
c) Existing land use acreage
d) Solid waste tonnage collected - actual and projected
e) Wastewater treated - actual and projected
f) Traffic counts
g) Five-Year CIP
h) Revenues and expenditures - actual and projected
i) Annual budget
j) Housing Condition Monitoring Report (updated every five years in CDBG Consolidated Plan)
k) Water Quality Reports through NPDES Monitoring
l) Annexation Report

Maintaining current and reliable data is an important aspect of the planning process because of the performance zoning concepts that are used in the Largo CDC.

MEASURABLE OBJECTIVES

Based on the public participation process described previously, the City will review the implementation of the objectives through the measurements provided on an

annual basis. This will allow the City to periodically evaluate its progress toward meeting community needs and desires. It is important for the City to understand its areas of successes and problems in the planning and implementation process and, based upon this appraisal, to make any necessary adjustments to either the Comprehensive Plan or the implementation process.

ACCOMPLISHMENTS AND PROBLEMS

With an annual review process established, the City will be able to determine whether its goals, objectives and policies are being accomplished, or if there are problems in achieving them. In cases where problems have developed, the City will review the goals, objectives, and policies and the implementation process, and determine if they need to be amended or if the implementation strategies need to be modified to address the problems. By reviewing the Comprehensive Plan for both its positive and negative aspects, the City will be able to ensure that it is a relevant document to the community.

AMENDMENTS

The Comprehensive Plan is not a static document. Problems will arise in implementing the Plan, and some of the problems will be the result of changing community values or changing goals, objectives, and policies. To remedy the problems and maintain the relevance of the Comprehensive Plan, amendments to the Plan will be necessary. Amendments to the Comprehensive Plan will be discussed and conducted in the appropriate public forum, and amendments will focus on how to make the Comprehensive Plan a better document. The City will avoid amending the Plan to suit specific projects or cases, but rather to maintain consistency with the City's long-term vision, address future compatibility issues, and/or changes in federal, state or local regulations.

CONTINUOUS MONITORING

To ensure continuous monitoring, the City will link the goals, objectives and policies of the Comprehensive Plan to the annual budget, CIP, SCI, CDC and other City plans. By requiring this linkage, the Comprehensive Plan will be institutionalized into the City's decision-making process.

MAP SERIES:

Map 1: Future Land Use

Map 2: Largo Planning Area

Map 3: Activity Centers and Special Corridors

Map 4: Multimodal Corridors

Map 5: Major Road Network

Map 6: Roadway Functional Classification

Map 7: Roadway Level of Service and Jurisdiction

Map 8: Pinellas Suncoast Transit Authority Network (PSTA)

Map 9: Multimodal Projects

Map 10: Scenic / Noncommercial Corridors

Map 11: Existing Urban Trails and Parks Network

Map 12: Proposed Urban Trails and Parks Network

Map 13: Evacuation Routes, Shelters, and Zones

Map 14: Brownfields

Map 15: Historically Significant Properties

Map 16: Hydrologic Soil Groups

Map 17: Surface Water and Wetlands

Map 18: Watersheds and Drainage Basins

Map 19: Special Flood and Coastal High Hazard Areas

Map 20: Water Use Permits, Septic, and Well Locations

Map 21: Reclaimed Water System

GLOSSARY

A

Activity Centers – Existing commercial nodes to be redeveloped into concentrated areas of higher density, mixed use development which emphasize a multi-modal transportation orientation and pedestrian connections to adjacent neighborhoods. There are four types of Activity Centers:

a) Major Activity Centers: Characterized by a mix of business, residential and civic uses in a high density, compact physical arrangement developed in conformance with a unified plan, in a walkable environment making it convenient for residents and employees to travel by transit, bicycle, foot or car.

b) Neighborhood Activity Centers: Epitomizes many of the characteristics of the Major Activity Centers but are smaller in size and typically emphasize commercial uses that serve the adjacent community rather than a regional area. Pedestrian and bicycle access from adjacent residential neighborhoods is also a defining characteristic.

c) Multimodal Activity Centers: A designated area that incorporates or is anchored by a Major Activity Center or Transit Station Centers as identified by Forward Pinellas, and is of sufficient scale to support mass transit or internal capture of trips within its boundaries. Within Multimodal Activity Centers, emphasis is placed on development that supports the use of multiple forms of transportation, leading to a reduction in automobile use.

d) Employment Activity Centers: An area of higher-intensity uses that typically employ thousands of people that is contained by a boundary to prevent it from encroaching on adjacent areas and/or neighborhoods.

Advanced Traffic Management System (ATMS) – An Intelligent Transportation Systems' process that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

Affordable Housing – Safe, sanitary and quality designed housing available to a household earning 120% or less of area median income, adjusted for family size, which can be rented or purchased at no more than 30% of household income.

Alternatives Analysis (AA) – An independent evaluation of local transit corridors that will help determine the placement and type of transit options that are most suitable for Pinellas County and that qualify for federal funding.

Ambient Air Standards – Limits set by the EPA per the Clean Air Act, as amended, for pollutants considered harmful to public health and the environment.

Arterial Functional Roadway Classification – Provides the highest level of service at the greatest speed for the longest uninterrupted distance, with some degree of access control.

B

Best Management Practices (BMPs) – Physical, structural, or managerial practices that decreases the adverse impacts of development on an adjoining site's land, water or waterways, and waterbodies.

Bicycle Level of Service (BLOS) – A quantitative indicator for evaluating the bicycling conditions of shared roadway environments. It reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, bike lane widths and striping combinations, traffic volume, pavement surface conditions, motor vehicles speed and type, and on-street parking.

Bioswale – A bioretention device in which pollutant mitigation occurs through phytoremediation by faculative vegetation.

Brownfield – An abandoned, idled, or underused industrial or commercial facility where expansion or redevelopment is complicated by real or perceived environmental contamination.

C

Capacity-to-Serve Determination – An evaluation made by the City that excess capacity for public facilities and/or services is available to serve the proposed development.

Capital Improvements Program (CIP) – A five-year planning document for the construction of physical assets, such as buildings, streets, sewers, and purchase of vehicles and equipment to meet capacity needs, maintain infrastructure, or enhance Levels-of Service. The CIP includes all capital projects with costs of $100,000 or greater.

Carbon Footprint – the amount of carbon dioxide or other carbon compounds emitted into the atmosphere by the activities of an individual or jurisdiction.

Certificate of Concurrency – The document issued by the City as a prerequisite for the issuance of any Development Order or development permit.

Coastal High Hazard Area (CHHA) – A special flood hazard area extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. Coastal high hazard areas are also referred to as “high hazard areas subject to high velocity wave action” or “V Zones” and are designated on Flood Insurance Rate Maps (FIRM) as Zone V1-V30, VE, or V.

Coastal Planning Area – An area delineated by the City that includes all of the following where they occur within the City's jurisdiction: water and submerged lands of oceanic water bodies or estuarine water bodies; shorelines adjacent to oceanic waters or estuaries; coastal barriers; living marine resources; marine

wetlands; water-dependent facilities or water-related facilities on oceanic or estuarine waters; or public access facilities to oceanic beaches or estuarine shorelines; and all lands adjacent to such occurrences where development activities would impact the integrity or quality of the above.

Collector Functional Roadway Classification – Provides a less highly developed level of service at a lower speed for shorter distances by collecting traffic from local roads and connecting them with arterials.

Community Redevelopment District (CRD) – In accordance with Chapter 163, F.S., Part III, an area of the City in which a formal designation by the City Commission has been made, with concurrence by the Board of County Commissioners, that the area has been determined to be either a slum area, a blighted area, or an area with a shortage of affordable housing, and a CRD plan has been adopted. The City has two CRDs, the West Bay Drive CRD and the Clearwater-Largo Road CRD. Additionally, in accordance with the Pinellas Planning Council's Countywide Future Land Use Plan, the CRD also represents a Future Land Use classification.

Community Streets – A local interconnecting street network that provides safe and attractive connections between neighborhoods, parks, community facilities and daily commercial services, identical to a complete street. The Context Sensitive Design is used to design these road networks to balance all modes of transportation including walking, biking and public transit.

Community Trails – Paths that provide both recreation and alternative transportation opportunities for residents to gain public access to the urban trail network. Complete Streets - Roadways that are designed with the safety of all users in mind, including but not limited to motorists, pedestrians, bicyclists, and transit users.

Comprehensive Development Code (CDC) – The Land Development Regulations for the City of Largo, that is to be consistent with as well as implement the City of Largo's Comprehensive Plan.

Comprehensive Emergency Management Plan – A citywide strategy which establishes the framework through which the City may prepare for, respond to, recover from, and mitigate the impacts of a wide range of disasters. This plan is intended for advance planning to prepare for and/or react to natural or man-made emergency situations with potential for disastrous consequences.

Compact Infill Development – The addition of new housing or other buildings on scattered vacant sites or platted lots in a developed area or subdivision.

Concurrency Management System – The procedures and/or processes that the City will utilize to assure Development Orders and development permits are not issued unless the necessary public facilities and services are available concurrent with the impacts of development.

Concurrency Test Statement – A public facilities and services status report annually prepared by the City, in coordination with Pinellas County, used to document existing Levels of Service (LOS).

Congestion Management System – A ranking system used by the Pinellas County Metropolitan Planning Organization to prioritize roadway improvements for constrained corridors. For these corridors (roadways), strategy plans are developed that focus on low cost, easy to implement operational improvements such as intersection improvements, enhanced transit service, intelligent transportation systems, coordinated traffic signals, bicycle and pedestrian improvements and transportation demand management activities such as commuter assistance programs.

Context Sensitive Design – The collaborative approach to developing and redesigning transportation facilities that fit into their physical and human environment while preserving the aesthetic, historic, community, and natural environmental values. Context Sensitive Design contributes to community, safety, and mobility.

Corridor – The area within one-half (½) mile of the road centerline and within a one-half (½) mile arc radius beyond the terminus of the road segment centerline, and includes properties that are subject to at least one of the following conditions:

a) Sole Direct Access – A condition where the only means of site ingress/egress is directly onto the road facility, regardless of the distance of that site from the facility.

b) Direct Access **–** A condition in which one or more existing or potential site ingress/egress points make a direct connection to the road facility and the site is within one-half (½) mile of the road facility.

c) Sole Indirect Access – A condition where the only point of site ingress/egress is onto a public non-arterial roadway which makes its first and shortest arterial level connection onto a road facility regardless of the distance of that site from the facility.

Crime Prevention through Environmental Design (CPTED) – The proper design and effective use of the built environment which may lead to a reduction in the fear of and incidence of crime, and an improvement of the quality of life.

Currently Available Revenue Sources – An existing source and amount of revenue presently available to the City. It does not include the City's present intent to increase the future level or amount of revenue source which is contingent upon ratification by public referendum.

D

Deficient Roadway – A road operating at peak hour level of service E or F, and/or a volume-to- capacity (v/c) ratio of 0. 9 or higher with no mitigating improvements scheduled within three years.

De Minimis – A development impact that does not cause unacceptable degradation of a transportation facility's level of service (LOS) Standards.

Density Bonuses – The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location.

Development Order – An order issued by the Development Controls Officer upon approval of an official board, commission, or administrative officer authorizing a specific use and development and further authorizing the subsequent issuance of necessary permits.

Development Permit – Formal permission to erect, construct, alter, raze, move, remove, or otherwise develop land within the City. This includes, but is not limited to, building permits, sign permits, tree removal permits, etc.

Downtown Largo Multimodal Plan – An area designated for development that supports the use of multiple forms of transportation, leading to a reduction in automobile use.

E

Estuary – Areas of semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by fresh water and which has connection with oceanic water, including bays, embayments, lagoons, sounds, and tidal streams.

Evacuation Zones – Are based on hurricane storm surge zones vulnerable to different levels of flooding determined by the National Hurricane Center. Storm surge is produced by water being pushed towards the shore by the force of the winds moving around the storm. Each evacuation zone is coded to designate the potential surge height likely to occur (see also Map 13: Evacuation Routes, Shelters, and Zones):

a) Evacuation Level "A" Zone – Up to 11 feet; evacuate red areas and all mobile homes;

b) Evacuation Level "B" Zone – Up to 15 feet; evacuate red and orange areas and all mobile homes;

c) Evacuation Level "C" Zone – Up to 20 feet; evacuate red, orange and yellow areas and all mobile homes;

d) Evacuation Level "D" Zone – Up to 28 feet; evacuate red, orange, yellow and green areas and all mobile homes; and

e) Evacuation Level "E" Zone – Up to 35 feet; evacuate red, orange, yellow, green and purple areas and all mobile homes.

Existing Urban Service Area – Built-up areas where public facilities and services such as sewage treatment systems, roads, schools and recreation areas are already in place (see City of Largo Planning Service Area).

F

Florida Department of Environmental Protection (FDEP) – The Florida Department of Environmental Protection is the state's lead agency for environmental management and stewardship, protecting our air, water, and land.

Florida Department of Transportation (FDOT) – The state agency responsible for administering transportation services and improvements, as well as the coordinating agency between federal and local agencies on transportation planning and implementation initiatives.

Florida Green Building Coalition – A nonprofit Florida corporation dedicated to providing statewide green building program that defines, promotes, and encourages sustainable efforts with environmental and economic benefits.

Florida State Implementation Plan (SIP) – Is a plan prepared by state government and approved by the United States Environmental Protection Agency (USEPA), outlining how a company and/or community plans will reduce emissions during a specific time period, often three years, so the concentration of certain materials measured in the air are within standards set by the USEPA. The plans are

mandated by an amendment to the federal Clean Air Act and monitored by state environmental agencies.

Form-Based Code – A land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law.

Forward Pinellas – A land use and transportation planning agency that addresses countywide concerns as both the Pinellas Planning Council and Pinellas County Metropolitan Planning Organization. Forward Pinellas not only provides a forum for countywide decision-making on transportation and land use issues, but also assists local governments with technical support, regional coordination and policy advice and guidance.

Functional Roadway Classification – A classification system of roadways that defines the role each element of the roadway network plays in serving travel needs.

G

Gateway/Mid County Area – The Gateway area is approximately 30 square miles and includes the St. Pete-Clearwater International Airport. The area is a primary economic engine for Pinellas County and the Tampa Bay Region. The 2018 Gateway/Mid-County Master Planning effort will extend its boundaries to include

Belleair Road on the north, Starkey Road on the west, 70th Avenue North on the south, and Tampa Bay on the east.

H

Host Homes Program – Organizations such as businesses, places of worship, or community centers assist in placing their members who live in evacuation zones in other members' homes that do not live in evacuation zones as an alternative to using public emergency shelters.

Housing Quality Standards (HQS) – HQS helps the U.S. Department of Housing and Urban Development (HUD) and local Public Housing Authorities (PHAs) accomplish that goal by defining “standard housing” and establishing the minimum quality criteria necessary for the health and safety of program participants.

I

Income-Eligible Households – Related to the City's affordable housing programs, households earning 120% or less of area median income, adjusted for family size. Categories of eligibility include: less than 30% of area median income (extremely low); between 31-50% (very-low); between 51-80% (low); and between 81-120% of area median income (moderate).

Interrelated Planning System – An integration of plans, initiatives, implementation programs that must work together to achieve the overall goals of the community.

L

Largo Planning Area – All land within the City's corporate boundaries, Largo Fire District, and Largo Sanitary Sewer District except those lands already incorporated into the corporate boundaries of other cities (see Map 2: Largo Planning Area)

Leadership in Energy and Environmental Design Certification (LEED) – LEED certification provides independent verification of a building or neighborhood's green features, allowing for the design, construction, operations and maintenance of resource-efficient, high-performing, healthy, cost-effective buildings.

Level of Service (LOS) – A quantitative indicator of quality of service into six letter grades. LOS provides a generalized and conceptual planning measure that assesses multimodal service inside the roadway environment, the extent or degree of service provided or proposed by a facility based on and related to the operational characteristics of the facility.

Local Functional Roadway Classification – consists of all roads not defined as arterials or collectors; primarily provides access to land with little or no through movement.

Local Mitigation Strategy (LMS) – A locally-developed plan to guide the City in loss reduction initiatives before and after a natural disaster. This LMS will permit the City to pinpoint the areas most vulnerable to damage in a natural disaster, while providing the City the ability to access state and federal funding sources to implement initiatives that reduce the City's potential for future losses. Following a natural disaster, the LMS will provide a ready list of mitigation initiatives and facilitates quick application for rebuilding funds.

Long Range Transportation Plan (LRTP) – An adopted document that assesses the conditions of and performance of major transportation facilities, such as roads, airports, seaports, rail lines, bicycle and pedestrian facilities. The Plan also addresses transportation disadvantaged issues, goods movement, and regional mobility. As part of the Long Range Transportation Plan Process, future demands on the County's major road network are evaluated through the Regional Transportation Analysis (RTA) model, which simulates future travel conditions based on projected population and employment growth. The LRTP is updated every three years. The LRTP is updated and administered by the Pinellas County Metropolitan Planning Organization (MPO).

Low Impact Development (LID) – Includes a variety of practices that mimic or preserve natural drainage processes to manage stormwater. LID practices typically retain rain water and encourage it to soak into the ground rather than allowing it to run off into ditches and storm drains where it would otherwise contribute to flooding and pollution problems.

M

Major Trip Generators and Attractors – Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends. These include: employers with 500 or more employees, colleges/universities, and shopping centers over 100,000 square feet in size.

Manufactured Home – A mobile home fabricated on or after June 15, 1976, in an off-site manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Mixed Use Corridors – Roadways within Largo that are bordered by land use categories that allow a mixture of complimentary/supportive uses, a wide range of transit-supportive use and include regulations that support a compact built form with variations in density and design criteria.

Mobile Home – A structure, transportable in one or more sections, which is eight (8) body feet or more in width and which is built on an integral chassis and designed to be used as a dwelling when connected to the required utilities and includes the plumbing, heating, air-conditioning, and electrical systems contained therein.

Mobility Management System – The process utilized by Pinellas County to implement the Pinellas County Mobility Plan. This includes the process of managing the transportation impacts of development projects and the assessment, collection and expenditure of multi-modal impact fees.

Multimodal Corridor – Major roadways that are designated for the movement of people and goods throughout the City, and are served by multiple modes of transport, and includes the following subcategories of the Multimodal Corridor categories:

a) Primary Corridors - used to recognize those corridors identified by the Pinellas Suncoast Transit Authority (PSTA) and in the Metropolitan Planning Organization's Long Range Transportation Plan as "Core" bus routes;

b) Regional Corridors - used to recognize those corridors identified by PSTA as Regional Express routes, and the CSX railway line;

c) Secondary Corridor - used to recognize those corridors identified by PSTA as "Frequent Local" bus routes; and

d) Supporting Corridor - used to recognize those corridors identified by PSTA as "Supporting Local" corridors and trolley routes providing daily service.

Multimodal Impact Fees – A fee levied on the developer or builder of a project by [the County or other public agency] the City as compensation for otherwise unmitigated impacts the project will produce.

Multimodal Plan (City of Largo) – Addresses areas of deficiencies related to biking, walking, and using transit services along the multimodal network; and provides implementation initiatives outlined in a 25 year work program designed to guide funding and scheduling of multimodal improvements along the designated multimodal network of streets and trails.

N

Nonconforming Uses – A lawful existing use which does not conform to the provisions, requirements and/or regulations of the Comprehensive Development Code (CDC) but which complied with applicable regulations at the time the use was established.

O

Overlay Designation – A special use designation applied over the Future Land Use Map classifications for an area, which provides an additional layer of development standards to address special land use needs. Example: Transit-Oriented Development Overlay.

P

Peak Hour – In describing traffic conditions, is the 100th highest volume hour of the year in the predominant traffic flow direction.

Pedestrian Level of Service (PLOS) **–** A quantitative indicator for evaluating the comfort and safety of pedestrians and bicyclists. Among the key features identified and rated are crossing distance, roadway space allocation (i.e., crosswalks, bike lanes), corner radius dimension and traffic signal characteristics.

Pinellas County Metropolitan Planning Organization (MPO) – see Forward Pinellas

Pinellas County Mobility Plan – The countywide approach to managing the transportation impacts of development projects and increasing mobility for pedestrians, bicyclists, transit users and motor vehicles utilizing the multi-modal impact fee ordinance and local site plan review processes.

Pinellas Planning Council – see Forward Pinellas

Pinellas Suncoast Transit Authority (PSTA) – The mass transit authority for Pinellas County providing residents with bus and paratransit services.

Placemaking – A multi-faceted approach to the planning, design and management of public spaces around the places that citizens view as important to community life and their daily experience based on a community needs and aspirations. Placemaking is both an overarching idea and a hands on tool for improving a neighborhood, city or region.

Premium Transit System – A transit system comprised of passenger rail and/or premium bus services.

Public Education Facilities – Are elementary schools, special educational facilities, alternative educational facilities, middle schools, high schools, and area vocational-technical schools.

Public Facilities and Services – Facilities and services which must be available concurrent with the impacts of development means those covered by Comprehensive Plan elements for which a LOS Standard has been adopted by the City. The public facilities and services include roads, sanitary sewer, solid waste, stormwater, potable water, parks and open space.

Public Private Partnership (P3) – A contractual arrangement between a public agency (federal, state or local) and a private sector entity. Through this agreement, the skills and assets of each sector (public and private) are shared in delivering a service or facility for the use of the general public. In addition to the sharing of resources, each party shares in the risks and rewards potential in the delivery of the service and/or facility.

R

Reclaimed Water – Highly treated wastewater and can be used for irrigation and other uses to extend our water supplies.

Regional Trail System – A trail that provides non-motorized transportation and recreation opportunities, and connects communities, cities and counties to each other and to open spaces.

Roadway Level of Service (LOS) **–** Based primarily on travel speed on a scale of "A" through "F." Roads operating at peak hour LOS "E" and "F" are also referred to as "deficient" in the Comprehensive Plan.

S

Safe Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) – Authorizes the Federal Surface Transportation Programs for highways, highway safety, and transit for the five-year period 2005-2009.

Scenic / Noncommercial Corridor – A Countywide significant corridor designated 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 significant roadway corridors in Pinellas County.

Shared Access Street Agreements – The provision for ingress and egress of vehicles from an abutting property to an adjacent street, is shared by two or more properties or is channeled by some means indirectly to the adjacent street.

Smart Growth – An urban planning approach to development that encourages a mix of building types and uses, diverse housing and transportation options, development within existing neighborhoods, and community engagement.

Social Equity – Fair, just, and equitable management of all institutions serving the public directly or by contract and it is committed to promoting fairness, justice, and equity in the formation of public policy.

Southwest Florida Water Management District (SWFWMD) – A regional agency that manages the water resources, supplies and protects water quality and preserves natural systems that serve important water-related functions for west-central Florida as directed by state law.

Special Area Plan – A proposed amendment to the Countywide Plan Map to change the land use classification of an area to an Activity Center, Community Redevelopment District, or Planned Redevelopment requiring a Special Area Plan.

Special Flood Hazard Area (SFHA) – An area in the floodplain subject to a 1 percent or greater chance of flooding in any given year. Special flood hazard areas

are shown on FIRMs as Zone A, AO, A1-A30, AE, A99, AH, V1-V30, VE or V. (Also defined in FBC, B Section 202.)

Stormwater Management System – A system which is designed and constructed or implemented to control stormwater, incorporating methods to collect, convey, store, absorb, inhibit, treat, use, or reuse stormwater to prevent or reduce flooding, over-drainage, environmental degradation, and water pollution or otherwise affect the quantity and quality of discharges from the system.

Strategic Intermodal System (SIS) – A transportation system that: is made up of facilities and services of statewide and interregional significance (strategic); contains all forms of transportation for moving both people and goods, including linkages that provide for smooth and efficient transfers between modes and major facilities (intermodal); and integrates individual facilities, services, forms of transportation and linkages into a single, integrated transportation network (system).

Strategic Plan (City of Largo) – Updated in 2017, the Strategic Plan contains the community's mission, vision and values for the future of the City. The Strategic Plan offers a shared vision through three focus areas: Sustainability, Public Health & Safety and Community Pride. These three focus areas are reflected implemented through initiatives which is part of the Strategic Plan.

T

Tampa Bay Area Regional Transportation Authority (TBARTA) – A state agency created for the purpose of improving mobility and expanding multi-modal transportation options for passengers and freight throughout the seven county region made up of Citrus, Hernando, Hillsborough, Manatee, Pasco, Pinellas, and Sarasota counties.

Tampa Bay Regional Planning Council (TBRPC) – An association of local governments and gubernatorial representatives that brings together governments to coordinate planning for the community's future and provide an opportunity for sharing solutions among the local government jurisdictions in the six-county Tampa Bay region.

Tampa Bay Regional Planning Model – The principal tool used by the MPO that allows the multi-jurisdictional coordination of proposed multi-modal transportation improvements. Throughout the years, the model has been refined, calibrated, and validated to replicate base year conditions in order to accurately forecast travel demand for the planning horizon of the MPO's LRTP.

Target Employment – High- wage, primary employment, including but not limited to, the fields of aviation/aerospace, financial services, high tech industries, information technology, marine science, medical technology, microelectronics, modeling/simulation, optics/photonics, homeland security and defense, research/development, and wireless technology.

Target Employment Center Overlay (TECO) – An overlay designation applied to those areas of the City county that are now developed, or appropriate to be developed, in a concentrated and cohesive pattern to facilitate and/or expand target employment uses of countywide significance.

Temporary Housing – Temporary accommodations for individuals or families whose homes are made uninhabitable by an emergency or a major disaster that meets the physical accessibility needs of the household and includes essential utilities, access to areas for food preparation, and bath facilities in a context that allows a family to live together with a reasonable amount of privacy for a period generally from 12 to 18 months.

Transfer of Development Rights – A development technique which allows a land owner to separate the rights to develop his land from the land itself and transfer those rights to other land.

a) TDR Sending Zone – An area of land from which the rights to develop may be conveyed to other property (receiving zone.).

b) TDR Receiving Zone – An area of land to which additional development rights may be conveyed.

Traffic Calming – A concept fundamentally concerned with reducing the adverse impact of motor vehicles on built up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.

Transit-Oriented Development (TOD) – Focuses on creating a compact development pattern with housing, jobs, shopping, community services and facilities, and recreational opportunities, all within walking distance (¼ to ½ mile) of a transit station.

Transit Station Centers – An identified Forward Pinellas Activity Center included on the Transit-Oriented Land Use Vision Map, used to recognize potential future light rail transit station locations identified in the Metropolitan Planning Organization's Long Range Transportation Plan.

Transportation Demand Management (TDM) Strategies – Are policies, activities, or programs which reduce the total number of vehicles traveling to an area. Transportation demand management measures included improved alternatives to driving alone, such as pooling and biking; incentives to shift modes, such as subsidizing transit fares and van pooling costs; disincentives to driving, such as higher parking fees and reduced parking supply; and work hours management programs, such as flexible work hours and compressed work weeks.

Transportation Improvement Program (TIP) – A consolidated state, county, and municipal five year capital improvement program for transportation projects. The purpose of the TIP is to coordinate and prioritize transportation projects within the County, in accordance with federal and state law. The TIP is update annually by the MPO.

Transportation Management Initiatives (TMI) – Organization formed to encourage and coordinate the participation of local businesses in transportation demand management activities. These agencies are also known as transportation management organizations (TMOs).

Transportation Management Plan – A plan developed by an applicant representing a proposed development, that is submitted in conjunction with individual site plans seeking to utilize TMP strategies to mitigate development impacts, improve the efficiency and safety of the transportation system and increase the mobility for all users. TMP strategies include physical and operational improvements, as well as demand management initiatives. Examples of TMP strategies include, but not limited to, density/intensity reductions, project phasing, outparcel deletion, physical roadway improvements, access controls, and/or incentives encouraging mass transit, bicycle, or pedestrian travel or ride-sharing.

Transportation Disadvantaged – Those persons who, because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation.

U

Universal Design (UD) – "The process of creating buildings, products, and environments that are usable by people of all ages and physical capabilities, making it possible for all to have access to and fully enjoy their homes, neighborhoods, work places, and other community destination. Universal design

is based on the recognition that all people, regardless of ability, should be valued equally. UD is highly relevant to planning officials, planning directors, and planners seeking to improve the quality of life in their communities by providing residents with better choices of where to work, live, and play.

Urban Redevelopment – Demolition and reconstruction or substantial renovation of existing buildings or infrastructure within urban infill areas, existing urban service areas, or community redevelopment areas and/or districts.

Urban Trail Corridor – A 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.

Urban Trails and Park Network – An integration of the City's urban trail corridors, trail paths, bicycle lanes, community trails and parks and recreation complexes and facilities.

V

Vehicle Miles Traveled (VMT) – A measure of the total traffic on a road. It is the product of the average daily traffic count and the length of the road.

W

Water-Dependent Uses – Activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities or water supply.

Water-Related Uses – Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Workforce Housing – Housing that is affordable to household of low, moderate and above moderate income in the range of 60% to 120% of the area median income.

X

Xerisscape – A method of landscaping using native vegetation and other drought-resistant plants designed for low maintenance and water conservation.

APPENDIX:

i. List of Related Plans
ii. List of Related Programs
iii. List of Related Agencies and Organizations
iv. Definitions and Acronyms

LIST OF RELATED:

I. Plans

- 2060 Florida Transportation Plan
- Activity Center Guidelines
- City of Largo Comprehensive Development Code (CDC)
- City of Largo Comprehensive Emergency Management Plan
- City of Largo Economic Development Plan
- City of Largo Multimodal Plan
- City of Largo Strategic Plan
- Clearwater-Largo Road Community Redevelopment District Plan
  Community Development Block Grant (CDBG) Consolidated Plan
- Complete Streets
- Countywide Plan (The Countywide Rules and Land Use Plan Map)
- Downtown Multimodal Plan
- Floodplain Management Plan
- Florida State Implementation Plan (SIP)
- Master Plan for the Gateway/Mid County Area
- MPO Long Range Transportation Plan (LRTP)
- MPO/Forward Pinellas Bicycle Pedestrian Master Plan Facilities Elements
- Pinellas County Ten-Year Water Supply Facilities Work Plan
- Pinellas County Stormwater Manual
- PSTA Transit Development Plan
- Regional Water Supply Plan
- Schedule of Capital Improvements (SCI)
- Special Area Plan for the Largo Mall Activity Center
- Urban Forest Master Plan
- West Bay Complete Street Concept Plan

- West Bay Drive Community Redevelopment District Plan
- Largo Tri-City Special Area Plan

II. Programs

- City of Largo Affordable Housing Development Program
- City of Largo Asset Management Program
- City of Largo Brownfield Redevelopment Program
- City of Largo Business Assistance Program
- City of Largo Capital Improvement Program (CIP)
- City of Largo Employee Mentorship Program
- City of Largo Homestead Programs
- City of Largo Housing Rehabilitation Program
- City of Largo Internship Program
- City of Largo Recycling Program
- City of Largo Rental Rehabilitation Programs
- City of Largo Traffic Calming Policy
- City of Largo Visitation Plan
- Clearwater-Largo Road/8th Avenue SE/Central Park Drive
- Code Enforcement Lien Forgiveness Program
- Community Rating System (CRS)
- Community Redevelopment Agency (CRA)
- Congestion Management Process (CMP) Policies and Procedures Manual
- Crime Prevention through Environmental Design (CPTED)
- FDOT Complete Street Policy
- FDOT Five-Year Work Program
- FDOT U.S. 19 Pedestrian & Bicycle Safe Access to Transit Corridor Study
- Florida Green Building Program
- Florida Water Star

- Florida-Friendly Irrigating
- Florida-Friendly Landscaping
- Forward Pinellas (MPO) Transportation Improvement Plan (TIP)
- Hearts of Largo
- Leadership in Energy and Environmental Design (LEED)
- Low Impact Development (LID)
- National Flood Insurance Program (NFIP)
- Pinellas County Land Bank
- Pinellas County Low Income Rental Assistance Program
- Pinellas County Transportation Disadvantaged Program
- Pinellas County Transportation Management Initiatives (TMI)
- Property-Assessed Clean Energy (PACE) Program
- Sanitary Sewer Concurrency Management Program
- School Board Five-Year Work Plan
- State Housing Initiative Partnership (SHIP) Program
- Summer Bridge Program
- Transportation Disadvantaged Program
- University of Florida Food Institute and Agricultural Sciences program (UF/IFAS)
- West Bay Drive Trailhead Project

III. Agencies and Organizations

- America for the Arts
- Area Convention & Visitors Bureau (CVB)
- Bay Area Apartment Association
- Bicycle and Pedestrian Advisory Committee (BPAC)
- Building Industry Association
- Central Pinellas Chamber of Commerce
- City of Largo Chamber of Commerce

- City of Largo Interdepartmental Traffic and Transportation Committee
- Community Traffic Safety Team
- Continuum of Care (COC) Network
- County Mitigation Strategy Working Group
- Creative Pinellas
- Federal Emergency Management Agency (FEMA)
- Florida Department of Environmental Protection (FDEP)
- Florida Department of State
- Florida Department of Transportation (FDOT)
- Florida Fish and Wildlife Conservation Commission (FWC)
- Forward Pinellas
- Forward Pinellas Planner's Advisory Committee (PAC)
- Healthy Pinellas
- National Endowment for the Arts
- National Register of Historic Places
- Pinellas County
- Pinellas County Department of Environmental Management (PCEM)
- Pinellas County Economic Development (PCED)
- Pinellas County Extension
- Pinellas County Housing Authority (PCHA)
- Pinellas County Housing Finance Authority
- Pinellas County Housing Trust Fund
- Pinellas County Mitigation Strategy Working Group
- Pinellas County Office of Human Rights
- Pinellas County Property Appraiser
- Pinellas County Register of Historic Resources
- Pinellas County School Board
- Pinellas County School Board (PCSB)
- Pinellas County Schools (PCS)

- Pinellas County Utilities
- Pinellas Partners in Recycling (PPR)
- Pinellas Schools Collaborative
- Pinellas Suncoast Transit Authority (PSTA)
- Recycle Florida Today (RFT)
- School Transportation and Enhanced Pedestrian Safety (STEPS) Committee
- School Transportation Safety Committee (STSC)
- Solid Waste Association of North America (SWANA)
- Southwest Florida Water Management District (SWFWMD)
- St. Petersburg/Clearwater Area Convention and Visitors Bureau
- Tampa Bay Area Regional Transportation Authority (TBARTA)
- Tampa Bay Area Regional Transportation Authority (TBARTA) - ONE BAY Resilient Communities
- Tampa Bay Nitrogen Management Consortium
- Tampa Bay Regional Planning Council (TBRPC)
- Tampa Bay Water (TBW)
- Technical Coordinating Committee (TCC)
- Tourist Development Council (TDC)
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Services (USFWS)
- United States Environmental Protection Agency (USEPA)
- Urban Land Institute
- Visit St. Petersburg/Clearwater (VSPC)

IV. Acronyms & Definitions

Acronyms

AA – Alternatives Analysis

AADT - Average Annual Daily Traffic

ABM - Agency on Bay Management

AC – Activity Centers

ATMS – Advanced Traffic Management System

BACS - Bay Area Commuter Services – TBARTA Commuter Services

BMPs – Best Management Practices

BOCC - Board of County Commissioners

CBD - Central Business District

CCMP - Comprehensive Conservation and Management Plan for Tampa Bay

CDC – Community Development Code

CDBG - Community Development Block Grant

CEMP – Comprehensive Emergency Management Plan

CG - Commercial General

CHHA - Coastal High Hazard Area

CI - Certificate of Inspection

CIE – Capital Improvements Element

CIP - Capital Improvements Plan

CLUP - County Land Use Plan

CN – Commercial Neighborhood

CO - Certificate of Occupancy

CPA - Countywide Planning Authority

CPPC - Community Planning and Preservation Commission

CPD - Community Planning and Development

CPTED – Crime Prevention Through Environmental Design

CR – Commercial Recreation

CRD - Community Redevelopment District

CRS - Community Rating System

DEO – Florida Department of Economic Opportunity

DEP - Department of Environmental Protection

DO - Development Order

DOP - Disaster Operations Plan

DRC - Development Review Commission

DRI - Development of Regional Impact

DUs - Dwelling Units

EAR - Evaluation and Appraisal Report

EPA - Environmental Protection Agency, United States

FAA - Federal Aviation Administration

FAC - Florida Administrative Code

FAR - Floor Area Ratio

FDEP - Federal Department of Environmental Protection

FDOT - Florida Department of Transportation

FEMA - Federal Emergency Management Agency

FWC - Florida Fish & Wildlife Conservation Commission

FHSRTC - Florida High Speed Rail Transportation Commission

F.S. - Florida Statutes

FSIP – Florida State Implementation Plan

FLUM - Future Land Use Map

GIS - Geographic Information System

HCM - Highway Capacity Manual

HQS – Housing Quality Standards

HUD - Housing and Urban Development (Department of)

I - Institutional

IG - Industrial General

IL - Industrial Limited

LOS - Level of Service

LMS - Local Mitigation Strategy

LPA - Local Planning Agency

LRTP – Long Range Transportation Plan

MHW - Mean High Water

MIS - Major Investment Study

MOM Project - Maintenance Programs Project

MPO - Metropolitan Planning Organization, Pinellas County

NAAQ – National Ambient Air Quality Standards

NHS - Neighborhood Housing Services, Inc.

NFIP - National Flood Insurance Program

NMFS - National Marine Fisheries Services

NPDES - National Pollution Discharge Elimination System

P - Preservation

P/SP – Public/Semipublic

PCEM - Pinellas County Department of Environmental Management

PCHA – Pinellas County Housing Authority

PHA - Public Housing Authority

PMI - Pinellas Mobility Initiative

PPC - Pinellas Planning Council

PSA – Planning Service Area

PSIG - Pounds per Square Inch Gravity

PSTA - Pinellas Suncoast Transit Authority (formerly the SPMTS)

RAC - Regional Activity Center

RE – Residential Estate

REHAB - Rehabilitation

RFO – Resort Facility Overlay

RH – Residential High

RL – Residential Low

RLM – Residential Low Medium

RM – Residential Medium

ROW - Right of Way

R/OG - Residential/Office General

R/OL – Residential/Office Limited

Definitions:

Act - The Local Government Comprehensive Planning and Land Development Regulation Act in Chapter 163, Florida Statutes.

Adjacent concurrency service area - a concurrency service area which is contiguous and touches the boundary of another concurrency service area along one side to the extent practicable, taking into account water bodies, and limited access interstate corridors.

Aquifer - A water-bearing layer of rock or soil that will yield water in usable quantity to a well or spring.

Aquifer recharge - (See surficial aquifer and water recharge.)

Arterial street - A roadway providing service which is relatively continuous and of relatively high traffic volume, long trip length, and high operating speed. In addition, every United States numbered highway is an arterial road.

Arterial principal (major) - A street that primarily provides traffic movement services, serving longer distance trips and traffic traveling through a given area. Vehicles on these facilities generally operate at higher speeds, and there is little direct access to abutting properties. Turning movements to and from these facilities occur primarily at roadway intersections.

Arterial minor - A street that serves medium to long distance trips and traffic traveling within a given area. Vehicles on this facility generally operate at high to moderate speeds, and there is little to moderate direct access permitted to abutting properties. Turning movements to and from these facilities occur primarily at roadway intersections and major traffic generator driveways.

Best management practices - Design, construction, operational or maintenance techniques which are accepted by research institutes, professional societies or regulatory agencies as the most advanced and effective for any given application. For example, Best Management Practices (also known as "BMPs") have been developed for stormwater pollution control, agricultural activities, silvicultural management and construction practices.

Bicycle and pedestrian ways - Any road, path or way which is open to bicycle travel and traffic afoot, and excludes motor vehicles.

Bike Lane - A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists

Brownfields - Abandoned, idled, or underutilized industrial and commercial properties where expansion or redevelopment is hindered by real or perceived environmental contamination.

Buffer - An area or zone between two land uses which is intended to ameliorate, reduce or mitigate the adverse effects one may have on the other. Examples include the placement of office parks between industrial uses and nature preserves, or the preservation of a naturally vegetated upland zone around wetlands as a part of a development project.

Capital Improvements budget - The portion of the city's budget which reflects capital improvements scheduled for a fiscal year.

Capital improvement - Physical assets constructed or purchased to improve or replace a public facility and which are large scale and which exceed $50,000.00. The cost of a capital improvement is generally non-recurring and may require multi-year financing.

Coastal high hazard areas (CHHA) - A *special flood hazard area* extending from offshore to the inland limit of a primary frontal dune along an open coast and any other area subject to high velocity wave action from storms or seismic sources. Coastal high hazard areas are also referred to as “high hazard areas subject to high velocity wave action” or “V Zones” and are designated on Flood Insurance Rate Maps (FIRM) as Zone V1-V30, VE, or V.

Collector road and collector street - Collector roads provide both land access and traffic circulation service within residential, commercial, and industrial areas.

Their primary function is to move traffic from local roads and streets to the arterial highway system, while providing some direct access to abutting property. While not dominated by signalized intersection traffic control, these facilities do tend to have more frequent intersection control such as stop and yield signs.

Commercial uses - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community park - A community park is a park located near major streets or arterials. It is designed to serve the needs of several neighborhoods - which may be said to constitute a more defined community - and serves community residents within a radius of up to three miles, or a service population of over 5,000 and up to 10,000. Where possible, the community park should be located near or community park offers a wide range of program and facility opportunities for all community individuals and families. Just as the neighborhood park fulfills the recreational needs of the neighborhood, so the community park is designed to meet the recreational needs of an entire community. Typical facilities at a community park include ball fields, tennis courts, play areas, picnic areas, multi-purpose courts, swimming pools, recreation buildings and sports fields. Additional recreation facilities may be included to meet a particular recreation demand in the community. Adequate off-street parking is essential. Two important elements of every community park are the use of landscaping and the provision of passive recreation activity areas. Community parks often have on-site staff to manage the facilities. Community parks also may serve the function of neighborhood parks when located adjacent to residential areas. This is the most important type of park in the city.

Cone of influence - An area around one or more major waterwells the boundary of which is determined by a government agency based on groundwater travel or drawdown depth.

Conservation uses - Activities within land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of vegetation communities or wildlife habitats.

Consumptive use - Withdrawal and use of water in such a way as to make the water unavailable for immediate reuse. The uses of potable water by humans is a consumptive use, since the result (wastewater) cannot be immediately reused. Use of water by power plants usually is not a consumptive use since the water can be immediately recycled or returned to the source.

Critical habitat - Habitat which contains constituent elements essential to the survival or recovery of an endangered or threatened species and whose geographic extent has been defined by the U.S. Fish and Wildlife Service, the Florida Game and Freshwater Fish Commission, the Florida Department of Environmental Protection, or the Florida Department of Agriculture and Consumer Services.

Deepwater habitat - Permanently flooded lands lying below the deep-water boundary of wetlands, including environments where surface water is permanent and often deep, so that water, rather than air, is the principal medium within which the dominant organisms live. As in wetlands, the dominant plants are hydrophytes; however, the substrates are considered non-soil because the water is too deep to support emergent vegetation.

Desalinization - The removal or reduction of the salt concentration in water to produce potable water. One of the most popular forms of desalinization is "reverse osmosis."

Detention - The collection and temporary storage of stormwater in such a manner as to provide for control of peak runoff discharges and velocities to levels permitted by the appropriate water management district. Where detention is used as a method of controlling stormwater pollution, water is detained in such a manner as to provide for treatment through physical, chemical or biological processes, as well as whatever water quantity control is needed. "Detention" implies that a surface water outlet from the system exists except in the case of "detention with filtration," in which stormwater is passed through a layer of suitable fine textured granular medium, such as porous soil, which may be used in conjunction with filter fabric and/or underdrain pipe. (See also, retention, diversion.)

Development - Shall be defined as set forth in F.S. § 380.04.

Development order - Any order granting, denying, or granting with conditions, an application for a development permit.

Development permit - Includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Diversion - With regard to stormwater management systems, refers to the separating of the "first flush" of stormwater runoff (which contains the majority of stormwater pollutants) into a retention basin, while allowing the tailwater following the first flush to be discharged into surface waters or a detention basin, as appropriate. The diversion is accomplished through use of a specially designed baffle. (See also, detention, retention.)

Drainage basin - The area defined by topographic boundaries which contributes stormwater to a drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

Drinking water standards - State drinking water standards appear in Chapter 17, Florida Administrative Code (F.A.C.), and in particular Section 17-22, F.A.C.

Economic development - Any business creation, expansion, relocation, or investment, which results in an addition to the economic activities of an area.

Economic development enhancement program - Any program that seeks to promote economic development.

Educational facility - buildings, equipment, structures, and special educational use areas that are built, installed, or established to serve educational purposes.

Emergency water shortage plans - Plans developed by Water Management Districts which detail the graded response to various levels of water shortage during drought conditions developed pursuant to F.S. § 373.175.

Endangered species - Species in danger of extinction if the deleterious factors affecting their populations continue to operate, since their numbers have already declined to such a critically low level or their habitats have been so seriously reduced or degraded that without active assistance their survival in Florida is questionable. Includes those species listed as ''endangered'' by the U.S. Fish and Wildlife Service, U.S. Department of the Interior, Florida Game and Freshwater Fish Commission and the Florida Department of Agriculture and Consumer Services. (See also, "threatened species", "species of special concern".)

Estuary (estuarine system) - A semi-enclosed, naturally existing coastal body of water in which saltwater is naturally diluted by freshwater and which has an open connection with a gulf/bay waters. "Estuaries" include bays, embayments, lagoons, sounds and tidal streams.

Evacuation routes - Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety in the event of a hurricane.

Financial feasibility - Per F.S. § 163.3180(15)(c), "A determination of financial feasibility shall be based upon currently available funding or funding sources that could reasonably be expected to become available over the planning period."

First flush - The initial volume of stormwater runoff generated following the onset of rainfall which contains the majority of stormwater pollutants. For the purpose of stormwater regulations, the first flush is usually defined as the runoff generated by the first one inch of rainfall, or the first one-half inch of runoff. (See also, "detention," "diversion," and "retention.")

Five-year capital facilities work plan (school concurrency) - the School Board's annually adopted financially feasible, five-year list of capital improvements which provide for student capacity to achieve and maintain the adopted level of service.

Floodplains - Areas inundated during a one-hundred-year flood event, identified by the National Flood Insurance Program as an A, AE, AH, AO, or A99 zone or V and VE zone on Flood Insurance Rate Maps (FIRMs) or Flood Hazard Boundary Maps, or identified by the U.S. Geologic Services or local governments.

Flood prone areas - Areas which experience flooding in addition to the floodplains as described above.

Florida Inventory of School Houses (FISH) - the current edition, published by the Florida Department of Education, Office of Educational Facilities, listing all land and facilities owned or acquired under a long term (40 or more years) lease agreement by local school boards.

Floridian aquifer - The confined, artesian aquifer underlying the East Central Florida Region which serves as the principal supply of water for this region.

Governing body - The City of Largo.

Greenway - A natural corridor or area containing vegetation or natural ground and surface water conditions intended to be acquired for conservation and/or non-motorized mobility such as bicycling or pedestrian ways which generally provides connections between larger areas of open space such as conservation

tracts, parks, and other activity centers. (Also see Habitat corridor and Wildlife corridor.)

Graywater – (aka greywater) Wastewater obtained from domestic sinks and tubs, but excluding that part of the plumbing waste stream which includes human wastes, which is known as blackwater.

Groundwater recharge areas - (See recharge area and aquifer recharge.)

Group home - A single-family detached dwelling used for the treatment, care, rehabilitation or education of elderly persons, dependent children, physically disabled, developmentally disabled or non-dangerous mentally ill persons. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Habitat corridor - A relatively natural connection between two parks, preserves or other managed areas. Habitat corridors may be terrestrial, aquatic, or both. They serve not only to permit the movement of individual organisms, but may also provide the biological connectivity necessary to thwart the random ecological, meteorological or genetic events which might otherwise doom populations of plants or animals isolated in a preserve, by allowing periodic outbreeding with external populations, or colonization of the preserve by new founders (especially after local extinctions within the preserve). (See also, wildlife corridor.)

Hazardous waste - Solid waste, or a combination of solid wastes, which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may cause, or significantly contribute to an increase in mortality or an increase in serious irreversible or incapacitating reversible illness or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated, or otherwise managed.

Hazardous waste facility - Any building, site, structure, or equipment at or by which hazardous waste is disposed of, stored, or treated.

Hazardous waste management - The systematic control of the collection, source, separation, storage, transportation, processing, treatment, recovery, and disposal of hazardous wastes.

Hazardous waste transfer facility - A facility for the temporary collection of hazardous waste prior to transport to a processing plant or to final disposal.

Historic resources - All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government or potentially eligible for designation as historically, architecturally, or archaeologically significant.

Hurricane shelter - A structure designated by local officials or identified in plans as a place of safe refuge during a storm or hurricane.

Hurricane vulnerability zone - The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation.

Industrial uses - The activities within land areas predominantly connected with manufacturing, assembly, processing, or bulk storage of products.

Infrastructure - Those manmade structures which serve the common needs of the population, such as: Sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharves; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

International airport - An FAA-certified air carrier (AC) airport having regularly scheduled instate, interstate, or international flights which serve the residents of more than one local governmental jurisdiction.

Isolated wetlands - Wetlands which do not have a direct surface water connection to waters of the state as defined in F.S. § 403.031(12); essentially,

those wetlands which are not subject to the permitting jurisdiction of the Florida Department of Environmental Protection. (See also, "wetlands.")

Land - The earth, water, and air, above, below, or on the surface, and includes any improvements or structures customarily regarded as land.

Land development regulations - Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, vegetation/landscaping, stormwater management, or sign regulations or any other regulations controlling the development of land, except that this definition shall not apply in F.S. § 163.3213.

Land use - The development that has occurred on the land, the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted Comprehensive Plan or element or portion thereof, land development regulations, or a land development code, as the context may indicate.

Level of service - An indicator of the extent or degree of service provided by or proposed to be provided by a facility based on the operational characteristics of the facility.

Limited access facility - A roadway especially designed for through traffic, and over, from, or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access, and includes expressways, interstates and toll roads.

Limnetic zone - The open water area of a lake or pond which is too deep to support the growth of rooted submerged, emergent or floating-leaf aquatic macrophytes (i.e., wetland plant species). (See also, "wetlands," "littoral zone.")

Littoral zone - The interface between the open water area of a lake or pond and the surrounding uplands which will support the growth of submerged, emergent or floating-leaf aquatic macrophytes (i.e., wetland species of plants). (See also, "wetlands," "limnetic zone.")

Local government - Means and refers to the City of Largo.

Local planning agency - The Planning and/or Zoning Board agency designated by the city to prepare the Comprehensive Plan required by the Act.

Local road - Local roads provide for direct access and traffic circulation to abutting lands within residential, commercial, and industrial areas. These roadways have frequent access points and frequent intersection control such as stop signs. Trip

length on local streets is short, feeding trips to collectors and arterials. There are two sub-categories of local streets. This includes:

a) Major local - This type of street serves commercial areas and higher density residential areas. Major local streets also may provide direct access for residential subdivisions to the collector and arterial roadway. Local streets with an average daily traffic of greater than 600 trips constitute major local streets in residential subdivisions.

b) Minor local - This type of local street provides access and circulation in residential areas and carriers average daily traffic volumes of less than 600 trips per day.

Low and moderate-income housing - Rental or owner housing that is affordable to lower income families and households whose annual income does not exceed 80 percent of the median income for the area.

Major trip generators or attractors - Concentrated areas of intense land use or activity that produce or attract a significant number of local trip ends, including but not being limited to developments of regional impact and similar types of development.

Manufactured housing - Any house constructed in compliance with the Federal Manufactured Home Construction and Safety Standards Act of 1974.

Marina - A place for docking pleasure boats or providing services to pleasure boats and the occupants thereof, including servicing and repair to boats, sale of fuel and supplies, and provision of food, beverages, and entertainment as accessory uses. A yacht club shall be considered as a marina, but a hotel, motel, or similar use, where docking of boats and provision of services thereto, is incidental to other activities shall not be considered a marina, nor boat docks accessory to a multiple dwelling where no boat-related services are rendered.

Marine habitat - Areas where living marine resources naturally occur, such as mangroves, seagrass beds, algal beds, salt marshes, transitional wetlands, marine wetlands, rocky shore communities, hard bottom communities, oyster bars or flats, mud flats, coral reefs, worm reefs, artificial reefs, offshore springs, near shore mineral deposits, and offshore sand deposits. This definition includes, but is not necessarily limited to, those community types classified as "estuarine" or "marine" by the Florida Natural Areas Inventory.

Marine wetlands - Means areas with a water regime determined primarily by tides and the dominant vegetation is salt tolerant plant species including those species listed in subsection 62-301.200(3), F.A.C., "Submerged Marine Species."

Mass transit - Passenger services provided by public, private or nonprofit entities such as the following surface transit modes: Commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Minerals - All solid minerals, including clay, gravel, phosphate rock, lime, shells, excluding live shellfish, stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the state.

Mosquito impoundment - A diked coastal wetland area used to impound water for the control of airborne arthropods, including mosquitoes. Impoundments usually have little or no hydrological connection with the estuary.

Native vegetation - Trees, shrubs, herbs, and other plants which are indigenous to the State of Florida, and were not introduced by man.

Native wildlife - Those animals, to include all species of mammals, birds, fish, reptiles, amphibians, and invertebrates, which are indigenous to the State of Florida, and were not introduced by man.

Natural community - A naturally occurring ecological association of native plants and animals found in the State of Florida. Natural communities include, but are not necessarily limited to, those identified in the Florida Natural Areas Inventory list of natural community types. (See also "native vegetation," "rare or endangered ecosystems.")

Natural drainage features - The naturally occurring features of an area which accommodate the flow of stormwater, such as streams, rivers, lakes and wetlands. (Also see water course.)

Newspaper of general circulation - A newspaper published at least on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

Non-point source pollution - Any source of water pollution that is not a point source.

Open spaces - Undeveloped lands suitable for passive recreation or conservation uses.

Paratransit - Transit services, including ridesharing, car or van pools, demand responsive buses, and other public transit services, which are characterized by their nonscheduled, non-fixed route nature.

Peacetime emergency plan - The plans prepared by the Florida Division of Emergency Management, county civil defense or county emergency management

agency addressing weather-related natural hazards and manmade disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery.

Person - An individual, corporation, governmental agency, business trust, estate trust, partnership, association, two or more persons having a joint or common interest, or any other legal entity.

Point source pollution - Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

Policy - The way in which programs and activities are conducted to achieve an identified regional goal.

Pollution - The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise, or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property or unreasonably interfere with the enjoyment of life or property. Pollution includes, but is not necessarily limited to violations of Florida Department of Environmental Protection standards for air

quality, water quality, and dredge and fill, as reflected in the Florida Administrative Code (F.A.C.) [AIR] 62-204 through 62-297, F.A.C.;[WATER] 62-503 through 62-699, F.A.C.; and [DREDGE] 62-025 and 62-312 F.A.C.

Potable water - Water which is suitable for drinking. Implies that the water meets the criteria of Rules 17-3.071, 17-3.404, and/or 17-22, Florida Administrative Code.

Potable water facilities - A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, storage tanks, reservoirs, and distribution mains.

Prime aquifer recharge areas - The areas above 30 feet mean sea level with highly permeable soils, areas which have a potentiometric surface below the water table, or areas which are currently being utilized or have the potential to be utilized as a public water supply or are within 500 feet of a public water supply well. (Also see aquifer recharge.)

Public facilities and services - Transportation systems or facilities, wastewater treatment systems or facilities, solid waste systems or facilities, drainage systems or facilities, potable water systems or facilities, educational systems or facilities, parks and recreation systems or facilities and public health systems or facilities. (See also, "regionally significant.")

Public transit - Means passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Rare or endangered ecosystem - A natural, native ecological community type which due to its limited distribution, small area, extent or rate of disappearance/modification is in danger of being lost as a viable component of the natural landscape. Includes those natural community types assigned State Element Ranks of S1 or S2, or which are identified by the Florida Game and Freshwater Fish Commission, Florida Department of Environmental Protection or East Central Florida Regional Planning Council as rare or endangered on the basis of quantitative habitat inventories. (See also, "natural community.")

Recharge or recharge area - Shall mean and refer to aquifer recharge area.

Recycling - The reuse of liquid, gaseous, or solid waste in manufacturing, agriculture, power production, or other processes.

Regional planning council - The Tampa Bay Regional Planning Council, a governmental agency operating pursuant to F.S. Ch. 160, 163, and 186.

Regionally significant - As defined in Rule 27E-4.02(8)(a)—(e), Florida Administrative Code, means:

a) A resource or facility whose area, extent or service delivery area lies within two or more local governmental jurisdictions.
b) A resource or facility whose uniqueness, function, benefit or importance identifies it as being of greater than local concern.
c) A resource or facility defined to be of greater than local concern or importance by state or federal legislative or administrative action.
d) A resource or facility whose proper or efficient management involves the participation or involvement of two or more governmental entities.
e) Facilities or resources identified as being of regional or state significance in an adopted state agency functional plan or state rule, or in the comprehensive regional policy plan or other rule of a regional planning council.

Regional goal - The long-term end toward which programs or activities are ultimately directed.

Regional highway network or system - Any roadway which meets the definition of being regionally significant (see also, "regionally significant") and may include but not be limited to:

a) Interstates and other federal highways, including the Florida Intrastate Highway System per F.S. Ch. 338;
b) State highways, as components of the state highway system, including the Florida Intrastate Highway system per F.S. Ch. 338;

c) Highways that are components of an adopted metropolitan planning organization plan; and
d) Other highways or roadways:
    1. Whose location or service area lies within two or more local governmental jurisdictions;
    2. That provide access to regional activity centers, including developments of regional impact;
    3. That link two or more state roads; or
    4. That carry a significant amount of background and project traffic generated by a regional activity center.

Regional park - Regional or Urban district parks are large resource-based areas that serve one or mor e communities and are usually located within one hour's driving distance of the residents they serve. The facility should serve a population of at least 40,000 and preferably over 100,000 and should range in size from a minimum of 250 acres to as large as several thousand acres. Because regional parks are generally designed for resource-based activities, location is dependent upon the availability of high-quality natural resources capable of being developed and used for outdoor recreation. Typical facilities include water-based recreation sites, camping areas, hiking and nature trails, picnic areas and other facilities not requiring extensive development. Parking areas are necessary and should be designed to minimize adverse effects upon the natural environment.

Regional water (supply) authority - Authorities created by agreement between local governments for the purpose of developing, storing, and supplying water for county or municipal purposes. Ex: Tampa Bay Water

Residential uses - Activities within land areas used predominantly for housing.

Resource recovery - The process by which materials, excluding those under control of the Atomic Energy Commission, which still have useful physical or chemical properties after serving a specific purpose, and are reused or recycled for the same or other purposes, including use as an energy source.

Retention - To prevent the discharge of a given volume of stormwater into surface waters through complete on-site storage. (See also, "detention," "diversion.")

Retrofitting - To improve or reconstruct an existing facility with the intent of bringing it into compliance (or, where that is not feasible, more nearly into compliance) with modern standards for such facilities. This term is most frequently used in reference to upgrading of wastewater treatment plants to more advanced treatment standards, or improvement of existing drainage systems to include stormwater pollutant control facilities where such facilities are either nonexistent or insufficient.

Reuse (of water) - The practice of using water which is no longer fit for a particular use for a different application which can tolerate water of lesser quality. For example, capturing the "greywater" from sinks and tubs within homes and using it for lawn irrigation and car washing.

Reverse osmosis - A process of "desalinization" whereby water is forced, under pressure, through a semi-permeable membrane, removing salt and producing potable water.

Right-of-way - Land in which the state, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Roadway functional classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, collector roads, and local roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Saltwater intrusion - The process by which saline water contaminates fresh groundwater supplies, making them unusable for use as drinking water. Intrusion may be "lateral," from the ocean, or "vertical" from the relict seawater which underlies the Floridan aquifer.

School capacity - A school's ability to house the maximum number of students permitted by the Florida Inventory of School Houses (FISH) inventory.

School capacity determination - An assessment of school capacity by the School District of a proposed residential development application that would require a Future Land Use Map amendment and/or rezoning.

School Impact Analysis (SIA) - A formal description of a residential project subject to school concurrency review provided by the developer for review by the School District.

Seagrass bed - The natural vegetative community which is formed by the presence of one or more of the following aquatic flowering plant species on the bed of an estuary: Haloduel wrightii, Thalassia testudinum, Halophila engelmannii or Syringodium filiforme. Synonymous with the classification of the estuarine community identified as "grass bed" by the Florida Natural Areas Inventory.

Seasonal employment - Employment which does not last year-round, but which recurs at the same time each year.

Significant regional facility or resource - See "regionally significant."

Solid waste - Garbage, rubbish, refuse, or other discharge solid or semisolid materials resulting from domestic, commercial, industrial, agricultural, or governmental operations, but does not include solids or dissolved material in domestic sewage effluent or other significant pollutants in water resources such

as silt, dissolved or suspended solids in industrial wastewater effluents, dissolved materials in irrigation return flows or other common water pollutants, or hazardous waste.

Solid waste facilities - Structures or systems designed for the collection, processing or disposal of solid wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

Solid waste processing plant - A facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

Solid waste transfer station -A facility for temporary collection of solid waste prior to transport to a processing plant or to final disposal.

Species of special concern - Species which are not "threatened" or "endangered" yet warrant special attention because they are:

> (1) Species that, although they are perhaps relatively abundant and widespread in the state, are especially vulnerable to certain types of exploitation or environmental changes and have experienced long-term population declines; or
>
> (2) Species whose status in Florida has a potential impact on other endangered or threatened populations of same or other species, both within or outside the state. For example although the gopher tortoise

(Gopherus polyphemus) is relatively abundant, it has been listed as a Species of Special Concern (SSC) because its abundance may affect that of several endangered, threatened or SSC species (indigo snake, gopher frog, Florida mouse) which share its burrows in a commensal relationship. Species of special concern include those which are designated SSC by the FGFWFC or FDACS. (See also "endangered species," "threatened species.")

State land planning agency - The Florida Department of Economic Opportunity (DEO).

Storage - When used in conjunction with hazardous waste, means the containment or holding of a hazardous waste, either on a temporary basis or for a period of years, in such a manner as not to constitute disposal of such hazardous waste.

Stormwater - The flow of runoff water which results from a rainfall event.

Stormwater detention facility - A structure which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Stormwater management system facilities - A system of manmade structures or natural resources designed or used to collect, convey, hold, divert or discharge

stormwater, and includes stormwater sewers, canals, detention structures, retention structures, lakes, holding basins, wetlands and natural depressions.

Stormwater retention facility - A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Structural controls - Dams, weirs, locks, levees, canals, pumps, drainage wells or other artificial mechanisms or works designed to modify the stage and/or flow of surface waters. Includes, at minimum, those structures adopted as official "works of the district" by the governing boards of the WMDs.

Structure - Anything constructed, installed or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land. Structures may be used for housing, business, commercial, agricultural or office purposes, either temporarily or permanently. "Structure" also includes sheds, garages, fences, billboards, swimming pools, and advertising signs.

Submerged vegetation - Plants which normally grow entirely underwater, and may or may not be anchored to a substrate by roots or holdfasts. Includes certain species of algae, aquatic mosses, aquatic ferns and aquatic flowering plants.

Surficial aquifer - An unconfined, non-artesian body of water stored in the soil. The top of the surficial aquifer may form the groundwater table. (Also see aquifer recharge and prime aquifer recharge area.)

Threatened species - Species that are likely to become endangered in the state within the foreseeable future if current trends continue, including: (1) Species in which most or all populations are decreasing because of over exploitation, habitat loss, or other factors; (2) species whose populations have already been heavily depleted by deleterious conditions and which, while not actually endangered, are nevertheless in a critical state; and (3) species which may still be relatively abundant but are being subjected to serious adverse pressures throughout their range. Includes those species listed as "threatened" by the U.S. Fish and Wildlife Service, Florida Game and Freshwater Fish Commission, Florida Department of Agriculture and Consumer Services. (See also, "endangered species," "species of special concern.")

Transportation disadvantaged - Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or purchase transportation, and are therefore dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Traffic analysis zones - A spatial unit smaller than and consistent with the Census tract; used to summarize socioeconomic information for neighborhoods and commercial areas within the region (Pinellas MPO area); the zones are sectioned

off by adjacent roadway facilities or natural features and generally consist of similar land use types.

Transportation systems management - Transportation design and development options which provide alternatives to capital extensive capacity improvement. Such alternatives include transit, turn lanes, signal improvements, pedestrian and bicycle improvements, etc.

Treatment - When used in connection with hazardous waste, means any method, technique or process, including neutralization, designed to change the physical, chemical, or biological character or composition of any hazardous waste so as to neutralize it or render it non-hazardous, safe for transport, amenable to recovery, amenable to storage or disposal, or reduced in volume or concentration. The term includes any activity or processing designed to change the physical form or chemical composition of hazardous waste so as to render it non-hazardous.

Vegetative communities - Ecological communities, such as coastal strands, oak hammocks, and cypress swamps, which are classified based on the presence of certain soils, vegetation and animals.

Viable - With respect to a natural vegetative community or ecosystem, means that the community: (1) Possesses the flora characteristic of the community type; (2) that there are no non-native species among the dominant plants which comprise the community; (3) alterations or modifications to the community, other than the fact of isolation, have not been so extreme as to eliminate or

severely diminish the value of the community as a fish and/or wildlife habitat; and (4) the community, under the proper conditions or management (e.g., occasional controlled burning) is capable of maintaining a stable existence as a community type.

Water-dependent natural ecosystems - Those ecosystems or natural vegetative communities whose continued stable existence depends upon a hydrological regime which limits the ecosystem's distribution to areas associated with surface water or high groundwater table conditions, including those community types listed as palustrine, lacustrine, riverine, marine and estuarine by the Florida Natural Areas Inventory.

Water-dependent uses - Activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for waterborne transportation, including ports or marinas, recreation, electrical-generating facilities, or water supply.

Water-related uses - Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Watershed - See "drainage basin."

Water course - Any natural or artificial channel, ditch, canal, stream, river, creek, waterway or wetland through which water flows in a definite direction, either continuously or intermittently, and which has a definite channel, bed, banks, or other discernible boundary. (Also see Natural Drainage Feature.)

Water recharge - The process by which water which falls on the land surface percolates into the soil and is stored in an underground aquifer. Recharge may be to a surficial aquifer, or (under special conditions) to the artesian Floridan aquifer. (See also, Aquifer Recharge.)

Water recharge areas - Land or water areas through which groundwater is replenished.

Water reclamation - Similar to "water reuse" but implies that some form of processing and/or decontamination is required before the water can be used. For example, wastewater can be treated to advanced standards and then reused for irrigation. Even graywater may need some processing to reduce health risks associated with its use.

Water reuse - The recovery of water after its application for one use (which requires relatively high quality), and diverting it to another use which requires water of lesser quality. A farm on which high-quality groundwater is used for irrigation, but water collected from runoff is pumped back on the land to supplement the groundwater withdrawal, is an example of direct reuse. Some

reuse applications may require prior treatment of the "waste" water, such as in the use of graywater. (See also, "water reclamation.")

Water wells - Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

Wetlands - Lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface, or the land is covered by shallow water. For the purposes of this classification, wetlands must have one or more of the following three attributes: (1) At least periodically, the land supports predominantly hydrophytes (i.e., wetland indicator plant species); (2) the substrate is predominantly undrained hydric soil (as indicated by Soil Conservation Service soils classifications); and (3) the substrate is non-soil and is saturated with water or covered by shallow water at some time during the growing season of each year. (See also, "isolated wetlands.")

Wildlife corridor - A special case of "habitat corridor," in which the primary purpose of the biological connection between preserves is to allow the movement of individual animals in their search for food or mates. Such connections are not necessarily "roadways for animals," but may instead serve to allow long-term cross-breeding between scattered population, or allow colonization of habitat which is unutilized by a particular species. However, in the case of large animals with large home-range requirements (e.g., black bear, Florida panther), the corridors may provide connections between areas that would in themselves be too small to provide suitable habitat, but together satisfy the species' requirements. The terms "habitat corridor" and "wildlife corridor" are usually

used interchangeably and meant to be synonymous, since "wildlife corridor" connections for specific species of large wildlife will also provide the functions implicit in "habitat corridors."