

**2025  
Comprehensive Plan for the  
City of Temple Terrace  
Florida**

**Future Land Use**

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Hillsborough County  
City-County  
Planning  
Commission



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# City of Temple Terrace Future Land Use

<b>TABLE OF CONTENTS</b>	<b>PAGE</b>
INTRODUCTION AND EARLY HISTORY.....	1
*GOALS, OBJECTIVES, AND POLICIES .....	3
*BEST OF HUMANITY – BEST OF NATURE.....	3
*CONTEXTUAL GOALS, OBJECTIVES, AND POLICIES.....	13
*STANDARD GOALS, OBJECTIVES, AND POLICIES.....	27
*PLAN CATEGORIES.....	56
*DETAILED DESCRIPTIONS – PLAN CATEGORIES.....	59
IMPLEMENTATION.....	117
APPENDIX.....	<i>FOLLOWS PAGE 122</i>
VISION MAP	
*FUTURE LAND USE MAP	
*WELLHEAD RESOURCE PROTECTION MAP	
EXISTING LAND USE MAP	
ATTACHMENTS 1 THROUGH 6	
1. HISTORY OF TEMPLE TERRACE	
2. VISION 2020 STATEMENT WITH GOALS AND STRATEGIES	
3. STATISTICAL SUMMARY AND PROFILE REPORT ( <i>INCLUDES CHARTS OF FLUE AND ELU ACREAGE AND PERCENTAGE DISTRIBUTIONS</i> )	
4. MAJOR THEMES AND ISSUES	
5. LIST OF CITY VALUES	
6. *SELECTED TEXT, DATA, AND ANALYSIS FROM EXCERPTED PORTIONS OF THE CITY’S 2006 EVALUATION AND APPRAISAL REPORT, AS REVISED	
▪ <i>MAIN NARRATIVE TO THE 2006 EVALUATION AND APPRAISAL REPORT (EAR)</i>	
▪ <i>PART A – CHANGES IN LAND AREA AND POPULATION</i>	
▪ <i>PART B – EXTENT OF VACANT AND DEVELOPABLE LAND</i>	

*\*These portions of the Element are required by Part II, Chapter 163, Florida Statutes, to be adopted by the Temple Terrace City Council. The remainder of the Element contains background information, and is adopted as such.*

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**INTRODUCTION and EARLY HISTORY**

Cities, like people, have life cycles with unique stories, which is especially true of the City of Temple Terrace. One of the ways municipalities can capture and express their uniqueness is through their long-range comprehensive plans. These plans explain a lot about who a city is, where it’s going, and how it’s trying to get there. Smart cities, like people, actively use their plans to shape their unique identity in ways that make them better – leveraging the opportunities presented by change, minimizing the difficulties, and overcoming any inherent weaknesses that change may expose. Plans afford cities the means of taking charge and determining their own unique destiny, in this case the future of the City of Temple Terrace.



Success lies in crafting plans well, reviewing and assessing them periodically, and modifying them as changed circumstances may warrant. In doing so, plans allow municipalities to build on the story that is its past, and then to script that story to ensure it achieves the future that is wanted by its residents.

Success also lies in making plans that are realistic and accurately reflective of the citizenry for whom city government is the collective repository of their shared present and future. So, in many ways, a city’s comprehensive plan is the story its citizenry write for themselves, based on a past shared history and experiences, tempered by present realities, appreciative of the context and constraints of their physical and social environment, and expressive of a mutual vision for their future. The City of Temple Terrace has such a plan, entitled the *2025 Comprehensive Plan for the City of Temple Terrace*. Also, it has an expressed “*vision*” or “*strategic guide*” for its future, which was completed in 2008. The story that follows explains the current context, and the more focused “*vision*”, which will be guided to fruition by the *2025 Comprehensive Plan for the City of Temple Terrace*.

**THE CITY’S HISTORY -  
Its Early Life Cycle Shapes Its Uniqueness and Identity**

The City’s origins as a Riverfront winter resort and golf course community, and then its relationship to Florida College and the University of South Florida, established it early as a residential area for the more affluent and better

educated. Its main growth occurred in the post-World War II years, but it did not lose its affluent character, its River-oriented and oak tree canopy appeal, and its multi-generational family-friendly atmosphere. Its post-War prosperity continued to the present, and it has become home to diverse, better educated, and strong middle-class to upper middle-class residents, many of whom have international origins.

This diverse population and its resulting strong capacity for community-building in a social sense, coupled with the City's early Mediterranean-revival architecture and historic layout, has given it a unique identity with a unique active citizenry. That diverse citizenry's growing sophistication and cosmopolitan character is leading it to recognize its social and physical uniqueness, which is presently demonstrated by the community's commitment to a citizen-driven active redeveloped town center, an enormous respect for the Hillsborough River and its shoreline, the creation and implementation of a grass-roots Vision for the community, the preservation of its historic buildings, the recognition of its strategic location between the University of South Florida and Tampa Executive Airport, and the development of a more understandable and relevant comprehensive plan.

**IMPORTANT ATTACHMENTS –  
About the City's Uniqueness and Identity**

These Attachments further contain background material important to and sometimes required for this element.

4 **1.** Its 2000-2001 grass-roots Vision 2020 Statement, and related Goals, and Strategies are included in **Attachment 2**. Its 2005 Statistical Profile Summary and Report is included in **Attachment 3**, which also includes charts on the acreage and percentage distribution of FLUs and ELUs. Its citizens-derived Major Themes and Issues Report from 2005 is included in **Attachment 4**. Its Study Circle's City Values Based on Its Themes is included in **Attachment 5**. Selected text, data, and analysis from excerpted portions of the City's 2006 Evaluation and Appraisal Report (EAR), as revised, are included in **Attachment 6**. These include the Main Narrative to the 2006 EAR; **Part A – Changes to land area and population**; and **Part B – Extent of vacant and developable land**.

All contribute, have contributed, and have formed a foundation regarding the City's uniqueness and identity. Further, they have shaped and led to the formulations which follow and which provide context to the Future Land Use Element.

# GOALS, OBJECTIVES AND POLICIES

## *A City for Living - Excellence, Balance, Harmony*

### 2025

### **Best of Humanity - Best of Nature**

The Temple Terrace Comprehensive Plan, especially its Future Land Use Element, has been shaped by the vision, perceptions, and input of its citizens and its leaders. Its motto is *A City for Living*. Citizen input gave it the theme statement: “A Beautiful Environment Embraced by Diverse Citizens”. Everything boils down to a future focus on a City that has achieved and wants to continue achieving excellence and balance resulting in community harmony. Clearly, the City values its uniqueness and identity, and wants to ensure that its planning and future reflect the best of humanity (man) and the best of nature.

### **UNIQUENESS AND IDENTITY**

The citizens have said that people and nature are what make Temple Terrace such a great place to live and they want those two assets to be protected and perpetuated now and into the future. Both the **best of man (humanity)** and the **best of nature** are reflected in Temple Terrace today. This is what makes the City unique and gives it its



identity. How do we make the great things in our city greater? This plan uses an asset-based approach to creating a bright and sustainable future. And that is the base for building a high quality, human and natural amenity-rich city where people feel that they are welcome and where they really belong.

### **STRATEGY**

This, in turn, is the type of environment that can attract highly paid and educated professionals to live here. Ultimately, the growing pool of intellectual capital attracts the attention of global companies and investment. This is the strategy, simply stated, for Temple Terrace to remain competitive as a city and to separate itself from the look-a-like suburbs.

## People Asset

The city's '**people asset**' is the unique way in which the city is socially connected. The Plan's Introduction-Overview, through the '**Big Picture**', describes a very socially connected city that prides itself, in part, on its volunteerism (community capacity), its civic mindedness, its citizen participation, its responsive and accountable government and its inclusiveness of its diverse citizenry. The citizens have enacted these behaviors for so long, they are now recognized as community ethics, and these ethics socially connect the people of Temple Terrace.

These seemingly esoteric ideas are so important to Temple Terrace. The community ethics contribute greatly to the City's identity, attracts the types of people who live there (and their investment); makes it a great place to raise a family; and is reflected in its governance.

But will the City have this in the future as it grows? Can it be protected and perpetuated? How do we take something great and make it greater? The physical form of a city directly affects our behavior. For example, isolated, unconnected neighborhoods can foster social alienation and loss of identity with the City as a whole. The future land use element is a guide with a tool chest (goals, objectives, and policies) that can be used to build a physical city that promotes the community ethics that people have said are important to them now and in the future.

## Natural Asset

The city's '**natural assets**' are critically important to Temple Terrace's identity too. They provide a strong physical form to the City (example – the Hillsborough River); support a large diversity of plant and animal life; create a beautiful green environment (example – the oak tree canopy); and offer spectacular opportunities for passive and active recreation (examples – the historic golf course; canoeing the Hillsborough River; rowing the By-Pass Canal).

Like the people assets, there are underlying ethics to the natural assets. Nature's ethics guide the natural environment's 'behavior', and its ability to survive and change over time. Those ethics are: diversity, sustainability and interconnectedness.

## THE COMPREHENSIVE PLAN – IN THREE STEPS

Essentially, the creation of the City's Comprehensive Plan, as the best of Humanity and the best of Nature and in its role in providing the City with a strategy of competitiveness by focusing on its uniqueness and identity, is a three step process.



**STEP ONE:**

**Understand Temple Terrace’s Community (People) and Natural Ethics**

In order to truly unlock the City’s potential for the future, the man-made and natural systems have to be treated as equal systems. One doesn’t dominate to the exclusion of the other. Excellence in each, and balance between the two, creates a harmony where the best of both can be achieved. This is the ‘win-win’ output that should be sought in every decision.

**THE ETHICS AS VISION-SHAPERS**

It starts by understanding the more visionary depth for each of the community and the natural ethics that citizens of Temple Terrace have said are important to them:



**Best of Humanity Ethics**

- Volunteerism
- Civic mindedness
- Citizen participation
- Responsive and accountable government
- Diverse and inclusive citizenry

**Best of Natural Ethics**

- Diversity
- Sustainability
- Interconnectedness

**STEP TWO:**

**Build a Plan that Promotes and Perpetuates Temple Terrace’s Community and Natural Ethics**

Identify a physical and natural City Form that works for Temple Terrace. This is the 'skeletal' structure of the city.

Temple Terrace is a city of “neighborhoods” or areas, both man-made and natural. They contribute significantly to the City’s Form now and will impact it strongly in the future. Refer to the City’s “Vision Map” as a conceptual illustration of how neighborhoods – residential, non-residential, and natural – shape the City’s Form. Although **not** an adopted part of the Plan, the Vision Map shows how the City is shaped by the Hillsborough River, its grid of arterials, its downtown, its potential future major activity centers, USF, Tampa Executive Airport, and such other things as its parks and schools. It also

indicates how these features are potential parts of the City’s future uniqueness and identity, when better used, enhanced, or leveraged.

NOTE: The Vision Map can be found among the three maps in the Appendix at the end of the Future Land Use Element.

**BEST OF HUMANITY AND THE BEST OF NATURE – SHAPED AND ACHIEVED THROUGH THE CITY FORM:**

**Downtown** - A downtown neighborhood has outdoor public assembly spaces that are well landscaped and beautiful. They invite people to relax, stroll or sit at sidewalk cafes. Interaction is easy and people often choose to meet friends here.



In Temple Terrace, this is best represented by the “excellence” of redevelopment plans for the downtown community redevelopment area. Redevelopment of the city’s downtown is a major way to establish, enhance, and balance the city’s uniqueness and identity both physically and socially, and achieve

the harmony embodied by a “city for living”. It shapes the city’s form by providing a recognized and recognizable anchored center to all city life and its transactions and interactions.

In the Future Land Use Element, the tools for achieving the “best” downtown are the DMU-25 land use category description and the downtown and redevelopment policies.

**Residential neighborhoods** – This is where most of us live. They are safe and welcoming. They achieve “excellence” by being attractive, meeting the needs of the city’s diverse population, encouraging social interactions through accessible public gathering places like small parks and sidewalks, being pedestrian and bicycle friendly, and being interconnected with adjacent neighborhoods, trails, and transit stops.

These neighborhoods demonstrate “balance” by showing respect for the natural environment through green building practices, control of runoff, protection and replacement of tree cover, and access to parks, conservation areas, and the River. The stability of the city’s various residential neighborhoods shape its form by establishing themselves as “hands-off” areas for non-residential

intrusions or activities not appropriate to the peace and safety required for residential neighborhoods. This type of neighborhood is best represented by the neighborhoods surrounding the golf course.

In the Future Land Use Element, the tools for achieving the “best” residential neighborhoods are the standard Residential land use categories and descriptions and the neighborhood and residential policies.

**Mixed use neighborhoods** – This is different kind of neighborhood, where residential uses and compatible non-residential uses are combined to offer a more village-like or urban-like feel. “Excellence” results when its residents and users find it vibrant, stimulating, and convenient. Mixing of these uses may occur in the same structure, like one or more residences over street-level stores or offices, or residential structures abutting or in close proximity to and mixed with non-residential structures.

Mixed use neighborhoods foster even greater social interactions because they are usually denser, and many non-residential conveniences are within easy walking distances. Most transportation options favor non-vehicular modes like walking and biking. Closeness of uses means more chances for interacting with neighbors or making new acquaintances. The village or urban feel of mixed use neighborhoods does not diminish the importance of nature. “Balance” comes because parks and green spaces become even more important for recreation and exercise, as well as for strolling.

Presently, the city does not have a good example of this style of neighborhood, but several have been proposed or considered for the major activity centers at 56<sup>th</sup> and Busch, 56<sup>th</sup> and Fowler, and 56<sup>th</sup> and Fletcher. Examples elsewhere may be Westchase Village, Celebration, Old Hyde Park, Harbour Island, and other similar “new urbanism” style developments. The establishment over time of these kind of neighborhoods at the city’s major activity centers and transitioning commercial frontage along 56<sup>th</sup> Street, as market conditions may dictate, will shape the future form of the city.

In the Future Land Use Element, the tools for achieving the “best” mixed-use neighborhoods are the Mixed-Use series of land use categories, those Standard series of land use categories that allow the introduction of a second use, and the Overlay land use categories which promote a more diverse new-urbanism style of development that capitalizes on mixing uses. A significant number of policies somehow manage to touch on aspects of the mixed-use concepts.

**Commercial neighborhoods** – These neighborhoods are exclusively non-residential in nature and house retail activities, restaurants, offices, services, and other non-industrial work-related environments. Early last century they

were very pedestrian-accessible and convenient to residential neighborhoods. In the latter part of the last century through the present, they have become automobile-dependent and more concentrated on major roads and their intersections, and at interchanges with expressways. They are decidedly non-friendly to pedestrians and frequently are uninviting and unsafe even for those walking from their cars to a commercial establishment.

For the future, and to achieve “excellence”, these neighborhoods need to be transitioning to greater mixed-use and village-style neighborhoods with additional second, third, and fourth stories of structures dedicated to offices and residences. They need to be “balanced” with more transit, pedestrian, and bicycle friendly transportation modes, and become less reliant on the automobile for accessibility. Overall, they must be more attractive, better landscaped, inviting to social interaction, and more respectful and compatible with nature or their natural setting. As this “excellence” and “balance” occurs with time, mixed-use commercial neighborhoods will significantly shape the city’s future form.

There are no good examples of the latter in Temple Terrace; but the former is well-represented by commercial uses fronting 56<sup>th</sup> Street, from the Hillsborough River to Fletcher Avenue.

In the Future Land Use Element, the tools for achieving the “best” commercial areas are the standard non-residential land use categories dealing with commercial or office/institutional uses and the mixed-use categories, and especially the Overlay corridor categories. Most mixed-use oriented policies contribute to achieving success.

**Industrial neighborhoods** – Most of the time we think of industrial neighborhoods as places for steel mills, smokestacks, heavy trucks, outdoor storage, big warehouses, and noisy smelly activities. Such neighborhoods do exist, but not in Temple Terrace, nor are any planned or expected as part of the city’s future.

However, “light” clean industrial neighborhoods very definitely have a role to play in the city’s future. The city’s proximity to the University of South Florida and Tampa Executive Airport offer strategic opportunities to capitalize on these locations and activities there.

The University is becoming a research center for bio-medicine and related spin-offs. Research, product-development, bio-medical products manufacturing, and similar university-related industries need and want to be housed at or near the University and major transportation links. The city, to benefit from this, its high-paying jobs, and need for residences by its workers, must ensure that it



recognizes and provides “excellent” inviting industrial neighborhoods for these activities. Site opportunities exist in Tampa Telecom Park, but others should be considered on or around the Tampa Executive Airport, and better access between the jetport and the University needs to be developed.

Attention to industrial neighborhoods will “balance”, sustain and regenerate the city as a home to workers, professors, and researchers at the University and university-related industries. It will maintain and enhance the city’s demographic diversity and uniqueness, contribute to its emerging more urbane physical form, provide new blood for its community capacity-building, and further its social “best of humanity” ethics of volunteerism, civic mindedness, citizen participation, responsive and accountable government, and diverse and inclusive citizenry, thereby achieving “harmony” and shaping the city’s future form.

In the Future Land Use Element, the tools for achieving the “best” industrial neighborhoods are RCP, CMU-12, and the other mixed-use categories. The policies targeting economic development particularly offer guidance for success.

**Hillsborough River** – The number-one timeless community asset identified by citizens during the planning process was the Hillsborough River. It is its major and most significant environment feature, the reason for the city’s historical location, and the focus and shaper of the city’s form and many of its activities. It is one of the city’s natural neighborhoods.

Whenever land meets water, a diverse natural environment establishes itself. It also invites interaction by people for reflection, relaxation, and active and passive recreation. It similarly is inviting to flora and fauna. The River shoreline represents natural “excellence” and is rich with bio-diversity and it should be carefully preserved. The shoreline in the city reflects various natural conditions:



- active and direct uses and access that are manmade-driven, such as docks, boat piers, boat launching areas, etc., which “balance” manmade use with natural preservation, for example, Riverhills Park;
- passive and non-intrusive uses, characterized by parks, naturally vegetated shoreline, and no facilitated direct access by people, such as West River Preserve; and
- wild, natural shoreline with no access by people, no manmade activity except possibly narrow raised wooden boardwalks, predominant

## City for Living – Excellence, Balance, Harmony

habitat for wildlife protected from interference by people, such as Riverfront Preserve.

Temple Terrace may one of only very few cities whose downtown is within easy walking distance of all three of these natural river conditions. This is indicative of an existing “harmony”.

The city has done an outstanding job of protecting the River and its shoreline. Much of it has been publicly acquired and preserved, and the city has regulated it so that virtually no commercial uses border it. It already fosters and sustains social interaction, community involvement, civic-mindedness, volunteerism, and education.

It is the primary location for wetlands, wildlife habitat, wildlife migration corridors, vistas, and scenic corridors. The harmonious way it interconnects with the city is a tribute to the city and its residents. It is truly the city’s most valuable and timeless asset.

In the Future Land Use Element, the tools for achieving the “best” for the Hillsborough River are those policies and category descriptions dealing with natural preservation, parks, open space, vistas, and the ESA overlay.



**Oak tree canopy** – The city’s oak tree canopy is another natural feature identified by citizens as a distinguishing natural timeless asset giving uniqueness and identity to the city, and therefore shaping its form. It is as much a part of the city’s historical heritage as

Mediterranean Revival buildings now comprising Florida College.

Oak trees take decades to establish themselves, grow to maturity, and provide beauty and shade to other neighborhoods in the city. They provide shaded streets and sidewalks for pedestrians and invite social interaction among residents. They create viable habitat for many creatures and add to the city’s natural diversity. As a distinctive element lining the city’s streets, they contribute a unique identity to the city and a visual way to interconnect the city’s mobility



corridors and shape its form.

Oak trees and other trees take CO<sub>2</sub> from the air and return oxygen – contributing to the positive “greenness” of the city. Protection of these trees, reforestation of neighborhoods, timely replacement of lost trees, and alternating oaks with different oak varieties and other shade trees helps ensure the preservation of the city’s canopy in case of disease or other forms of destruction.

In the Future Land Use Element, the tools for achieving the “best” for the oak tree canopy are the policies which directly address trees, landscaping, oaks, and the use of natural elements to enhance existing and future development.

**Parks** – The city has invested wisely in neighborhood parks and community parks, both active and passive, and has a good parkland per capita ratio for its level of service measure. Parks are gathering places and promote social interaction and establish social bonds helping to achieve the best of humanity ethics. Locations and distribution of the city’s parks are historically “excellent”. Most city neighborhoods have their fair share and are in “balance” with other neighborhoods.



To achieve sustainability in that part of the natural neighborhood comprised of parks, the city should strive to locate parks in underserved areas, such as east of the River and north of Fowler Avenue. The city’s network of parks should interconnect with its pedestrian and bicycle paths, sidewalks, trails, and transit stops. This would also serve to interconnect mobility with the best of nature.



An interesting example of a different kind of park is the city’s **meandering golf course**, which moves through neighborhoods north and south of Bullard Parkway, but is separated from residences by roadways, with only a handful of homes actual direct



private frontage on the golf course. It too is a feature of a natural neighborhood, although manmade. The benefit of this style is the roadway exposure with roughs between roads and fairways, offer public opportunities for uses such a walking, jogging, dog-walking, and other public activities not found on golf courses closed to public access by private residence frontage. This is a good example of leveraging a public amenity to maximize its value for social interaction within the broader community. It is also an example where the best of nature and the best of humanity are “balanced” to create a community “harmony”.

Further, the city’s parks represent a sizable investment, which likely could not be replicated today. Preserving and enhancing its parkland is vital to the city’s livability, and is a strong component shaping its form by being another “hands-off” area.

In the Future Land Use Element, the tools for achieving the “best” parks are those policies and land use category descriptions that either directly address parks, recreation, and open space, and that provide for required green open spaces, landscaped areas, gathering areas, shady sidewalks and pedestrian facilities.

**By-Pass Canal** – The By-Pass Canal and the Harney Canal are outside the city limits but within the city’s utility service area. The Bypass Canal is the site of the city’s Youth Sports Complex, and the Canal is used as a public potable water reservoir and passive and recreation amenity for shoreline trails and in-canal organized rowing.

It is an example of a manmade feature which now is an important natural asset for the city. It provides a wildlife corridor and some wildlife habitat, as well as opportunity for social interaction and public recreation. It combines the best of nature with the best of humanity.

In the Future Land Use Element, the tools for achieving the “best” for the Canal include those that address parks and recreation as well as natural features.



**STEP THREE:**

**Connect the man-made and natural neighborhoods together.**

In Step Three, the City’s strategy, which is to establish its future competitiveness, existence, and relevance by making its uniqueness and identity truly excellent, balanced, and harmonious and by fostering the best of its humanity (people qualities) and the best of its natural qualities by interconnecting them in a systematic way, begins to take shape through the Goals, Objectives, and Policies (GOPs) of its Comprehensive Plan. These gain expression first through the Future Land Use Element (FLUE).

**Contextual Goals, Objectives, and Policies**

To clarify and give context to the Goals, Objectives, and Policies that follow for this and subsequent Plan Elements, certain key relationships are restated here and partially enshrined in special Goals, Objectives, and Policies addressing:

- The best of its people assets (humanity)
- The best of its natural assets (nature)
- Its expression through its natural form
- Its expression through its city form
- Its interconnectedness through its infrastructure
- Its interconnectedness through its mobility, and
- Its interconnectedness through its economy.



To differentiate the GOPs from others, they have been given a numerical designation preceded by the initials “**CX**”, for “context”

**THE BEST – In a City for Living**

**The Best of Humanity – People Assets, and The Best of Nature – Natural Assets**

**GOAL CX-1:** To always strive for a beautiful environment embraced by diverse citizens by promoting the best of the City’s humanity (its people assets) and the best of the City’s nature (natural assets) and interconnecting and recognizing the interconnections of these assets to achieve a competitively unique and identifiable City for Living.

**Objective CX 1.1:** Set a standard for excellence, balance, and harmony in all City practices and activities, as measured against the achievements and success of other local, regional, national, and global communities and cities.

**Policy CX 1.1.1:**

The City shall recognize the timeless social and physical assets of its community and shall base its decision-making, to the greatest extent possible, on sustaining, interconnecting, and regenerating these assets in a systems approach fashion, utilizing timely research and expertise, best practices, and the availability of resources at its disposal.

**Policy CX 1.1.2:**

The City shall recognize that among its best current people assets are a historic spirit of volunteerism, civic mindedness, citizen participation, responsiveness and accountability in its governance, a sense of welcome and inclusiveness among its diverse international citizenry, a strong commitment to education, a multigenerational appreciation of family interactions and assistance, and the importance of achieving a higher education and an above-average level of economic productivity, personal achievement, and household income.

**Policy CX 1.1.3:**

The City shall recognize that among the qualities of the best of its natural assets are its diversity, its assisted- and self-sustainability, its interconnectedness among its parts and to the City’s residents and visitors and to the City’s manmade environment, and that natural assets must be considered as important to the City as are its people assets.



**Natural Form**

**Policy CX 1.1.4:**

The City shall continue to recognize that among its best natural assets, which give a natural form to the City are the Hillsborough River, its diverse and ubiquitous parks and recreation system, its oak tree canopy, its meandering golf course with its easy public access from adjoining streets to the course’s roughs for non-golfing activities, the potential recreational value and natural and scenic opportunities offered by the Bypass Canal, and the vistas and scenic corridors offered by its natural assets.

**Policy CX 1.1.5:**

The City shall continue to recognize about its natural assets the need for ongoing vigilant natural resource protection, through its government and other governing agencies and entities, of environmentally important wetlands, river shoreline, uplands, well-fields, wildlife and its habitats and corridors, soils, and open space, among others more fully described and addressed in the **Conservation Element** to this comprehensive plan.

**City Form**

**Policy CX 1.1.6:**

The City shall recognize that its City Form is shaped by the fact that it is a City of Neighborhoods; and that among these are, now or in the future:

- its downtown urban residential and non-residential mixed-use neighborhood exhibiting new urbanism design principles at 56<sup>th</sup> Street and Busch Boulevard;
- its future major urban and suburban activity centers or “villages” of residential and non-residential mixed-use neighborhoods exhibiting new urbanism design principles at 56<sup>th</sup> Street and Fowler Avenue, at 56<sup>th</sup> Street and Fletcher Avenue; and at US 301 and Harney Road and Temple Terrace Highway;
- its residential neighborhoods, very generally defined as including
  - its heritage neighborhoods on the north and south sides of Bullard Parkway, and bordered on the north by Fowler Avenue, on the east and south by the Hillsborough River, and on the west by 56<sup>th</sup> Street;
  - its urban neighborhoods south of Temple Terrace Highway and east of the Hillsborough River and north of Harney Road; and west of 56<sup>th</sup> Street between Fowler Avenue and the Hillsborough River;
  - its suburban neighborhoods northwest of 56<sup>th</sup> Street and Fowler; and north of Temple Terrace Highway and east and south of the Hillsborough River and bounded on the east by the TECO power line right-of-way; and
  - its residentially mixed-use neighborhood of different residential densities north of Fowler Avenue comprised of the complexes of Raintree Village;
  - its emerging neighborhoods on the east and west side of Davis Road between Fowler Avenue and Temple Terrace Highway; and potentially among possible annexation areas within the City’s extra-jurisdictional utility service area mainly on the east toward the bypass canals, as well as in potential joint planning areas with the County to the



southeast and possibly as far as Tampa Executive Airport to the Interstates 4-75 Interchange (these potential annexation utility service areas and joint planning areas are more fully described in the **Intergovernmental Coordination Element** elsewhere in this comprehensive plan;

- its potential mixed-use neighborhoods of both residential and non-residential uses in the commercial corridor of the west side of 56<sup>th</sup> Street between the downtown area and the major activity center at 56<sup>th</sup> Street and Fowler Avenue; and, on a small neighborhood scale, potentially on the immediate south side of Temple Terrace Highway and on the immediate east and west sides of Temple Park Drive;
- its commercial neighborhoods on the west side of 56<sup>th</sup> Street between the future major activity centers at 56<sup>th</sup> Street and Fowler Avenue and at 56<sup>th</sup> Street and Fletcher Avenue; and on the north side of Fowler Avenue between the Hillsborough River on the east and Raintree on the west; and
- its “industrial” neighborhoods, mainly comprised at present by Tampa Telecom Park south of Fletcher Avenue and east of the Hillsborough River, but in the future could include such areas southeast of the City along either side of US 301 and as far southeast as Tampa Executive Airport and the Interstates 4-75 Interchange, all of which are potential future economic development areas of research and development parks and high-end manufacturing facilities associated with the University of South Florida.

**Plan Categories**

**Policy CX 1.1.7:**

The City shall continue to recognize that its City Form and its Natural Form are protected, enhanced, implemented, and/or achieved through, among other tools, the Plan Categories of this Element, as expressed and located on its Future Land Use Map (FLUM), which map is shown in the Appendix to this Element, and which Plan Categories are most fully described in the “Plan Categories” sections following the Goals, Objectives, and Policies section, and which are repeated here in summary fashion to more fully give meaning to these “Context” (CX) Goals, Objectives, and Policies:



**STANDARD CATEGORIES**



1. **Residential-4 (R-4)**, allowing up to four (4) dwelling units per acre; accessory dwelling units (ADUs), aka “granny flats” or “garage apartments”, are allowed but do not count toward density limits.
2. **Residential-9 (R-9)**, allowing up to nine (9) dwelling units per acre and neighborhood office/commercial uses up to a 0.25 FAR in restricted locations; accessory dwelling units (ADUs), aka “granny flats” or “garage apartments”, are allowed but do not count toward density limits.
3. **Residential-18 (R-18)**, allowing up to eighteen (18) dwelling units per acre and neighborhood office/commercial uses up to a 0.35 FAR in restricted locations;
4. **Commercial (C)**, allowing a full range of commercial and office uses with mixed residential uses permitted when included as a component of planned developments;
5. **Office/Institutional (O-I)**, allowing unified as well as isolated office and professional development and limited convenience and business serving commercial uses when incorporated into a larger office project; mixed residential uses permitted when included as a component of planned developments;
6. **Research Corporate Park (RCP)**, allowing research and development activities as well as office and limited convenience and business serving commercial uses when part of a larger corporate park development;
7. **Public/Semi-Public (P-SP)**, allowing a wide range of public and semi-public uses subject to compatibility requirements and locational criteria;
8. **Parks, Recreation and Open Space (P-R-OS)**, allowing major recreational and open space uses;

#### **MIXED-USE CATEGORIES**

9. **Community Mixed Use-12 (CMU-12)**, allowing mixed use developments of a suburban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate; and serving as a transitional or holding use for agricultural and industrial uses, as required, in annexation areas surrounding the I-75 corridor;
10. **Urban Mixed Use-20 (UMU-20)**, allowing mixed use developments of an urban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate;

11. **Urban Mixed Use-25 (UMU-25)**, allowing mixed use developments of an urban character using new urbanism principles for mixed use in relation to major urban activity centers, where appropriate;
12. **Downtown Mixed Use-25 (DMU-25)**, allowing mixed use developments of an urban character in relation to the established downtown Community Redevelopment Area (CRA), *aka* the Temple Terrace Redevelopment Area (TTRA).

### **OVERLAY MIXED-USE REDEVELOPMENT CATEGORIES**

13. **Overlay-Neighborhood Village-18 (O-NV-18)**, allowing mixed use medium density and intensity developments on major arterials in a small village-style configuration to serve the needs of surrounding residential neighborhoods without degrading those neighborhoods; these areas are meant to be walkable concentrations on neighborhood serving uses and using new urbanism design elements; they have good access to transit, and have good connectivity to the surrounding neighborhood using bicycles and sidewalks and other pedestrian friendly amenities; residential components are allowed as a component of non-residential structures.
14. **Overlay-Commercial Corridor-18 (O-CC-18)**, allowing typical strip commercial office and retail development at medium density and intensity, but also allowing integrated residential uses and parking facilities within the main commercial structures; some attention to connecting vehicular access between developments may also be addressed.
15. **Overlay-Suburban Village-20 (O-SV-20)**, allowing suburban style mixed-use developments more characteristic of suburban areas, including “big box” retail uses, franchised sit-down restaurants, and more space for parking cars, but also required to have a residential component, which may be free-standing, but still integrated into the development; some new urbanism principles apply primarily relating to pedestrian, bicycle, and transit connectivity, but also in a fashion to suggest a village atmosphere; higher density and intensities are allowed.
16. **Overlay-Community Village-20 (O-CV-20)**, allowing mixed use developments on major arterials in a village configuration to serve the needs of community-scale markets; sensitivity to surrounding residential areas must be provided; these areas are meant to be walkable concentrations of development using new urbanism design elements; they have good access to transit and have good

connectivity to the surrounding areas using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is strongly encouraged; higher density and intensities are allowed.

17. **Overlay-Urban Village Corridor-20 (O-UVC-20)**, allowing mixed use developments on major arterials in a linear village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to surrounding residential areas must be provided; these areas must be walkable concentrations of development using new urbanism design elements; they are required to have good access to transit and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities.
18. **Overlay-Urban Village-25 (O-UV-25)**, allowing mixed use developments at the intersection of major arterials in a large village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to abutting residential areas must be provided; these areas must be walkable concentrations of mixed use development using strong new urbanism design elements; they are required to have good access to transit and modal-split centers and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities of use.
19. **Environmentally Sensitive Areas Overlay (ESA-O) and Natural Preservation (NP-O)**, limiting development through the use of federal, state and local environmental regulations.

## **Tools**

### **Policy CX 1.1.8:**

The City shall recognize that, in addition to the policies, plan categories, overlay districts, and standards in the comprehensive plan, it has a range of other tools available to it to achieve the vision and future expressed in the comprehensive plan. The City shall attempt, according to its resources, to use, develop, or improve special ordinances or its

Development Codes and Regulations, but not limited thereto, to achieve, address, or adopt:

- Form-based codes (a condition and requirement of the Letter of Agreement between the City and the Florida Department of Transportation approving the City’s Multimodal Transportation District (MTD), as fully described in the **Mobility Element** of this comprehensive plan;
- Design standards (particularly new urbanism design standards which the City has already used in its Downtown Redevelopment Area *aka* CRA or TTRA) and specific Code requirements addressing:
  - the City’s historic city layout plan;
  - its historic buildings and unique style of Mediterranean-revival architecture;
  - special preservation areas, neighborhoods, or districts;
  - street furniture;
  - lighting and landscaping
- Locational policies in the Code, such as for:
  - interconnectivity with surrounding areas,
  - pedestrian and transit access,
  - walk-ability and bike-ability;
- General development policies in the Code, such as for:
  - signage restrictions,
  - underground utilities,
  - outside storage,
  - protection or facilitation of greenways and pedestrian trails and bikeways;
- Regeneration policies in the Code, such as
  - housing and building codes and maintenance inspections and enforcement;
  - business façade improvement grants and assistance,
  - blight removal,
  - redevelopment and infill incentives;
- Sustainability policies in the Code
  - specifying best practices,
  - adjusting for “green” building practices and for new energy efficiency and generating technologies;
  - realizing that approximately 20+% of all land in a City is in the public realm and should be extraordinarily maintained to create a framework of attractiveness for every neighborhood, regardless of the other qualities of the neighborhoods, good or bad;

- fostering the creation of legally formal neighborhood and business area or business streets associations to assist in two-way communication regarding emerging or ongoing problems requiring attention, as well as to generate improvement ideas unique or of priority to particular neighborhoods;
- providing green gathering places in every neighborhood to promote social encounters, neighborliness, and networking within and between neighborhoods;
- Compatible use policies in the Code, such as buffering with:
  - landscaping,
  - fencing,
  - decorative walls,
  - landscaped berms,
  - water features, and
  - open space;
- Heritage planning and regulations, or preservation/demolition requirements in the Code;
- Plan category/Zoning district matrix in the Code; and
- Tree protection and regulations in the Code, and the promotion of City tree farms for purchase of new trees by organizations fostering new oak canopies in their neighborhoods or for City use in replacing dead, damaged, and dying trees.

**INTERCONNECTIONS – In a City for Living**

**The best of humanity and nature in the City, which shapes both the Natural Form and the City (Manmade) Form of the City, can be and are enhanced by addressing some of the main or obvious ways they interconnect. These substantially contribute to the City of Living, and the identity and uniqueness that will give the City its competitive edge in the future.**

**Man-Made and Natural System Infrastructure Connections**

**Objective CX 1.2:** Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its infrastructure interconnects with its forms and its people assets and natural assets.



**Policy CX 1.2.1:**

The City shall ensure that its manmade infrastructure, specifically its sanitary sewer systems, its potable water systems, its storm-water drainage systems, and its solid waste collection and disposal systems function to enhance and preserve the City’s natural assets, especially the Hillsborough River, the City’s oak trees, its wildlife and their habitats and migrating corridors, and random unique green spaces, natural vistas, and scenic corridors.

**Policy CX 1.2.2:**

The City shall continue to seek means, within the regional framework of jurisdictions and agencies having interests in, control of, or legal jurisdiction over the Hillsborough River, to ensure minimal flows necessary to the natural functioning of the River and its flora and fauna, especially in relation to the importance of that flow in mitigating any impacts that drainage outfalls, dilution of runoffs from lawns and artificial surfaces, roads, and parking lots, and the health of wildlife species and their habitat that are dependent on that flow.

**Policy CX 1.2.3:**

The City shall take advantage of any public green spaces created for the location of utility infrastructure for pumps, etc., or City-owned vacant green space, which do not pose a threat to the health, safety, and welfare of the public, to create, whenever feasible, public gathering places for residential neighborhoods in the form of pocket parks, tot lots, or just shaded park benches or the like, to promote the opportunity for social encounters among local residents.

**Policy CX 1.2.4:**

The City shall ensure, except in the most dire emergencies or to the greatest extent possible, that the location, relocation, maintenance, or other servicing of public utilities or the daily operations of such public utilities do not or cannot cause permanent damage to oak trees, the River or its shoreline, or such other natural features, which create or contribute to the City’s natural heritage and identity.

**Policy CX 1.2.5:**

The City shall give high priority to making the City a “green” community by exploring, considering, and providing for such emerging green practices as diverse recycling, adjusting building codes to allow for green building materials and energy-efficient construction and structures, the use of passive and active solar energy or other green alternative energy-conserving or energy-generating technologies, and similar practices, including but not limited to water conservation and reuse, community gardens and/or produce co-ops and markets, and such other activities in



which the City can set the local standard for being first or among the first most green and energy-efficient communities.

**Policy CX 1.2.6:**

The City shall seek partnerships with the University of South Florida, its departments, programs, activities, and personnel, or with such other institutional or private entities as may be available, to use the City as a “laboratory” or test-case for emerging green technologies, so long as they do not damage or unreasonably cost the City’s financially, or otherwise harm or put in jeopardy its citizens, visitors, employees, businesses, residences, natural environment, Vision, reputation, timeless assets, or long-term competitive strategy for the City’s future.



**Man-Made and Natural Mobility Systems Connections**

**Objective CX 1.3:** Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its mobility interconnects with its forms and its people assets and natural assets.

**Policy CX 1.3.1:**

Inasmuch as the City is dependent on a functional and successful multimodal transportation system for its future growth and prosperity, the City shall take such feasible actions as required to ensure that the components of its citywide Multimodal Transportation District (MTD) plans and commitments are being met in its daily decision-making and annual budgeting.

**Policy CX 1.3.2:**

The City shall strive to protect and, as feasible, acquire or gain public access to or rights-of-way for such greenways, trails, bicycle paths, future transit corridors, pedestrian paths, and alternative mobility options, as may be identified or needed to create, enhance, connect, or interconnect its mobility systems or needs.

**Policy CX 1.3.3:**

The City shall engage in such programs or public education activities within its means to promote alternative mobility options and uses among its residents, and to learn from citizen input and feedback how such options may be designed or altered to best meet the needs of local usage.

**Policy CX 1.3.4:**

The City shall consider mobility options, which may involve use of the Hillsborough River, the Bypass Canal, its greenway trails, its parks, and such other natural features as its natural shade from its oak tree canopy or the roughs of its meandering golf course, so long as no natural feature or asset is degraded, negatively impacted, or impacted in ways counter to the City’s long-range competitive strategy.

**Policy CX 1.3.5:**

The City shall require attractive landscaped bus shelters and similar amenities for its mobility and multimodal connections or interconnections, including, but not limited to, standardized designs, potable water availability, shade, or other features that can take advantage of vistas, scenic corridors, or natural surroundings.

**Policy CX 1.3.6:**

The City shall pursue expanding its mobility options and connections with the Hillsborough County Aviation Authority (HCAA) and the Southwest Florida Water Management District (SWFWMD) in regards to making Tampa Executive Airport a more accessible facility to the City and to the University of South Florida, including using such mobility options as the Bypass Canal rights-of-way and crossing locations, which may be preserved for the exclusive use of non-automobile vehicles and/or alternative mobility modes, including bus lanes, fixed guideway systems, and pedestrian and bicycle trails.

**Policy CX 1.3.7:**

The City shall ensure that its multimodal corridors, present or future enhance, and not harm, wildlife corridors or habitats, and the biodiversity within or adjacent to corridors; and use such potential conflicts as educational opportunities or in other ways as opportunities to draw attention to the City’s natural features, flora, fauna, scenes, and vistas.

**Man-Made and Natural Systems Economy Connections**

**Objective CX 1.4:** Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its economy interconnects with or is being planned to interconnect with its manmade and natural forms and its people-assets and natural-assets.



The City's natural setting and features and its positive social qualities are further enhanced by its location among and proximity to a number of desirable economic features that can easily contribute to its uniqueness and identity and further its strategic competitiveness. Among these are its position in the middle of an axis potentially connecting the major proximity asset that is the University of South Florida (USF) and the under-utilized, poorly-accessed but thoroughly modern jet runway at Tampa Executive Airport, another major proximity asset.

The City already has natural and social qualities, and locational advantages, which have attracted university personnel as residents. It already has millions of out-of-town Busch Gardens theme park tourists annually driving or being bused down Fowler Avenue to and from Interstate 75. These people, if observant, pass by both Tampa Executive Airport and USF.

The university medical school complex, its research facilities, its growing bio-tech and pharmaceutical spin-off industries, its highly trained personnel and available workforce, the global nature of its activities, and the future need for easy jet connections to the rest of the world put the City in a very attractive economic position to benefit and compete.

There is even available land in or near the City or airport for new high-tech industry locations.

The City offers a historic past, unique architecture, oak-shaded streets, a beautiful publicly-accessible riverfront, a diverse well-educated and affluent citizenry, a progressive government, attractive upscale as well as modest housing, an excellent parks and recreation system, an appreciation for good education, a cohesive active and sophisticated social structure, and control of its destiny, all of which are otherwise lacking in the other communities surrounding the University, or in New Tampa, or in Brandon. If the City's economy, people, and future are to flourish, the City must take advantage of these assets, protect, and enhance them. They are all vital to its successful future.

**Policy CX 1.4.1:**

The City shall continue to make it a very high priority to form direct contacts with USF, its administration, its research programs and personnel, and its economic development activities, and to continually make known to these contacts the City's interests in the University, the City's many attractive natural and social features, and the City's lead in

working to bring Tampa Executive Airport and USF together. The City shall be proactive.

**Policy CX 1.4.2:**

The City shall strive continuously to protect, enhance, and improve its natural and social assets in ways that make them and the City attractive to the University and spin-off entities and private industry affiliated with them.

**Policy CX 1.4.3:**

The City shall continue to improve its downtown and foster future redevelopment and infill of its identified future major activity centers and corridors to create the new urbanist villages as the new economic development engines whose identity and uniqueness will be attractive to University associated industry and personnel.

**Policy CX 1.4.4:**

The City shall strive to make its multimodal transportation district and system a model worthy of regional, State, and national recognition; and further strive to attract demonstration projects which will speed its implementation.

**Policy CX 1.4.5:**

The City shall work to protect, stabilize, and enhance its existing residential neighborhoods, which has established the City as a compact socially-close community, while it fosters additional residential living choices, such as live-work units, mixed-use structures, condominiums, townhomes, and housing for the elderly (also see ADUs *aka* granny flats, as described in the Plan Categories), housing for those of modest means, including graduate students, empty nesters, service workers, and those just embarking on their careers. These residential living choices are planned as key parts of the overlay district areas on the Future Land Use Map, and are part of the Plan’s way of absorbing future growth, while also protecting existing single-family neighborhoods and creating economic incentives for infill and redevelopment complementary to the City’s emerging multimodal system.

**Policy CX 1.4.6:**

The City shall continue to pursue its opportunities to grow within the confines of its utility service area, as conditions make it advantageous to do so. Simultaneously, the City shall keep its options open and continue to communicate with the County regarding mid- to long-term opportunities to expand further, or at least jointly plan areas,

particularly to the southeast of the City, where future economic advantages can enhance the City’s strategic competitiveness.

**Policy CX 1.4.7:**

As part of the City’s expansion plans and options, the City shall explore opportunities where existing nearby farmland may be available for growing fresh truck crops for local consumption and open markets in the City. The City shall explore unique ways to stabilize and sustain such production to enable its long-term economic viability. Being able to show some food sustainability



within its area of influence enhances the City’s green image and makes it more appealing regarding its economic strategy.

**Policy CX 1.4.8:**

The City shall explore options in its future expansion areas of opportunity, where alternative energy production and solar energy possibilities may be present in the form of well-situated vacant land.

**Policy CX 1.4.9:**

As part of the City’s fostering of a stronger relationship with USF, the City shall pursue and foster educational opportunities and mutual support for good education, and invite joint programs between itself and the University.

**STEP THREE CONTINUES:**

Having established a set of Contextual GOPs, the next part of **STEP THREE** continues. **THE GOALS, OBJECTIVES, AND POLICIES**, which follow, are more specific to the traditional requirements of a Plan’s Future Land Use Element; and address issues at a different level of detail.

## **Standard Goals, Objectives, and Policies**

### **NEIGHBORHOOD CONSERVATION**

**GOAL 1:** To achieve a well-balanced and well-organized combination of residential, non-residential, recreational, and public uses served by a convenient and efficient multimodal transportation network while protecting and preserving the fabric and character of the City’s neighborhoods.

### **RESIDENTIAL DEVELOPMENT (ALSO SEE HOUSING ELEMENT)**

**Objective 1.1:** Continue to maintain adequate land designated for residential uses, including multi-family and mixed-use residential, which can accommodate the projected population and provide safe, decent, sanitary, and affordable housing opportunities for the current and future citizens of Temple Terrace.



**Policy 1.1.1:**

Eliminate incompatible land uses and blighting influences from potentially stable, viable residential neighborhoods, and protect these neighborhoods from the deleterious impacts of encroachment of infill and redevelopment and new development from annexation of undeveloped land.

**Policy 1.1.2:**

Provide for development of a wide variety of residential uses, 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 with the needs characteristic of the socio-economic profiles of the City’s households and future needs, through the provisions of varying residential densities, mixed-uses, overlay and other land use categories in the comprehensive plan and the Land Development Regulations (LDR) of the City of Temple Terrace.

**Policy 1.1.3:**

Recognize that the City has a range of different types of neighborhoods, with different types of needs at different time, and what may work for or be important for one type of neighborhood may not be a priority for another. Among these types of neighborhoods are those that are located and described very generally and not definitively or exhaustively, and mainly by way of illustration, in **Policy CX 1.1.6** above.

**Policy 1.1.4:**

The City shall encourage the development of housing opportunities for low- and moderate-income households through the use of federal and local Neighborhood Improvement Programs.

**Objective 1.2:** Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet applicable locational criteria.

**Policy 1.2.1:**

The location of single-family attached housing units shall be limited to the periphery of established single-family detached neighborhoods, but provisions in the City’s LDR may provide for exceptions pursuant to the application of the City’s standard, mixed-use, overlay, and village-style land use categories, when appropriate measures are taken to effectively buffer conflicts or impacts associated with abutting different residential styles and densities.

**Policy 1.2.2:**

Multi-family, mixed-use, and higher-density residential uses defined in the City’s Land Development Code, shall be located adjacent to or in proximity to office and commercial activity centers to minimize the use of the automobile, except as part of a mixed-use structure or site-planned development in locations allowed in the comprehensive plan and FLUM.

**Policy 1.2.3:**

It is the intent of the Plan and **Future Land Use Element** to protect single-family attached and detached housing in traditional low density residential neighborhood settings from encroachment from non-residential uses or the negative effects thereof through separation and buffering of non-residential uses from residential uses, except as may be provided for by site-plan controlled non-residential/residential mixed-use developments.

In general, in creating the **Future Land Use Map (FLUM)** or in amending it, or in using or creating future new Plan Category text amendments and related map amendments, non-residential land uses more intense than

otherwise allowed by neighborhood development or neighborhood commercial scale development, including as may be allowed by the City’s Land Development Code (LDC) for adjacent zoning pursuant to the respective Plan Categories, shall be restricted to locations external to established and developing residential neighborhoods and to frontage on collectors and arterials abutting residential neighborhoods.

When non-residential development abuts residential neighborhoods because the non-residential development is external to the residential neighborhood and located on a collector or arterial street with side or rear exposure to the residential neighborhood, then the non-residential development must buffer itself or be buffered from the residential neighborhood through the use of physical buffering, setbacks, height restrictions, massing limitations, and other such design and development practices and provisions, which protect the integrity, quiet, and peaceful use of the residential neighborhood.

Allowable exceptions in the City’s LDC, implementing Plan Categories, as limited by the provisions for intensity and/or density of uses in the Plan, may be provided that address undeveloped land in annexed areas that may be developed, or that address redeveloping land in existing development areas, when such development or redevelopment is for mixed-use projects that will incorporate site planning and buffering to mitigate impacts, and that may be served by new roadway or multimodal connections.

However, in no case shall development exceed the intensities and densities allowed in the **Future Land Use Element**’s Plan Categories.

**Objective 1.3:** Permit the development of housing for the elderly in single, multiple or grouped living facilities within Temple Terrace.

**Policy 1.3.1:**

The City shall encourage assisted living facility options in character with surrounding neighborhoods through the City’s Land Development Regulations.

**Policy 1.3.2:**

The City shall encourage development of projects serving the elderly that are accessible to medical services, transportation, and other necessary support systems through locational criteria within the City’s Land Development Regulations.

**Policy 1.3.3:**

Calculate total beds permitted in assisted living facilities (ALF) by determining the number of housing units, which would be permitted on site



and multiplying the units by the average persons per household for Temple Terrace in the most recent U.S. Census. As long as the proposed ALF facility maintains the overall character of the area, density bonuses up to 20% of what is allowed may be considered when it is part of a site-planned controlled development.

**Policy 1.3.4:**

The City shall support increased residential densities for developments that provide assisted elderly housing. Increased residential densities shall be in compliance with the Housing Element’s definition of Assisted Elderly Housing and the adopted policies of the *2025 Comprehensive Plan for the City of Temple Terrace*.

**Objective 1.4:** Continue the code enforcement program of Temple Terrace.

**Policy 1.4.1:**

The City shall continue to implement a property maintenance ordinance and ensure that all properties are maintained to at least the minimum standards contained in the City’s Codes.

**Policy 1.4.2:**

The City shall encourage neighborhood groups to take an active role in neighborhood inspection and monitoring through education directed toward neighborhood improvement.

**Policy 1.4.3:**

The City will monitor the condition of all residential rental units and maintain a residential rental certification program.

**RECREATIONAL DEVELOPMENT (ALSO SEE THE RECREATION AND OPEN SPACE ELEMENT)**

**Objective 1.5:** Continue to maintain and/or improve existing recreation lands and encourage the dedication of properties for recreational uses through appropriate incentives.

**Policy 1.5.1:**

Continue to implement appropriate incentives adopted in the City Land Development Code (LDC) for dedication of public recreation and open space facilities or for improving existing public facilities.

**Policy 1.5.2:**

Acquire vacant waterfront parcels as funding is approved through local, state, and federal programs, where feasible; and retain for public purposes,

including downtown CRA redevelopment related purposes when pursuant to a master plan, as implemented through the DMU-25 land use category.

**Policy 1.5.3:**

Provide active and passive recreation facilities and opportunities to meet existing and future needs of neighborhoods, including opportunities for passive green gathering spaces in small neighborhoods. Special emphasis should focus on the needs of neighborhoods north of Fowler Avenue and east of the Hillsborough River, including for emerging neighborhoods in newly annexed or future annexed areas in the City’s utility service area and eventually in any joint planning area with the County.

**Policy 1.5.4:**

The City shall continue to improve coordination with all levels of government, non-profit providers and private landholders to increase available parkland and facilities through joint utilization agreements and the development review process (including, but not limited to, rezonings and subdivision reviews).

**COMMUNITY DEVELOPMENT**

**GOAL 2:** To sustain the viability of existing and emerging commercial and research corporate park areas and to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City’s residential areas.

**Non-Residential Development**

**Objective 2.1:** Require all non-residential development to meet locational criteria contained in the Comprehensive Plan.



**Policy 2.1.1:**

Prohibit the expansion or replacement of commercial uses which do not meet applicable locational criteria and have an adverse impact on adjoining or nearby uses.

**Policy 2.1.2:**

Locate neighborhood commercial uses at the intersections of collector and arterial roads in areas accessible to residential neighborhoods. Neighborhood commercial uses shall not be located interior to residential neighborhoods nor located in a manner



which will encourage the use of local streets for non-residential traffic, unless as part of a village, overlay, mixed-use, or other site-plan controlled development.

**Policy 2.1.3:**

Buffer existing residential uses from the negative impacts of non-residential development (physical, visual, or auditory) by assuring that these negative impacts are accommodated by appropriate design. Recognize that residential development within the downtown CRA, especially DMU-25 designated areas, may be more urban in character, where differing uses are mixed or only separated by service alleys or similar conscious designs. Also, as the City improves mobility citywide as it implements the Multimodal Transportation District (MTD), the result will encourage more urban style redevelopment with improved connectivity and pedestrian and transit amenities.

**Policy 2.1.4:**

Proposals approved for development on lands designated on the **FLUM** as Public/Semi-Public or as Parks/Recreation/Open Space, shall not exceed a maximum of 0.35 Floor Area Ratio (FAR), as long as all other Plan and LDR requirements are met.

**Objective 2.2:** Infill and redevelopment of existing commercial areas or redeveloped residential areas will continue to be accomplished through requirements adopted as a part of the City’s Land Development Code, as guided by the provisions, land use categories, and GOPs of the comprehensive plan, and the City’s MTD.

**Policy 2.2.1:**

Continue enforcing regulations in the City’s Land Development Code which provide for shopping nodes rather than scattered, unplanned commercial development to limit the number of curb cuts and to reduce conflicts in land uses, particularly along collectors and arterials.

**Policy 2.2.2:**

Continue using public/private partnership redevelopment/revitalization strategies which include incentives for private reinvestment in under-utilized commercial areas. Support private investment with adequate public infrastructure.

**Policy 2.2.3:**

Consider the use of office/institutional land uses as part of a redevelopment strategy in locations along arterial or collector streets where parcel size or proximity to residential uses would make more intensive uses or activities inappropriate.

**Policy 2.2.4:**

The City shall require non-residential development, through its LDR provisions addressing the need for shaded accessible public gathering spaces, green spaces, rest spaces and outdoor seating spaces as part of the design of their development, particularly when located in areas along or near multimodal transportation facilities, or when it substantially will add public amenities to an anticipated growth, infill, or redeveloped area, and when increased densities and intensities are being granted under the provisions of the Plan and the City's LDR.

**Objective 2.3:** Conduct traffic studies when necessary to determine the impact of non-residential traffic on the City's neighborhoods.

**Policy 2.3.1:**

Protect residential neighborhoods from cut-through traffic. Recognize that the downtown CRA, especially the DMU-25 designated areas, is planned to be more urban in character, and promote a more integrated network of streets throughout the CRA, and its immediate environs, to provide multiple routes to any destination, reducing the need for any one street to carry all of the traffic. Similarly, the implementation of the MTD and the mixed-uses and overlay land use categories are designed to protect established residential neighborhoods from vehicular traffic either by capturing it internally, eliminating the need to use automobiles, or offering alternative means of mobility. In many instances, this may result in a more integrated network of streets, as described above for the CRA.

**Policy 2.3.2:**

The reorientation and combined use of existing curb cuts and/or parking lots to minimize the negative impacts of non-residential development on adjacent residential uses and the transportation system will continue to be accomplished through requirements adopted in the City's Land Development Code, the GOPS and land use categories of the comprehensive plan, and the City's MTD.

**Policy 2.3.3:**

Limit construction of parking lots with ingress/egress into residential neighborhoods. When access is required to be located off a major roadway, such access shall conform to the City's and/or state's minimum curb cut separation distance requirements as applicable. If ingress/egress is necessitated by special circumstances allowed by the City among its limits, such ingress/egress shall be as fully buffered from the neighborhood as possible and reasonable.

**Policy 2.3.4:**

Safe and convenient on-site traffic flow, considering needed vehicle parking, as established in the **Mobility Element** (formerly known as the Traffic Circulation Element) will be provided through the requirements in the City's Land Development Code.

**Objective 2.4:** Development and redevelopment activities in commercial nodes to support the mass transit system will be developed and identified through policies in the **Future Land Use** and **Mobility Elements**.

**Policy 2.4.1:**

Continue to utilize incentives to promote the development of multi-family or mixed use residential uses, defined in the City's Land Development Code as a component of planned developments in and adjacent to existing commercial areas.

**Policy 2.4.2:**

Multi-family and mixed use residential uses as defined in the City's Land Development Code will be located on major arterial or collector roads proposed for mass transit routes and in proximity to major employment areas and/or regional activity centers through requirements adopted in the City's Land Development Code and objectives and policies identified in the **Future Land Use** and **Mobility Elements** of this Plan.

**Major Activity Centers**

**Objective 2.5:** 56th Street/Busch Boulevard/Bullard Parkway; and 56th Street/Fowler Avenue; and 56<sup>th</sup> Street/Fletcher Avenue; and US 301/Harney Road/Temple Terrace Highway intersections will be developed as the major office and commercial activity centers of the City. The quadrants surrounding the intersection of 56<sup>th</sup> Street and Busch Boulevard/Bullard Parkway, as defined by the CRA, TCEA, and DMU-25 land use category is the City's traditional and historic downtown, and shall be the most recognizably dominant of the City's major activity centers.

**Policy 2.5.1:**

Design guidelines developed by the City, local business, and residents will be used to encourage development and redevelopment of the major office and commercial activity centers as pedestrian places by addressing signage, landscaping, public art, and public spaces. New urbanism principles shall be the basis for such design guidelines; and these activity centers, as they redevelop and at the option of the property-owners, shall be encouraged by the City to apply the City's Overlay Village and related land use categories within these areas to enable the City to further competitive strategy for the

future and better accommodate the projected population and business growth anticipated through 2025 and beyond.

**Policy 2.5.2:**

Continue to coordinate with the Florida Department of Transportation (FDOT) and Hillsborough County to develop scenic corridor design guidelines for 56th Street, Fowler Avenue, Fletcher Avenue, and Busch Boulevard/Bullard Parkway/Temple Terrace Highway to enhance the corridors as pedestrian and bicycle-friendly areas, as envisioned by the **FLUM**'s Overlay Village and Corridor land use categories, and the City's Multimodal Transportation District.

**Policy 2.5.3:**

Ensure that adequate transportation, water, sewer, solid waste, and drainage facilities will be provided concurrent with the impacts of development to serve the major employment centers and attractors through the implementation of the Capital Improvements Program, concurrency management ordinance provisions, and public/private agreements.

**Objective 2.6:** I-75/Fletcher Avenue and US 301/Harney Road intersections and surrounding areas will be developed as regional activity centers and recognized as target industry employment centers.

**Policy 2.6.1:**

Encourage the following target industries and research corporate activities, as identified by the Tampa-Hillsborough Economic Development Corporation, within the I-75/Fletcher and US 301/Harney Road intersection areas:

- Biotechnology & Medical Devices
- Medicine & Medical Management
  - Electronic Health Records
  - Medical Simulation & Training
- Cross-Business Functions
  - Shared Services
  - Business Analytics
  - Information Technology
  - Headquarters Enabling Functions
- Financial Services
  - Middle/Back Office Operations
- High-Tech Electronic & Instruments
- Defense & Security
  - Security and Technology
  - Security/Intelligence Consulting



**Policy 2.6.2:**

Coordinate with other responsible governmental jurisdictions to ensure adequate transportation, mass transportation, water, sewer, solid waste, and drainage facilities will be provided to serve target industry and research corporate park development.

**Policy 2.6.3:**

Coordinate with the Tampa-Hillsborough Economic Development Corporation and the various Chambers of Commerce to develop and identify local, state and Federal incentives and tools such as zoning and permit assistance, one stop permitting, infrastructure improvements, land or building acquisition, cash grants, site preparation, subsidized land or buildings, relocation assistance, worker training, tax increment financing, regulatory flexibility, low interest loans, and private utility rate reduction.

**Policy 2.6.4:**

The City shall support those target industry operations which will provide opportunities for long term growth and sustainability. Criteria for identifying industries to support include the following:

- Pay higher than average wage levels;
- Bring new capital into the economy, reflecting multiplier effects;
- Have reasonably good future job prospects;
- Involve a cluster of businesses engaged in similar activities;
- Use quality environmental practices; or
- Diversify the regional economic base.

## **DOWNTOWN REDEVELOPMENT**

**GOAL 3:** Promote the 56th Street and Busch Boulevard/Bullard Parkway office and commercial activity center as the City’s downtown area.

### **Downtown and TCEA**

**Objective 3.1:** Continue to use the results of the redevelopment plan for the 56th Street and Busch Boulevard/Bullard Parkway office and commercial activity center to further the Goals, Objectives, and Policies of the City’s Comprehensive Plan, the Comprehensive Regional Policy Plan, and State Comprehensive Plan.

**Policy 3.1.1:**

Ongoing redevelopment planning will act as a guide for the redevelopment of the downtown area and its adjacent neighborhoods and will include:

- a. an inventory of existing land use, community facilities, parking, transportation impacts, and public safety;
- b. specification of goals, objectives, and strategies;
- c. proposals for design guidelines;
- d. market feasibility and design studies; and
- e. recommended projects with a schedule for implementation.

**Policy 3.1.2:**

Designate the Temple Terrace Community Redevelopment Area (CRA) as a Transportation Concurrency Exception Area (TCEA) for the purpose of encouraging urban infill and redevelopment of the City’s downtown area.

*NOTE: The TCEA is to be sunsetted and transitioned to a multimodal transportation district, known as the Temple Terrace Multimodal Transportation District (TT MTD or MTD), pursuant to the provisions of the Goals, Objectives, and Policies and related provisions in the **Mobility Element**, by December 31, 2015.*

**Design Considerations**

**Objective 3.2:** The City shall continue to amend its Land Development Code to adopt improved Urban Design Guidelines for all new development and redevelopment within the designated downtown CRA, to implement the DMU-25 land use category and the master plan for the CRA and refinements thereto and to portions thereof.



Incentive programs and urban design guidelines will be used to ensure private and public participation in the development of the downtown area.

**Policy 3.2.1:**

Develop and implement landscaping and streetscape plans adjacent to the arterial road rights-of-way that include street tree plantings, landscaped medians, pavement treatments, lighting, and street furniture, etc., in the redevelopment area, especially the DMU-25 designated areas of the CRA.

**Policy 3.2.2:**

Encourage high-quality site designs through the City’s Land Development Code and Urban Design Guidelines that provides incentives and specific development standards for on-site lighting, perimeter landscaping, and signage, and require it for DMU-25 designated areas within the City’s downtown CRA. . As much as feasible, parking lots shall be relegated to the interior blocks (screened from streets by buildings or landscape). Access

and egress shall be designed to conform and connect with the surrounding street network.

**Policy 3.2.3:**

Continue to utilize the City’s Land Development Code to identify amenities such bikeways, pedestrian walkways, landscaping, street trees, trash receptacles, benches, bike racks, information kiosks, bus shelters, lighting, signage, and pavement treatments, etc., to be provided in site development plans to improve and promote the pedestrian environment and support alternative modes of transportation in site designs, especially within the TCEA.

**Policy 3.2.4:**

Where feasible, require more open space than specified by the zoning code through site design techniques; e.g., clustering of structures in order to promote a park-like quality in developments.

**Policy 3.2.5:**

Require handicap accessibility as a design requirement in the redevelopment area to be incorporated into structural designs, landscaped areas, walkways, transportation systems, and other amenities.

**Policy 3.2.6:**

Promote mixed uses to allow for residential, office, and commercial developments to reduce the total number of trips generated

**Policy 3.2.7:**

Continue to utilize public/private partnerships that identify, plan, finance, and operate a system of outstanding community amenities in the downtown area.

**Policy 3.2.8:**

Streamline administrative review processes and provide sufficient staff resources to assure timely reviews of development projects.

**Policy 3.2.9:**

Development within the Temple Terrace Transportation Concurrency Exception Area (TCEA) may be exempt from transportation concurrency requirements as long as impacts are mitigated using the procedures set forth in **Policies 1.1.10** and **1.1.11** and in **Goal 2** and its related Objectives and Policies, as applicable, of the **Mobility Element** (formerly known as the Traffic Circulation and Mass Transit Element or the Transportation Element).

**Policy 3.2.10:**

Development or redevelopment within the TCEA shall include as part of design:

- a. Sidewalk connections from the developments to the public sidewalk;
- b. Cross-access connections, easements and/or joint driveways;
- c. Closure of existing overly wide or excessive curb cuts at the development site
- d. Provision of safe and convenient on-site pedestrian circulation such as sidewalks and crosswalks connecting buildings and parking areas at the development site; and
- e. Provide for safe and convenient bicycle circulation and facilities.

**Mobility**

**Objective 3.3:** The City shall promote multi-modal transportation choice.

**Policy 3.3.1:**

New streets and roadways shall be designed for transportation choice by creating design standards that establish minimum street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul-de-sacs and dead end streets, where feasible.



**Policy 3.3.2:**

Design of surface parking lots within the Downtown Area, especially the DMU-25 designated areas of the downtown CRA, shall include design and access features which promote pedestrian, bicycle and transit safety and support pedestrian, bicycle and transit use in the area.

**Policy 3.3.3:**

Promote quality development that encourages a lively mixed use walkable downtown with emphasis on an interconnected network of streets that reweaves the downtown area into its surrounding context and provides new and improved connections with emphasis on an interconnected network of streets, expanded transit services and improved pedestrian and bicycle

facilities that link the downtown to surrounding neighborhoods, communities, cultural attractions and regional destinations.

**Intergovernmental Considerations**

**Objective 3.4** – The Downtown Mixed Use-25 designation for the 225± acre downtown Community Redevelopment Area (CRA) of the City shall consider intergovernmental and regional issues, including housing, environment, economic development, transportation, and emergency preparedness and hazard mitigation.

**Policy 3.4.1:**

DMU-25 areas shall consider and coordinate with adjacent local government’s plans, and shall specifically address impacts on land uses along its boundary with the City of Tampa and ensure that site-planned developments approved pursuant to DMU-25 are designed to be compatible with existing and future planned uses and appropriately transition and mitigate impacts directly adjacent to uses within the City of Tampa.

**Policy 3.4.2:**

DMU-25 areas shall be developed with a special sensitivity to and regulations for its location bordering on that portion of the Hillsborough River used by the City of Tampa as a water reservoir supplying its potable water treatment facilities further downriver at the Tampa waterworks dam. Continued use of such mitigation strategies for stormwater drainage as the innovative Chicago Avenue drainage containment and treatment facility regulating the quality of stormwater outfall into the River shall be encouraged.

**Policy 3.4.3:**

The City shall consider affordable housing strategies, and the special opportunity occasioned by mixed use land use categories, when the DMU-25 area is developed, to ensure that affordable housing, such as presently exists through such affordable projects as the 308 units of The Oaks and the Brentwood apartment complexes, and the 252 units of the mid-level Doral Oaks apartments, continues to be a viable part of the downtown CRA.

**Policy 3.4.4:**

Through the application of the DMU-25 land use to the development of the City’s downtown CRA, the City shall strive to make the economic development impact of this redevelopment an economic enhancement not only of the City itself but of the larger region by considering its benefit as another type of housing alternative for military personnel at MacDill AFB, professors and employees of the University of South Florida and its medical



and research facilities, and an attractive urban lifestyle amenity for those associated with the arts and similar creative enterprises.

**Policy 3.4.5:**

The City shall continue to use the opportunity afforded by redevelopment through the DMU-25 land use in the CRA to support the Busch Boulevard beautification project, recognizing the added amenity it provides as both a Gateway and destination project complementary to Busch Boulevard and its role as a significant tourist corridor and to Busch Gardens as a major tourist facility of the region.

**Policy 3.4.6:**

The City shall continue to promote and utilize the design features associated with the DMU-25 category, as applied to the CRA, in furthering the multi-modal transportation aspects inherent in the master plan for the CRA.

**Policy 3.4.7:**

Because the DMU-25 area and the CRA do not lie in a Coastal High Hazard Area, and because it is located on that portion of the Hillsborough River most protected from flooding by the City of Tampa’s dam and the flood control features of the two canals leading from the River to the Tampa Bypass Canal, the City shall strive to recognize and utilize the CRA’s geographic advantages; and it shall consider opportunities for aiding the regional hurricane and emergency preparedness and hazard mitigation efforts through design enhancements which might offer evacuation and shelter options in emergency or disaster conditions.

**HISTORIC PRESERVATION (ALSO SEE INTRODUCTION – OVERVIEW TO THE COMPREHENSIVE PLAN AND THE HOUSING ELEMENT)**

**As pointed out in the earlier parts of the Plan and this Element, few things give the City its distinctive physical identity and its uniqueness, as do its Hillsborough River setting and its Mediterranean-revival architecture. They are among the key components to the success of the City’s strategy of competitiveness. It is critical that these features and qualities are preserved and protected for future generations and future residents.**



**GOAL 4:** To preserve and promote the historical, architectural, archaeological, and cultural resources of the City for its current and future residents.

**Objective 4.1:** Continue to develop and maintain a data base that identifies the City’s historical, architectural, and cultural resources.

**Policy 4.1.1:**

Coordinate with the Historic Tampa/Hillsborough County Preservation Board to survey the City’s resources and produce maps, narratives, and Florida State Master Site Files.

**Policy 4.1.2:**

Coordinate with the local Chamber of Commerce and the Florida Department of State to promote the City’s historical, architectural, and cultural resources.

**Policy 4.1.3:**

Recognize the City’s historic original layout and preserve, protect, and enhance its integrity in public decisions, especially in relationship to redevelopment, infill, improvements, maintenance, and planning activities and with special sensitivity to original rights-of-way, building orientations and placements, and vistas.

**Policy 4.1.4:**

Recognize, protect, and preserve the City’s historic buildings and residences from its early days as a resort; and recognize and preserve its special distinctive style of Mediterranean-revival architecture, and strive to promote its replication in public buildings, major private structures, and large-scale developments, and encourage its use for large new private residences.

**Objective 4.3:** Protect the special historic, architectural, aesthetic, or cultural resources of the City through coordination with the Historic Tampa/Hillsborough County Preservation Board of historic landmarks and historic resources.

**Policy 4.3.1:**

Encourage adaptive reuse in accordance with the guidelines of the Tampa /Hillsborough County Preservation Board.

**Policy 4.3.2:**

Recognize the need to physically establish the City’s uniqueness and identity through signature public signage, street name



signs, street furniture, pedestrian lighting fixtures, heritage neighborhood lighting fixtures, and especially by using gateway features at major entry points through highly visible, distinctive pylons.

**Policy 4.3.3:**

Give very strong consideration to the establishment and adoption of a historic preservation ordinance and code with the possibility of designating historical structures or historical districts for special public assistance and treatment in preserving the City’s historical past.

**TAMPA EXECUTIVE AIRPORT**

**GOAL 5:** Tampa Executive Airport, in accordance with the Hillsborough County Aviation Authority’s (HCAA) master plans, will be developed as an executive airport to serve the City, the general aviation market, higher education facilities and the employment centers accessible to the I-4 and I-75 corridors. The City shall plan for appropriate and compatible uses for portions of the City in proximity to Tampa Executive Airport consistent with Chapter 333, Florida Statutes.

**Objective 5.1:** Areas in proximity to the Tampa Executive Airport and its environs shall be clearly defined through an interlocal agreement or other mutually acceptable process. The impacts of Tampa Executive Airport and HCAA’s Airport Zoning Regulations should be considered in future planning and development of such areas.

**Objective 5.2:** The City shall assist, wherever possible and appropriate, in providing links that enhance access that may include highway, public transit, and bicycle to Tampa Executive Airport.

**HILLSBOROUGH RIVER AND NATURAL ENVIRONMENT (ALSO SEE NARRATIVE INTRODUCING THESE GOPS AND THE CONSERVATION ELEMENT)**

**GOAL 6:**

(Reserved for any special River or Natural Environment goals, objectives, and policies, if required; or for such other future provisions, presently not known)

**GROWTH MANAGEMENT (ALSO SEE CAPITAL IMPROVEMENTS ELEMENT)**

**GOAL 7:** To manage growth so that the delivery of public facilities and services will occur in a fiscally responsible manner, which will support development and redevelopment in the City.

**General Development**

**Objective 7.1:** In all actions of the City, urban sprawl shall be discouraged and a compact urban pattern of development, infill, and redevelopment shall be provided for in a manner which will promote the full utilization of existing public infrastructure and allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner and in accordance with the adopted level of service standards established in the **Public Facilities** and **Capital Improvements Elements** of the Plan and for the designated Temple Terrace TCEA and the Temple Terrace Multimodal Transportation District (TT MTD or MTD).

**Policy 7.1.1:**

Issuance of development orders and permits shall be in compliance with the applicable concurrency laws and regulations and shall be in compliance with level of service standards adopted for public facilities in the **Capital Improvements Element**.

**Policy 7.1.2:**

Locate public facilities and utilities to: (a) maximize the efficiency of services provided; (b) minimize their cost; and (c) minimize their impacts upon the natural environment.

**Policy 7.1.3:**

Concentrate and infill new development on vacant land with priority given to redevelopment areas where facility capacity is available, especially and/or within the DMU-25 designated areas of the CRA.

**Policy 7.1.4:**

Extend public facilities into areas of the City which are underserved or without service in conformance with the **Future Land Use** and **Capital Improvements Elements**.

**Policy 7.1.5:**

Ensure that suitable lands and/or easements are available for the provision of utility facilities necessary to support proposed development.

**Policy 7.1.6:**

Implement transportation improvements with minimum land use, social, and environmental disruption.

**Policy 7.1.7:**

The subdivision of land shall be regulated by the requirements adopted as part of the City’s Land Development Code.

**Policy 7.1.8:**

The extension of public facilities and utilities necessary to support proposed development shall be guided by the **Future Land Use** and **Capital Improvement Elements** to ensure adequate capacity.

**Policy 7.1.9:**

Street setbacks and subdivision regulations in the City’s Land Development Code will ensure that there is adequate amounts and types of land available to support new development.

**Redevelopment Strategies**

**Objective 7.2:** The City will continue to provide incentives for public and private redevelopment efforts in the City’s residential and non-residential areas as part of the Land Development Code.

**Policy 7.2.1:**

Continue to utilize redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure exists to support redevelopment.

**Policy 7.2.2:**

Use financial and regulatory incentives, where practical, and local participation in related state and federal programs to encourage redevelopment and maintenance of declining areas. Regulatory incentives shall not be used to compromise design standards or codes.

**Policy 7.2.3:**

Continue to utilize plans that facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment.

**Policy 7.2.4:**

Give priority to neighborhood and commercial redevelopment and infill projects in those areas where conditions of physical, economic, and/or social blight exist.

**Policy 7.2.5:**

Continue to develop urban design guidelines for redevelopment areas through ongoing planning projects.



**Policy 7.2.6:**

Emphasize rehabilitation and recycling of existing building stock when appropriate and the development of adaptive reuse programs.

**Policy 7.2.7:**

Redevelopment projects shall not destroy the existing social/cultural framework and character of the City. The City shall not approve any development that is contradictory to neighborhood improvement efforts.

**Policy 7.2.8:**

Use community groups and appropriate governmental agencies to advise and assist the City Council of Temple Terrace in planning for related issues for their respective areas.

**Policy 7.2.9:**

To implement master development plans prepared, commissioned, or approved by the City for the downtown CRA, and to ensure that the intent of the DMU-25 land use category is appropriately applied within the downtown CRA, the City of Temple Terrace shall follow its adopted detailed design and development standards within its Land Development Code, which fully address the special and unique qualities and amenities associated with a very urban, pedestrian-friendly, and well-landscaped man-made environment as envisioned by the City for its downtown CRA. This envisioned environment shall continue to be reflective of the downtown studies and plans commissioned by the City through private consultants and prepared with the substantial participation and input of the City’s citizens during 2004, as subsequently adopted.

**PROVISION OF PUBLIC FACILITIES- GENERAL  
CONSIDERATIONS (SEE PUBLIC FACILITIES, RECREATION/OPEN  
SPACE, AND MOBILITY ELEMENTS)**

**Objective 7.3:** All new development and redevelopment will be serviced with transportation, potable water, sewerage, stormwater management facilities, solid waste disposal, and parks that meet or exceed the adopted levels of service established in the **Capital Improvements Element**.



**Policy 7.3.1:**

Public facilities must be provided prior to development that will result in the adopted levels of service being met or exceeded.

**Policy 7.3.2:**

Prioritize infrastructure programming based on existing facility deficiencies first, replacement and retrofitting of facilities second, and future facility needs third.

**Policy 7.3.3:**

Development within the Temple Terrace Transportation Concurrency Exception Area (TCEA) and the Temple Terrace Multimodal Transportation District (TT MTD or MTD) may be exempt from meeting the adopted level of service established in the **Capital Improvements Element** as long as impacts are mitigated using the procedures set forth in **Policies 1.1.10** and **1.1.11** and **Goal 2** and its related Objectives and Policies of the **Mobility Element** (formerly known as the Traffic Circulation and Mass Transit Element or Transportation Element).

**Policy 7.3.4:**

Promote public/private partnerships among state government, local governments, and the private sector to identify and build needed public facilities and allocate the costs of such facilities among the partners in proportion to the benefits accruing to each.

**Policy 7.3.5:**

Support the development of innovative, cost-effective potable water and wastewater treatment techniques, facility designs, and reclaimed water reuse programs which will allow for maximum flexibility in the design and construction of City systems.

**Policy 7.3.6:**

Consider the location and timing of new public facility construction in requests for Land Use Plan amendments.

**Policy 7.3.7:**

Ensure that the location and timing of new development will be coordinated with the City's ability to provide public facilities through implementation of growth management measures such as development phasing, programming of public facilities and zoning and subdivision regulations.

**Policy 7.3.8:**

The City shall provide incentives for developing land in a way that maximizes the use of existing public facilities that have available capacity to serve the development or that reduce existing deficiencies.

**Policy 7.3.9:**

The provision of infrastructure concurrent with development to the extent that facility construction necessary to support development will be available at the adopted level of service concurrent with the impacts of development.

**Policy 7.3.10:**

Governmental uses, institutional not-for-profit uses, and public or private utility distribution lines may be considered in any land use plan category subject to the following conditions and limitations:

- a. Within any natural preservation land use plan category, only those uses that are compatible with and enhance the preservation of such environmental lands may be considered;
- b. Gas, electric, cable and telephone utility distribution facilities shall be located only as specifically authorized by their franchise agreement with Temple Terrace;
- c. Water, wastewater or reclaimed water facilities may be considered only if they further the efficient utilization of the City’s water, wastewater or and future reclaimed water system and are consistent with the Public Facilities Element; and
- d. All governmental, institutional and utility facilities must be of a design, intensity and scale consistent with the surrounding neighborhood or non-residential development in which it occurs, and it must be compatible with the surrounding existing and future land uses and zoning classifications.

**PROVISION OF PUBLIC FACILITIES - TRANSPORTATION  
(ALSO SEE MOBILITY ELEMENT)**

**Objective 7.4:** All new development and redevelopment will be serviced with roads that meet or exceed the adopted levels of service established in the **Capital Improvements Element**, except as provided by the TCEA and the TT MTD.

**Policy 7.4.1:**

Maximize arterial capacity by acquiring and/or protecting adequate rights-of-way, but place as much emphasis on arterial character as arterial capacity, especially within or adjacent to the downtown CRA. Rights-of-way acquisition for increased capacity should be balanced by efforts to enhance the interconnectedness of the overall street network.

**Policy 7.4.2:**

Restrict direct access to arterial roadways from development projects when access can be provided via a collector facility or internal road system.

**Policy 7.4.3:**

Land use planning efforts shall make a distinction between the land uses that may be considered within land areas adjacent to limited access highways but which are not directly accessible to an interchange and those land areas that are directly accessible to an interchange.

**Policy 7.4.4:**

Continue utilizing incentives in the City’s Land Development Code to promote multi-modal transportation systems including provisions for carpooling, vanpooling, mass transit, and bicycling in development proposals.

**Policy 7.4.5:**

Development within the Temple Terrace Transportation Concurrency Exception Area (TCEA) and the Temple Terrace Multimodal Transportation District (TT MTD or MTD) may be exempt from meeting the adopted level of service established in the **Capital Improvements Element** as long as impacts are mitigated using the procedures set forth in **Policies 1.1.10** and **1.1.11** and **Goal 2** and its related Objective and Policies of the **Mobility Element** (formerly the Traffic Circulation and Mass Transit Element or Transportation Element).

**Land Development Regulations**

**Objective 7.5:** All development approvals shall be consistent with the development regulations and timeframe outlined in Chapter 163, Florida Statutes.

**Policy 7.5.1:**

Development shall not exceed the densities and intensities established within the Comprehensive Plan and shall be consistent with the Plan.

**Policy 7.5.2:**

Each Land Use Plan category shall have a set of different zoning districts that may be permitted within that Land Use Plan category as depicted in the “zoning-plan category matrix” of this Plan Element.

**Policy 7.5.3:**

Developments will meet or exceed the requirements of all land development regulations as established and adopted by the City of Temple Terrace, the State of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.



**INTERGOVERNMENTAL COORDINATION**

**(ALSO SEE INTERGOVERNMENTAL COORDINATION AND PUBLIC SCHOOL FACILITIES ELEMENTS)**

**Objective 7.6:** Diversify and expand the City’s tax base through development of a strategic annexation program focused on eliminating enclaves and other unincorporated areas within the Temple Terrace Utility Service Area.

**Policy 7.6.1:**

Utilize the annexation provisions pursuant to Florida Statutes Chapter 171 where there are no registered electors to annex non-residential properties.

**Policy 7.6.2:**

Utilize the referendum annexation provisions pursuant to Florida Statutes Chapter 171 where there are registered electors to annex residential properties.

**Policy 7.6.3:**

Continue to process voluntary annexations for non-residential and residential properties at the request of property owners.

**Policy 7.6.4:**

In order to promote orderly urban growth, vacant property within the Utility Service Area shall not be provided city services, including water and sewer service, without annexation or the establishment of an annexation agreement between the City and the property owner.



**Policy 7.6.5:**

Extension of the utilities, including water and sewer, will be granted only if landowners requesting service have begun the annexation process or have made prior agreements with the city.

**Policy 7.6.6:**

A parcel of land developed within the Utility Service Area using septic tanks shall connect to the City sewage system as sewer lines become available as per Florida Statute.

**Policy 7.6.7:**

Provide for public facilities and/or improvements to existing facilities to ensure an appropriate standard is met for areas being considered for annexation.

**Policy 7.6.8:**

Annexation of developments which have deficient sewer systems is encouraged. Prior to annexation, a program for sewer system improvements shall be prepared by the City with estimated costs of these improvements to be submitted to City Council at the time of annexation. The owner(s) shall pay the costs of the improvements.

**Objective 7.7:** Reserved

**Policy 7.7.1:**

Reserved

**Policy 7.7.2:**

Joint boards and councils and other means, as identified in the **Intergovernmental Coordination Element** of this Plan, shall be used as a means of coordinating the regulation and management of growth and development.

**Policy 7.7.3:**

Reserved

**Objective 7.8:** Schools are allowed in all plan categories, except Natural Preservation and Environmentally Sensitive Area designations, and redevelopment and development should be encouraged to be compatible.

**Policy 7.8.1:**

Foster partnerships between school districts and neighborhoods.

**Policy 7.8.2:**

School redevelopment should be a priority in areas of physical, economic, and social blight.

**Policy 7.8.3:**

Development and redevelopment of school sites shall be minimally disruptive to adjacent areas. The physical development pattern and character of the surrounding area shall be assessed for potential impacts, and negative impacts will be mitigated.

**Policy 7.8.4:**

The City of Temple Terrace will encourage collocation of parks, libraries, community centers and appropriate related facilities with public schools.

**Policy 7.8.5:**

The public school siting process shall also conform to the provisions of the **Intergovernmental Coordination** and **Public School Facilities Element**.

**Policy 7.8.6:**

The City of Temple Terrace will partner with and assist the Hillsborough County School Board in providing adequate capacity within local public schools impacted by a net increase in dwelling units approved by the City within the CRA, as a result of redevelopment pursuant to DMU-25 and related development orders. This may include such strategies as establishing provisions in the Land Development Code for dedicating private land for new classrooms, setting aside public land for new classrooms, and other creative and innovative techniques which the City and the School Board may agree upon as mitigating the impact of CRA redevelopment on local schools. However, all such partnering and assistance shall conform to the provisions of the **Public School Facilities Element** and the related Interlocal Agreement.

## PLAN CATEGORIES and the FUTURE LAND USE MAP (FLUM)

**GOAL 8:** To manage growth through reference to the **Future Land Use Map** (see *Appendix to this Element*), so that growth will be appropriately accommodated in suitable locations and will accommodate projected population and demographics, in accordance with the City’s vision, self-perceptions, and the input of its citizens and its leaders, and in accordance with the City’s competitive strategy of achieving excellence, balance, and harmony in its focus on its uniqueness and identity, which in turn is reflective of its emphasis on the best of humanity (its people assets) and the best of nature (its natural assets) on a City that has achieved and wants to continue achieving excellence and balance resulting in community harmony. Clearly, the City values its uniqueness and identity, and wants to ensure that its planning and future reflect the best of humanity (man) and the best of nature.

### Plan Categories

**Objective 8.1:** In all actions of the City related to decisions affecting infill, redevelopment, new development, and the achievement of its City Form, as these relate to the goals, objectives, and policies of the this Plan, including as expressed through its **Future Land Use Map**, the provisions, requirements, limitations, and restrictions in its Plan Categories shall be observed.

#### Policy 8.1.1:

Issuance of development orders and permits and the making of City locational decisions shall be in compliance with the applicable provisions, descriptions, and requirements of the following Plan Categories, *beginning on the next page*, and used, delineated, or referenced on the **Future Land Use Map**.

## PLAN CATEGORIES

**Plan Categories** - The **Future Land Use Element** (FLUE) and the **Future Land Use Map** (FLUM) include a series of land use categories characterized as either “**Standard**” because they tend to be more traditional single-use categories; “**Mixed-Use**” because they encompass categories that feature or encourage or require a mixture of uses; or “**Overlay Mixed-Use Redevelopment**” because they are non-mandatory mixed-use categories intended to be used in the locations indicated on the **FLUM** when property-owners determine that market conditions favor redevelopment that benefits from the increased densities and intensities allowed by the use of the Overlays (otherwise, the underlying land use category applies). The category descriptions include standards to guide land use through the overall planning period. Any Plan Amendments will require that amended areas conform to the standards prescribed in this **Future Land Use Element**. The Plan categories are summarized below, before they are more fully described in the detailed descriptions that follow.

### STANDARD CATEGORIES

1. **Residential-4 (R-4)**, allowing up to four (4) dwelling units per acre; accessory dwelling units (ADUs), *aka* “granny flats” or “garage apartments”, are allowed but do not count toward density limits.
2. **Residential-9 (R-9)**, allowing up to nine (9) dwelling units per acre and neighborhood office/commercial uses up to a 0.25 FAR in restricted locations; accessory dwelling units (ADUs), *aka* “granny flats” or “garage apartments”, are allowed but do not count toward density limits.
3. **Residential-18 (R-18)**, allowing up to eighteen (18) dwelling units per acre and neighborhood office/commercial uses up to a 0.35 FAR in restricted locations;
4. **Commercial (C)**, allowing a full range of commercial and office uses with mixed residential uses permitted when included as a component of planned developments;
5. **Office/Institutional (O-I)**, allowing unified as well as isolated office and professional development and limited convenience and business serving commercial uses when incorporated into a larger office project; mixed residential uses permitted when included as a component of planned developments;
6. **Research Corporate Park (RCP)**, allowing research and development activities as well as office and limited convenience and business serving commercial uses when part of a larger corporate park development;
7. **Public/Semi-Public (P-SP)**, allowing a wide range of public and semi-public uses subject to compatibility requirements and locational criteria;

8. **Parks, Recreation and Open Space (P-R-OS)**, allowing major recreational and open space uses;

### **MIXED-USE CATEGORIES**

9. **Community Mixed Use-12 (CMU-12)**, allowing mixed use developments of a suburban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate; and serving as a transitional or holding use for agricultural and industrial uses, as required, in annexation areas surrounding the I-75 corridor;
10. **Urban Mixed Use-20 (UMU-20)**, allowing mixed use developments of an urban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate;
11. **Urban Mixed Use-25 (UMU-25)**, allowing mixed use developments of an urban character using new urbanism principles for mixed use in relation to major urban activity centers, where appropriate;
12. **Downtown Mixed Use-25 (DMU-25)**, allowing mixed use developments of an urban character in relation to the established downtown Community Redevelopment Area (CRA), *aka* the Temple Terrace Redevelopment Area (TTRA).

### **OVERLAY MIXED-USE REDEVELOPMENT CATEGORIES**

13. **Overlay-Neighborhood Village-18 (O-NV-18)**, allowing mixed use medium density and intensity developments on major arterials in a small village-style configuration to serve the needs of surrounding residential neighborhoods without degrading those neighborhoods; these areas are meant to be walkable concentrations on neighborhood serving uses and using new urbanism design elements; they have good access to transit, and have good connectivity to the surrounding neighborhood using bicycles and sidewalks and other pedestrian friendly amenities; residential components are allowed as a component of non-residential structures.
14. **Overlay-Commercial Corridor-18 (O-CC-18)**, allowing typical strip commercial office and retail development at medium density and intensity, but also allowing integrated residential uses and parking facilities within the main commercial structures; some attention to connecting vehicular access between developments may also be addressed.
15. **Overlay-Suburban Village-20 (O-SV-20)**, allowing suburban style mixed-use developments more characteristic of suburban areas, including “big box” retail uses, franchised sit-down restaurants, and more space for parking cars, but also required to have a residential component, which may be free-standing, but still integrated into the development; some new urbanism principles apply primarily relating to pedestrian, bicycle, and



transit connectivity, but also in a fashion to suggest a village atmosphere; higher density and intensities are allowed.

16. **Overlay-Community Village-20 (O-CV-20)**, allowing mixed use developments on major arterials in a village configuration to serve the needs of community-scale markets; sensitivity to surrounding residential areas must be provided; these areas are meant to be walkable concentrations of development using new urbanism design elements; they have good access to transit and have good connectivity to the surrounding areas using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is strongly encouraged; higher density and intensities are allowed.
17. **Overlay-Urban Village Corridor-20 (O-UVC-20)**, allowing mixed use developments on major arterials in a linear village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to surrounding residential areas must be provided; these areas must be walkable concentrations of development using new urbanism design elements; they are required to have good access to transit and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities.
18. **Overlay-Urban Village-25 (O-UV-25)**, allowing mixed use developments at the intersection of major arterials in a large village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to abutting residential areas must be provided; these areas must be walkable concentrations of mixed use development using strong new urbanism design elements; they are required to have good access to transit and modal-split centers and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities of use.
19. **Environmentally Sensitive Areas Overlay (ESA-O) and Natural Preservation (NP-O)**, limiting development through the use of federal, state and local environmental regulations.

## DETAILED DESCRIPTIONS – PLAN CATEGORIES

The following land use categories appear on the City’s **Future Land Use Map**. The land use category descriptions are intended to provide a narrative and standards to guide land use through the overall planning period. Any Plan map amendments will require that amended areas conform to the standards prescribed by the Plan categories.

**Note:** *FAR means floor area ratio, and is used to measure intensity of non-residential development.*

## STANDARD CATEGORIES

### RESIDENTIAL-4

#### **Description:**

These areas should offer people safe, quiet, and attractive environments. The goal of the Residential–4 areas is to allow individuals to enjoy personal space and control their exposure to people and activities outside their home. These areas are located at the core of residential neighborhoods and are the least intensely developed.

Single-family homes on individual lots are the predominant use in these areas, although other housing and development approaches can be integrated at lower densities. Density in the Residential–4 areas is four (4) units or less per gross acre. Neighborhood parks, scenic open space, and certain small scale institutional uses, and public facilities serving neighborhoods are often integral parts of these residential areas. Accessory dwelling units (ADUs), *aka* “granny flats” or “garage apartments”, are allowed but do not count toward density limits.

#### **Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from other use areas by open space, streets, and/or visual screening technique.
- Work, trade, and community service activities should be easily accessible via collector and arterial streets. However, arterials should be at or beyond the edge of a Residential–4 area; collectors in Residential–4 areas should have low density uses as primary destinations in at least one direction of flow.
- Local street systems in Residential–4 areas should be designed to discourage through traffic.

**Relationship to Facilities and Services:**

- Public water and sewer service available or programmed for the area.
- Fire protection available within five-minute response time; police and Emergency Medical Services (EMS) access, with regular police patrol provided in developed and developing areas.
- Schools, neighborhood, recreation, and small scale semi-public uses such as churches and home day care facilities integrated into the area and accessible via collector streets.

**Relationship to Natural Resources and Features:**

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design for scenic amenity and diversity.

**RESIDENTIAL-9**

**Description:**

These areas should offer safe, quiet, and attractive environments. The goal of Residential-9 areas is to allow individuals to enjoy personal space in a cohesive neighborhood setting.

Single-family attached and detached homes on individual lots are the predominant use in these areas, although other housing and condominium development approaches can be integrated at medium densities. Densities in Residential-9 areas are nine (9) units or less per gross acre. Community and neighborhood parks, scenic open space, and certain institutional uses serving neighborhoods are often integral parts of these residential areas. Limited commercial uses and public facilities can also be accommodated under controlled conditions that protect the quality of the residential environment, e.g., adult congregate living facilities and day care centers. Accessory dwelling units (ADUs), *aka* “granny flats” or “garage apartments”, are allowed but do not count toward density limits.

**Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from other use areas by open space, streets, and/or visual screening techniques.

- Major work, trade, and community service activities should be easily accessible via collector and arterial streets. Collectors in Residential-9 areas should have low-medium density uses (up to nine (9) units per gross acre) as primary destinations in one direction of flow.
- Local street systems in Residential-9 areas should be designed to discourage through traffic.
- Neighborhood office/commercial and semi-public uses designed to serve the immediate neighborhood and developed at intensities up to 0.25 FAR may be allowed in appropriate locations.

**Relationship to Facilities and Services:**

- Public water and sewer service available or programmed for the area.
- Fire protection available within five-minute response time; police and Emergency Medical Services (EMS) access, with regular police patrol provided in developed and developing areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and home day care facilities integrated into the area and accessible via collector streets.

**Relationship to Natural Resources and Features:**

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design to add scenic amenity and diversity to the residential neighborhood.

**RESIDENTIAL-18**

**Description:**

These areas should offer safe, quiet, and attractive environments. In exchange for less personal space, the area should offer benefits such as better accessibility to work and shopping areas, more common recreational facilities and open space, and housing cost savings.

Housing types are typically townhouses or multi-family dwellings although single-family dwellings on small lots can be incorporated. Densities in Residential-18 areas are eighteen (18) units or less per gross acre. Some types of commercial, institutional, and public uses, e.g., hotels/motels, adult

congregate living facilities and day care centers, are limited so they do not distract from the area’s primary function of residential use.

**Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from other use areas by open space, streets and/or visual screening techniques.
- Residential-18 areas should border on or be near arterial streets in close proximity to major community trade and service activities and avoid traffic along collectors that pass through lower density areas leading to trade and service activities.
- Local street systems in Residential-18 areas should be designed to discourage through traffic. Points of access should be limited from the area’s local street system to collectors or arterials.
- Neighborhood office/commercial and semi-public uses developed at intensities up to 0.35 FAR may be allowed in appropriate locations.

**Relationship to Facilities and Services:**

- Located at or near public water and sewer trunk lines.
- Fire protection available within a five-minute response time; on or near regular police and Emergency Medical Services (EMS) patrol routes.
- Schools, neighborhood recreation, and public/semi-public uses accessed via collector or arterial streets. Open space in individual developments should provide some recreational facilities.

**Relationship to Natural Resources and Features:**

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design to add scenic amenity and diversity.

**COMMERCIAL**

**Description:**

These areas contain activities that offer a full range of retail goods and services, including offices, for residents and businesses of the urban area. They should be developed as cohesive units that offer safe and convenient movement from one activity to another and that afford a pleasant environment for shopping.



Residential uses may be included as a component of planned developments or as mixed-uses in the same structure.

Predominant uses in the commercial areas of Temple Terrace would be those that provide convenience or specialty retail goods and services, including offices, for residents of the immediate area or motorists passing through. Typical establishments would include grocery stores, druggists, cleaners, beauty salons, restaurants, apparel, household goods, minor repair, etc.

**Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from residential and office/institutional areas by open space, streets, and/or visual screening techniques used in site planning.
- Commercial areas should be adjacent to arterial streets and accessed primarily from them.
- Larger commercial centers should be in close proximity to medium density residential areas to facilitate direct access.
- Ultimately, FAR restrictions limit development intensities, as do the application of height limits, setbacks, drainage retention and other development restrictions.
- Non-residential uses are limited to an intensity of 0.5 FAR; and residential uses are limited to densities of nine (9) units or less per gross acre. Residential uses, when used, may not be the sole use, but must be part of an overall mixed-use project with non-residential uses, and must be combined in the same structure with non-residential uses. Non-residential uses may be the sole use.
- **Maximum allowable percentages of Land Uses In conjunction with one site:**
  - **Residential** (*only allowed when within the same structure and in conjunction with a non-residential use; and may not be the sole use on a site*): **up to 75%, but no less than 25%**; with balance non-residential; (*and up to 100% non-residential when non-residential is the sole use*).
  - **Commercial/Non-Residential: 100% when non-residential is sole use** on a site; (*non-residential uses may include Office, Institutional, Public/Semi-public, Parks and Recreation uses*; and **up to 75%** when mixed in same structure with **residential uses**).

**Relationship to Facilities and Services:**

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Separated from schools and recreation areas by other uses or strong open space buffer.

**Relationship to Natural Resources and Features:**

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but commercial areas should develop with maximum retention of these features when they exist.

## OFFICE/INSTITUTIONAL

### **Description:**

These areas contain activities that generally do not entail sale or display of goods and do not require high visibility from highways. They can be developed as cohesive units which offer a range of related business and professional services or as individual uses on the perimeters of neighborhoods. They may include limited commercial uses.

Typical uses in office/institutional areas would include legal, financial, technical, and medical services establishments. Limited amounts of convenience and business service commercial uses can be incorporated into these areas when they are developed as an integrated unit of a larger project. Residential uses at densities up to nine (9) dwelling units per gross acre or less are allowed. Mixed-residential uses are allowed as part of an office or commercial structure.

These uses may be applied to areas as part of a redevelopment or rehabilitation strategy or as an alternative use where existing parcel size or proximity to residential uses would not allow the development of larger scale structures and related more intensive uses and activities. In these instances, office/institutional land use allows small-scale office buildings, home offices, or home-to-office conversions, as well as home and office combination mixed use structures.

### **Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.
- Areas should be adjacent to arterial streets and accessed primarily from them.
- Can serve as a transition area between residential and commercial areas or be developed between major streets.

### **Relationship to Facilities and Services:**

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Office, commercial, and public/semi-public uses developed at intensities up to 0.5 FAR.

- Locations near schools and recreation are not essential.

**Relationship to Natural Resources and Features**

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but office/institutional areas should develop with maximum retention of these features when they exist.

**RESEARCH/CORPORATE PARK**

**Description:**

These areas provide an opportunity for research, high technology, and similar manufacturing and light warehousing uses. Research/Corporate Parks do not contain activities that entail sale or display of goods, but may require high visibility from highways and locations near employment markets. They should be developed as cohesive units in well-landscaped, park-like settings.

Typical uses in research/corporate park areas would include research and development activities, light manufacturing, corporate headquarters, technical and medical services establishments, and related educational facilities. Limited amounts of convenience and business service commercial uses can be incorporated into these areas when they are developed as an integrated, accessory portion of a large scale project.

**Relationship to Other Areas of Use and the Street System:**

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.
- Areas should be adjacent to arterial streets and accessed primarily from them.
- Can serve as a separator between residential areas and commercial areas.

**Relationship to Facilities and Services:**

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.

- Light industrial, office, commercial, and public/semi-public uses developed at intensities up to 1.0 FAR.
- Locations near schools and recreation are not essential but open space in research/corporate parks should provide some recreational facilities to meet employee needs.

**Relationship to Natural Resources and Features**

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but site plan controls should ensure the maximum retention of these features within the constraints of project design.

**PUBLIC/SEMI-PUBLIC**

**Description:**

Activities that provide major community service functions vary greatly in character and locational need. A primary consideration in locating these uses is to place each where its intended function for the developed area can be most efficiently and economically accomplished.

**Relationship to Other Areas of Use and the Street System:**

- Each use should be integrated into an area with locational needs and use characteristics which most closely correspond to that of the public/semi-public use; e.g., administrative facilities in or adjacent to office/institutional, adult congregate living facilities in residential areas, large commercial-scale day care centers and churches on the periphery of neighborhoods.
- Utilities or maintenance facilities that may create noise, odors, or glare should be effectively buffered from all other uses.
- Public/semi-public uses may be developed at intensities up to 1.0 FAR in appropriate locations.

**Relationship to Facilities and Services:**

- Educational and civic buildings should have a maximum five-minute fire and EMS response time and be on a regular police patrol route.



**Relationship to Natural Resources and Features:**

- Public and semi-public buildings should be located in well-drained areas where soils are suitable for structures, streets, and parking.

**PARKS, RECREATION, AND OPEN SPACE**

**Description:**

These areas contain major existing and proposed parks and recreational facilities. Community parks, which exist or are proposed, are also located in proximity to residential areas.

**Relationship to Other Areas of Use and the Street System:**

- Each park or open space area should be located in relation to its scale to most efficiently serve Temple Terrace’s regional, district, and community level recreation and open space needs.
- Parks with active recreational facilities should be adjacent to arterial or collector streets and accessed primarily from them.
- Utilities or maintenance facilities that may create noise, odors or glare should be effectively buffered from all other uses.
- Public/semi public uses may be developed at intensities up to 1.0 FAR in appropriate locations.

**Relationship to Facilities and Services:**

- Recreation buildings and facilities should have a maximum five-minute fire and EMS response time and be on a regular police patrol route.

**Relationship to Natural Resources and Features:**

- Poorly drained areas can be effectively used as passive recreational space.

**MIXED-USE CATEGORIES**

**COMMUNITY MIXED USE-12**

**Description:**

These areas provide the opportunity for mixed use developments within the Interstate 75 Corridor, and elsewhere in the City, if appropriate; and may serve as a transitional or holding use for agricultural and industrial uses, as required, in annexation areas surrounding the I-75 corridor. Two purposes are served:

- 1) To identify a broad range of existing uses characterized by a mixture of residential, commercial, industrial, and agricultural activities that lack an identifiable development trend, and to recognize them as legally conforming uses with the potential for future transition to more compatible uses in the City, until such time as an identifiable trend emerges or is created through a future plan.
- 2) To provide a flexible transitional area in the eastern portion of the City that will accommodate future development and redevelopment within and suitable to the U.S. 301 and Interstate 75 Corridor, featuring redevelopment of large parcels with mixed uses, limited highway access and high quality professional employment, as envisioned in the City’s Visioning documents.

The areas are suburban in character, including intensity and density of land use. New development and substantial expansion of existing uses shall be approved through a planned unit development rezoning process that requires integrated site plans, controlled through performance standards, to achieve developments compatible with surrounding land use patterns, the City’s master plan for annexation and for guiding the future development of areas adjacent to Interstate 75, and the Comprehensive Plan’s Goals, Objectives, and Policies.

**Permitted uses:** Single family, multi-family residential, agricultural, general commercial and office, intensive commercial uses, light industrial and industrial uses.

**Maximum allowable percentages of Land Use Within the Area**

**Residential: 75%**

**Light Industrial/Industrial: 75%**

**Other:** Agricultural, Commercial (including Office), Institutional, Public/Semi-public, Parks and Recreation: **75%**

Mixed use projects are typical in the Community Mixed Use-12 plan category. Residential densities are twelve (12) units or less with .5 floor area ratio or less for commercial, office, or industrial intensities based on gross acreage. Maximum densities and intensities may be considered when all Goals, Objectives, and Policies and applicable development regulations are in compliance, especially related to the proposed development’s compatibility with surrounding land uses, existing and/or approved and with the provision of available and adequate public facilities.

**Relationship to Other Areas of Use and the Street System:**

- Community Mixed Use-12 areas may be located within the Interstate 75 Corridor and shall be bounded by existing or proposed arterial roads.

- Community Mixed Use-12 areas shall be transitional, emphasizing compatibility with adjacent land use.
- Commercial uses shall be clustered at arterial and collector road intersections.
- Strip development with separate driveway access for commercial uses to arterials shall be prohibited.
- Perimeters shall be buffered by open space, streets, and/or visual screening.

**Relationship to Facilities and Services:**

- Development shall occur as the provision and timing of transportation and public facility services necessary to support Community Mixed Use-12 intensities and densities become available.
- Located at or near public water and sewer trunk lines.
- Within five-minute fire and Emergency Medical Services (EMS) response time and on regular police routes.
- Locations near schools and recreational facilities are not essential, but open space within development projects should provide some recreational amenities.

**Relationship to Natural Resources and Features:**

- Well-drained areas with soils suitable for structures, streets, and parking.
- Areas should be considered with land contour, tree cover, and views can be used in site design to add scenic amenity and diversity to the residential areas. Tree cover and scenic views are a lower priority for commercial, office, and industrial areas; however, these features should be retained when they exist.
- Land contours, trees, creeks, or other natural features should be considered as buffers to separate land uses within a development project to the maximum extent possible.

**URBAN MIXED USE-20**

**Description:**

These areas provide the opportunity for mixed use developments within the Interstate 75 corridor, and elsewhere in the City, if appropriate. The area shall be urban in character, including intensity and density of land use. New development and substantial expansions of existing uses shall be approved through a planned unit development rezoning process which requires, at a minimum, integrated site plans controlled through performance standards to achieve developments which are compatible with surrounding land use patterns and the goals, objectives, and policies of the Comprehensive Plan.

Mixed use projects are the typical developments within the Urban Mixed Use 20 plan category. Residential densities will be twenty (20) units or less and commercial, office, or industrial intensities will be 1.0 floor area ratio (FAR) or less based on gross acreage. Maximum densities and intensities of use may be considered in situations in which all goals, objectives, and policies and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and with regard to the provision of public facilities, available and adequate.

**Maximum allowable percentages of Land Use Within the Area**

**Residential: 75%**

**Commercial**, including Office, Institutional, Public/Semi-public, Parks and Recreation: **75%**

**Relationship to Other Areas of Use and the Street System:**

- Urban Mixed Use 20 areas shall be bounded by existing or proposed arterial roads.
- Urban Mixed Use 20 areas shall be compatible with and located adjacent to urban land use categories such as Community Mixed Use 12, Research Corporate Park, and Residential 18.
- Commercial use shall be clustered at arterial and collection road intersections.
- Strip development with separate driveway access for commercial uses to arterials shall be prohibited.
- Perimeters shall be buffered by open space, streets, and/or visual screening.

**Relationship to Facilities and Services:**

- Development shall occur as the provision and timing of transportation and public facility services necessary to support Urban Mixed Use 20 intensities and densities are made available.
- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police routes.
- Locations near schools and recreational facilities are not essential, but open space within development projects should provide some recreational amenities to meet the needs of the residents and employees.

**Relationship to Natural Resources and Features:**

- Well-drained areas where soils are suitable for structures, streets and parking.
- Consideration should be given to areas where land contour, tree cover, and views can be used in site design to add scenic amenity and diversity to the residential areas. Tree cover and scenic views are a lower priority for commercial, office, and industrial areas; however, maximum retention of these features should be made when they exist.
- Land contours, trees, creeks, or other natural features should be considered as buffers to separate land uses within a development project to the maximum extent possible.

**URBAN MIXED USE – 25 (UMU-25)**

**Description:**

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding



minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

**District Requirements:**

The following minimum requirements shall apply to every proposed development within the UMU-25 category:

- (1) A minimum land area of twenty (20) acres of usable land is required for designation to ensure that an urban-scale community environment is created.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of twenty-five (25) dwelling units per gross acre will be permitted.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.

- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
- (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the UMU-25 plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the UMU-25 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):  
**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.

- c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
  - d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal street system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;
  - b. an internal, interconnected street grid system;

- c. maximum use of common access drives; and
- d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.

## **DOWNTOWN MIXED USE -25**

### **Description:**

**Purpose:** The Downtown Mixed Use-25 (DMU-25) land use category applies to the City's established downtown Community Redevelopment Area (CRA) and allows for a complementary mix and range of land uses. The purpose of the Downtown Mixed Use-25 category is to establish, define, promote, and facilitate the redevelopment and enhancement of the City's primary and historical urban center and its traditional downtown central business district surrounding the Busch Boulevard/Bullard Parkway and N. 56<sup>th</sup> Street intersection. The DMU-25 is intended to foster development incentives through increased densities and intensities but subject to adherence to design guidelines and requirements in order that new development and redevelopment will prevent, replace, and eliminate blight, and the

deterioration of physical conditions associated with outmoded, inefficient, non-viable public and private design and development which is unable to serve the long term community interests. The DMU-25 land use category is further intended to implement the downtown and general redevelopment Goals, Objectives and Policies of the Future Land Use Element in that area, as well as to promote the accomplishment of the City's Community Redevelopment Area (CRA) designation for the downtown area and the implementation of redevelopment plans, studies and regulations.

**Density/Intensity:** Residential uses may range from single family detached to multi-family, and for purposes of density will allow consideration of a maximum average density of 25 dwelling units per on a gross acre basis within the DMU-25 designated areas within the overall CRA boundary. Densities on individual parcels may exceed this amount so long as the gross density within the overall DMU-25 designated area within the CRA boundary does not exceed 25 dwelling units per gross acre. The preferred residential use is medium to high density multi-family residential or mixed use non-residential with multi-family residential, subject to compatibility with and appropriate transition considerations to adjacent low density residential uses.

Up to a maximum average of 1.5 FAR may be considered within the overall DMU-25 designated area within the CRA area, but a 3.5 FAR maximum average on a per block basis within for the DMU-25 land use category may be permitted for individual projects. When above-grade parking structures are required or considered for an individual project, a maximum average 4.5 FAR shall be applicable, as long as intensities within the overall DMU-25 designated area within the CRA boundary shall not exceed a maximum average of 1.5 FAR.

Notwithstanding the above statements regarding density and intensity limits, an additional limit applicable to the downtown CRA, as designated by the DMU-25 land use category, shall be an absolute limit of 3,500,000 square feet of non-residential floor area, and an absolute limit of 3,500 dwelling units. As applied to the 225± acre downtown CRA, where existing residential dwelling units and non-residential square footage occurs, this limit should generate a net increase of less than 2,400,000 square feet non-residential floor area and 2,400 dwelling units. This net increase assumes that every potential development option for the CRA is exercised, including conversion of school sites and other public/semi-public and park lands into mixed use development over time. Because it is unlikely that such conversions will occur, and given the development configuration of the CRA, it is realistically anticipated that the actual net development impact which will occur for the entire CRA will be 1,200,000 square feet of floor area of non-residential uses



and 2,400 dwelling units. These more realistic net development expectations offer the better figures for which impacts on levels of service for various public facilities should be assessed, at least for the next 5-10 years (to 2019).

**Permitted Uses:** The Downtown Mixed Use-25 (DMU-25) allows and encourages a mixture and range of uses generally associated with or considered compatible with traditional urban core central business districts, particularly those that are pedestrian friendly, and not necessarily those catering to automobile traffic. Proposed uses within the area encourage the development of a lively, mixed-use, walkable downtown that effectively serves Temple Terrace residents, merchants, visitors, and employees. Uses include: commercial, retail, office and office services, personal and professional services, restaurants, parks, recreation and entertainment venues, institutional, postal facilities, public and semi-public, medium and high density residential and mixed-use structures that combine these uses. Heavy commercial uses associated with automobiles such as gasoline stations, auto repair facilities, and motorized vehicle rentals or sales may be considered but are generally not encouraged. Industrial, warehouse, transportation servicing, storage (inside and outside), manufacturing, general wholesaling, agriculture uses and uses involving high levels or significant concentrations of hazardous materials are not allowed; the notable exceptions are generally small-scale dry cleaners and photographic developing. These uses are listed for clarification purposes in providing for new development through rezonings pursuant to the DMU-25 category. Existing uses and zonings in place, when the DMU-25 land use category is first applied to the CRA, are considered acceptable and supported by the DMU-25 designation. Improvements to and maintenance of such uses are considered appropriate and acceptable under DMU-25. The strict application of new zoning and new implementing design and development standards created for the CRA under DMU-25 are intended to ensure that new development shall occur pursuant to and in strict compliance with the adopted master plan(s) commissioned, prepared, or submitted and adopted by the City, to achieve the redevelopment of the downtown envisioned by the City over time.

Land use types shall be permitted according to the following schedule, expressed as a percentage of the total area in this plan category. The percentages shall be applied on an area-wide basis within the 225± acre DMU-25 area, but shall not be interpreted to require development with a mix of uses for any single project, although such mixture is encouraged. The percentages are one of the means by which the density and intensity maximums and build-out assumptions were calculated, and those limitations provide the primary determinant of the extent of non-residential square

footage and of the number of residential dwelling units ultimately allowed within the 225± acre DMU-25 area of the CRA.

Development under all of these limitations shall be monitored by the City of Temple Terrace and the Hillsborough County City-County Planning Commission to ensure that the limitations are not exceeded.

In no case shall any one development or accumulation of developments be approved by the City such that the development limits are exhausted, as long as there remain private developable parcels within the CRA, which over time may be redeveloped to achieve the master plan envisioned for the entire 225± acre CRA.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the 225± Acre DMU-25 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):

**75%**

**Industrial: 0%**

**Permitted Zoning:** The Downtown Mixed Use-25 allows consideration of a mixture and range of zoning classifications but requires new development or substantial expansion of existing development to be site plan controlled PD-Planned Development, or similar zoning expressly developed to implement the downtown redevelopment plan, and subject to any special or overlay zoning districts developed for or applying to the CRA or its parts.

Uses associated with existing zoning, including CG (Commercial General), CO (Commercial Office), R-10 (Single Family Residential), R-7.5 (Single Family Residential), and R-MF (Multi-Family Residential), are expressly allowed as presently applied; boundary adjustments and reconstruction, rehabilitation, or new construction within these existing zoned areas or expansion of these zoning classifications to adjacent parcels, which clearly and demonstrably furthers the intent and purposes of the DMU-25 land use category and the City’s downtown redevelopment plan shall be allowed. However, the application of any allowed zoning classifications and site plans and development there under shall be compatible with and in furtherance of the downtown redevelopment plan, particularly in terms of requiring and ensuring compatibility with and transition to adjacent uses, and especially with low density residential neighborhoods adjacent to the DMU-25 area.

**Relationship to Other Areas of Use and the Street System:**

- Downtown Mixed Use-25 areas should be confined to locations within the City’s Community Redevelopment Area (CRA) as shown on the Future Land Use Map.
- Downtown Mixed Use-25 areas shall establish, define, develop and enhance the City’s primary and historical urban center core and its traditional downtown central business district with special emphasis on uniformity of signage, site lighting standards and fixtures, façade treatment, color palette, architectural detail, building placement and orientation, landscaping, pedestrian amenities, and similar detailed design standards by diminishing and transitioning residential densities and non-residential intensities at the edges of the area in a manner that complements and is compatible with adjacent land uses and which creates opportunities for adjacent uses to easily access and relate to the area.
- Commercial uses, including office development and major public and semi-public uses shall be located and designed to take advantage of the proximity of arterial and collector roadways and intersections for vehicular access in a manner that directs or circulates heavy vehicular traffic within or peripheral to the main downtown area and away from local roads and adjacent residential neighborhoods, especially those outside the DMU-25 designated area..
- Strip development with separate individual driveway access for commercial uses to arterials should be discouraged for new development. Proposed commercial development plans for sites abutting an arterial or collector street must include internal vehicle connections from the subject development site to each adjacent site, where applicable.
- Perimeters shall feature transitional development which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening.
- Opportunities for pedestrian, bicycle, or similar low impact access and circulation should be provided as part of project design. Design techniques should be included that enhance and support pedestrian and bicycle facilities, and provide for connections to adjacent commercial areas and surrounding residential neighborhoods.
- Proposed developments shall provide retail and service uses at the street level to promote a pedestrian-oriented environment. Facades shall be visually penetrable at the street level. Drive-through service windows shall

be limited to the side of buildings, or to the rear of mid-block buildings, and accessed via alleys provided they do not substantially disrupt pedestrian activity or surrounding uses. In addition, drive-through service windows shall be accessible by bicyclists.

- New developments shall provide no more than the minimum number of parking spaces required for the proposed land use by the underlying zoning district. The following shall also apply:
  - On-street parking spaces on the right-of-way between the two side lot lines of the site may be counted to satisfy the minimum off-street parking requirements;
  - A commitment to shared parking may be allowed to further reduce the parking requirement;
  - Carpool/vanpool parking: New developments with 20 or more employees shall designate at least 5 percent of the employee spaces for carpool or vanpool parking. Employee carpool/vanpool spaces shall be located closer to the building entrance or the employee entrance than other employee parking with the exception of handicap parking. The carpool/vanpool spaces shall be clearly marked “Reserved- Carpool/ Vanpool Only.”

**Relationship to Facilities and Services:**

- Water and sewer service should be available or programmed for the area.
- Fire, emergency medical services (EMS), and police protection shall be available and adequate
- Public spaces should be provided for leisure opportunities and integrated into overall design. Open space should be designed to provide or enhance the urban experience with unique recreational or pedestrian-oriented amenities.

**Relationship to Natural Resources and Features:**

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Development and redevelopment should take advantage of existing land contour, tree cover, water features, and views, or should create them, to enhance the urban experience and promote diversity within the site design, especially where they create a scenic amenity, or enhance the transition to and compatibility with adjacent low density residential neighborhoods. Site

plan controls should ensure the maximum retention of these features within the constraints of project design.

- Landscaping and streetscape features should be provided and integrated into an overall design, including street tree plantings and landscape medians.

## OVERLAY MIXED-USE REDEVELOPMENT CATEGORIES

### OVERLAY-NEIGHBORHOOD VILLAGE-18 (O-NV-18)

#### **Description:**

This category allows mixed use medium density and intensity developments on major arterials in a small village-style configuration to serve the needs of surrounding residential neighborhoods without degrading those neighborhoods; these areas are meant to be walkable concentrations on neighborhood serving uses and using new urbanism design elements; they have good access or connectivity to transit, and have good connectivity to the surrounding neighborhood using bicycles and sidewalks and other pedestrian friendly amenities; residential components are allowed as a component of non-residential structures.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

#### **District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-NV-18** category:



- (1) A minimum land area of twenty (20) acres of usable land is preferred for designation to ensure that an urban-scale community environment is created, but minimum land areas less than that minimum, to a level of 0.5 acres may be allowed. Use of this category on property smaller than 1.0 acre shall be by waiver of the size requirement by the City Council pursuant to recognition that a feasible site plan proposal demonstrates the viability of allowing a waiver, especially if the site plan provides for interconnections with adjoining or nearby properties also covered by the overlay.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of eighteen (18) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.

(10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the O-NV-18 plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-NV-18 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):  
**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street except as an integrated component of the larger development. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

(1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:

- a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
  - d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by internal street circulation or parking system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the applications of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking*: Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development; and shall be restricted to the second floor or higher of structures.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking

for non-residential uses shall be considered in the land development regulations.

- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multimodal transportation;
  - b. an internal, interconnected street or parking grid system;
  - c. maximum use of common access drives; and
  - d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## OVERLAY-COMMERCIAL CORRIDOR-18 (O-CC-18)

### **Description:**

This category allows typical strip commercial office and retail development at medium density and intensity, but also allows integrated residential uses and parking facilities within the main commercial structures; some attention to connecting vehicular access between developments may also be addressed.

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

### **District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-CC-18** category:

- (1) A minimum land area is not required for designation to **O-CC-18**.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of eighteen (18) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
- (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the **O-CC-18** plan category.



**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-CC-18 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):  
**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category may be used to extend strip commercial development along a street, where otherwise allowed. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use should be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal access system or other public space such as parks or squares, and should avoid routes through parking lots or at the rear of developments.
  - d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a

- pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal access system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations. In-structure parking on the second-level or higher is strongly encouraged; and provisions for vehicular and multimodal access to connect with adjoining similar commercial properties or anticipated future commercial properties is required.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;
  - b. an internal, interconnected access system;
  - c. maximum use of common access drives; and
  - d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## **OVERLAY-SUBURBAN VILLAGE-20 (O-SV-20)**

### **Description:**

This category allows suburban style mixed-use developments more characteristic of suburban areas, including “big box” retail uses, franchised sit-down restaurants, and more space for parking cars, but also required to have a residential component, which may be free-standing, but still integrated into the development; some new urbanism principles apply primarily relating to pedestrian, bicycle, and transit connectivity, but also in a fashion to suggest a village atmosphere; higher density and intensities are allowed.

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated suburban-scale mixed-use developments at limited

locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate or primary highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

**District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-SV-20** category:

- (1) A minimum land area of twenty (20) acres of usable land is preferred for designation to ensure that a suburban-scale community environment is created. Sites of at least five (5) acres of usable land are required, unless the size requirement is waived by City Council pursuant to a recognition that a feasible site plan proposal demonstrates the viability of allowing a waiver, especially if the site plan provides for interconnections with adjoining or nearby properties or internal uses also covered by the overlay.

- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of twenty (20) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use) is strongly encouraged, but not required. Separation of uses on the site into separate structures is allowed, but multimodal integration and interconnections between structures is required.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
- (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the O-SV-20 plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-SV-20 Area:**

***Residential: 75%***



**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):

**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings should face the street and have modest front setbacks, although front parking is allowed. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use should be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal access system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.

- d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal access system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the applications of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking and surface parking lots are allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be suitably screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged as much as possible. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation and access systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;
  - b. an internal, interconnected access system;
  - c. maximum use of common access drives; and

- d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector access system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## **OVERLAY-COMMUNITY VILLAGE-20 (O-CV-20)**

### **Description:**

This category allows mixed use developments on major arterials in a village configuration to serve the needs of community-scale markets; sensitivity to surrounding residential areas must be provided; these areas are meant to be walkable concentrations of development using new urbanism design elements; they have good access to transit and have good connectivity to the surrounding areas using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential

structures and the inclusion of parking in the structure is strongly encouraged; higher density and intensities are allowed.

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban- and community-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging medium to high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

**District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-CV-20** category:

- (1) A minimum land area of twenty (20) acres of usable land is required for designation to ensure that an urban-scale community environment is

- created. Sites of at least five (5) acres of usable land are required, unless the size requirement is waived by City Council pursuant to a recognition that a feasible site plan proposal demonstrates the viability of allowing a waiver, especially if the site plan provides for interconnections with adjoining or nearby properties or internal uses also covered by the overlay.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of twenty (20) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
  - (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.
  - (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
  - (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
  - (6) Public water and wastewater services are required.
  - (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
  - (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
  - (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
  - (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the O-CV-20 plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-SV-20 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):  
**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes



- and bikeways shall coincide with the internal street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
- d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal street system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;

- b. an internal, interconnected street grid system;
- c. maximum use of common access drives; and
- d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) Community Green Space. Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## **OVERLAY-URBAN VILLAGE CORRIDOR-20 (O-UVC-20)**

### **Description:**

This category allows mixed use developments on major arterials in a linear village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to surrounding residential areas must be provided; these areas must be walkable concentrations of development using new urbanism design elements; they are required to have

good access to transit and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities.

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

**District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-UVC-20** category:

- (1) A minimum land area is not required for designation to **O-UVC-20**.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of twenty (20) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
- (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the **O-UVC-20** plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-UVC-20 Area:**

***Residential: 75%***

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):

**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category may be used to extend strip commercial development along a street, where otherwise allowed. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use should be an organizing element around which other components within the development are located.
  - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal access system or other public space such as parks or squares, and should avoid routes through parking lots or at the rear of developments.

- d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal access system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations. In-structure parking on the second-level or higher is strongly encouraged; and provisions for vehicular and multimodal access to connect with adjoining similar village corridor properties or anticipated future village corridor properties is required.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;



- b. an internal, interconnected access system;
- c. maximum use of common access drives; and
- d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## **OVERLAY-URBAN VILLAGE-25 (O-UV-25)**

### **Description:**

This category allows mixed use developments at the intersection of major arterials in a large village configuration and reflective of urban village requirements to serve the needs of the greater urban-scale market; sensitivity to abutting residential areas must be provided; these areas must be walkable concentrations of mixed use development using strong new urbanism design

elements; they are required to have good access to transit and modal-split centers and good connectivity to the greater urban area using bicycles and sidewalks and other pedestrian friendly amenities; residential components are required as a component of non-residential structures and the inclusion of parking in the structure is required, as are high densities and intensities of use.

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

This category is **not** a mandatory overlay category. Properties falling within the areas of this category, as shown on the Future Land Use Map (FLUM), shall continue to operate under its existing zoning and its existing land use category, unless or until the property-owner(s) within the overlay area requests to develop or redevelop property pursuant to the provisions of the overlay category and related implementing zoning. The voluntary use of this overlay category is intended to recognize that market forces, as recognized by the property owners, will drive development feasibility under its provisions. The category respects that existing development or future improvements of property may be economically feasible under current category designations and zoning regulations, and during this Plan's horizon (2025), may never be satisfactory for the style of development allowed under the overlay provisions.

**District Requirements:**

The following minimum requirements shall apply to every proposed development within the **O-UV-25** category:

- (1) A minimum land area of twenty (20) acres of usable land is required for designation to ensure that an urban-scale community environment is created. Sites of at least five (5) acres of usable land are required, unless the size requirement is waived by City Council pursuant to a recognition that a feasible site plan proposal demonstrates the viability of allowing a waiver, especially if the site plan provides for interconnections with adjoining or nearby properties or internal uses also covered by the overlay.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 0.20 based on total gross site area. A maximum residential density of twenty-five (25) dwelling units per gross acre will be permitted. Maximum height limitations through zoning provisions are strongly encouraged for this category.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.

(10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the O-UV-25 plan category.

**Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the O-UV-25 Area:**

**Residential: 75%**

**Commercial** (including office development, public/semi-public, and other non-residential and non-industrial uses):  
**75%**

**Industrial: 0%**

**Relationship to Adjacent Land Uses and Street System:**

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street. Land development regulations shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

**Relationship to Natural Resources and Features:**

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure elements. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

**Development Standards:**

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
  - a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing element around which other components within the development are located.

- b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
  - c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
  - d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
  - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal street system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
  - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
  - g. Portions of the above may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
  - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.
  - c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
  - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the land development regulations.

- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi-modal transportation;
  - b. an internal, interconnected street grid system;
  - c. maximum use of common access drives; and
  - d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.

Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.
- (6) Portions of the above parking and access provisions may be waived by City Council if it is determined that the application of the provisions are clearly not practical to the site because of its size or shape.

## **ENVIRONMENTALLY SENSITIVE AREAS OVERLAY (ESA-O)**



**Description:**

These are environmentally sensitive lands which are classified as conservation or preservation areas by the Hillsborough County Environmental Protection Commission and/or Florida Department of Environmental Regulation. In Temple Terrace, these lands generally included those areas within the 25 year floodplain of the Hillsborough River and may include portions of the river’s 100 year floodplain. Development in these areas is restricted by federal, state, and/or local environmental regulations.

**Relationship to Other Areas of Use:**

- Each environmentally sensitive area should be evaluated as development proposals are made. On-site evaluation prior to development and site design review will ensure protection of Temple Terrace’s natural systems.
- Environmentally sensitive areas are delineated as an overlay category which modifies the underlying primary land use category through the application of additional development standards.

**Relationship to Natural Resources and Features:**

- Environmentally sensitive areas can be effectively used as open space buffers.

**NATURAL PRESERVATION OVERLAY (NP-O)**

This land use plan category is used to designate major publicly or privately owned land managed primarily for conservation purposes. Typically, these lands are environmentally unique, irreplaceable or valued ecological resources. Some of these lands may be suitable for compatible passive recreational use, such as walking trails, camping and boardwalks in order to ensure the protection of natural resources on site.

If the lands are privately owned, the owner(s) and all other persons having an interest in such lands shall execute an easement, declaration of restrictions or similar instrument restricting the uses of such land to those which are consistent with this land use plan category. Such easement, declaration of restrictions or similar instrument applicable to privately owned land in this land use category shall be recorded in the Public Records of Hillsborough County, Florida.

No residential uses are permitted except for facilities determined necessary to serve a caretaker of the recreational or environmental property. All other development is prohibited in these areas except for compatible passive recreational/educational development. Educational uses should be limited to

those which utilize the natural amenities found on the site, i.e. the study of flora, fauna or wildlife.

## IMPLEMENTATION

### IMPLEMENTATION AND CONFORMANCE WITH CITY DEVELOPMENT CODES

The City’s land use categories were designed to relate to the existing zoning framework, but also to provide new categories requiring revisions to the City’s Code. Temple Terrace’s development codes easily reflect framework for the community’s goals for neighborhood conservation, community development, downtown redevelopment, historic preservation, environmental protection, and growth management. The Plan’s adoption significantly expands the City’s existing development codes in the areas of city form, social interaction, and vision and strategy.

Adoption of this Comprehensive Plan requires that new development and redevelopment meet a “concurrency test” for availability of public facilities and services prior to permitting. The Capital Improvements Element defines and describes in detail the levels of service and concurrency requirements the City will incorporate into its development permitting process or is already reflected in its Concurrency Management Ordinance.

The City coordinates its land use decisions, or available or projected fiscal resources with capital improvements that maintains adopted level of service standards and meets the existing or future facility needs. Prior to issuing development orders, the City determines if the public facilities and their levels of service are sufficient for the population and the proposed development.

“Concurrency” is defined as follows:

No development order shall be issued by the City unless there shall be sufficient capacity of public facilities to meet the standards for levels of service for existing population and for the proposed development in accordance with applicable concurrency laws and regulations.

Chapter 163, FS, defines “development permits” as including all building and zoning permits, subdivision and rezoning approvals, certifications, special exceptions, variances, or any other official action of local government having the effect of permitting land development. The City may not issue development orders or permits that reduce levels of service for public facilities below those established in the Comprehensive Plan.

Development permit approvals include several local government actions that could result in land development and, thus, development. Therefore, the City’s concurrency management system uses conditional development approvals to

coincide with various development permits with specific timeframes. This approach allows preliminary development approvals, such as rezonings and subdivision requests, to proceed in tandem with the City's Capital Improvements Program. Development orders that generate immediate impacts, such as building permits, will have a shorter timeframe between permitting and providing necessary facilities and services. Temple Terrace's concurrency management system focuses on the time variation between development orders and impacts. To establish an equitable standard in development permitting, certificates of occupancy are included in the system. To ensure compliance with Chapter 163, FS prior to issuing certificates of occupancy, the City requires the necessary infrastructure to support existing and additional population.

## **GENERAL**

The primary tools of implementation for the Future Land Use Element are the Future Land Use Map, the land use plan categories and the Goals, Objectives and Policies that set the future vision of the City of Temple Terrace. These are followed by other implementation tools that further define the intent of the Future Land Use Map and the land use plan categories for Temple Terrace.

## **FUTURE LAND USE MAP (FLUM)**

The Future Land Use Map is a graphic illustration of the municipality's policy governing the determination of its pattern of development to, among other things, achieve the Vision and Strategy of Temple Terrace through the year 2025. The map is adopted for use as an integral part of the Future Land Use Element. It depicts, using colors, patterns, and symbols, the locations of certain land uses and man-made features and the general boundaries of major natural features in the City.

The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions and exceptions of the Future Land Use Element. Additionally, each regulation or regulatory decision and each development proposal shall comply with the overall intent of all applicable provisions within the *2025 Comprehensive Plan for the City of Temple Terrace*.

All land use category boundaries on the Future Land Use Map coinciding with and delineated by man-made or natural features, such as but not limited to roads, section lines, property boundaries, surface utility rights-of-way, railroad tracks, rivers, streams or other water bodies or wetlands shall be interpreted as flexible boundaries as follows:

**Boundary Interpretation Provision**

In those land use category boundaries on the Future Land Use Map whose location cannot be directly determined from an inspection of the map to coincide with any natural or man-made feature, or where the record clearly indicates that an error was made in the location of the line on the map, the boundary shall be determined by the City Council.

**LAND USE PLAN CATEGORIES**

The land use plan categories shown on the Future Land Use Map are named according to the predominant land use or maximum level of intensity intended for that category of land use. Other uses may be permitted in any land use category as described within the individual plan category descriptions. Specific locations for other such uses are not shown graphically because to do so would predetermine locations of individual uses, particularly neighborhood-related uses, at a level of detail beyond the scope of the Future Land Use Map. All uses shall be reviewed for conformance with all applicable provisions contained within the *2025 Comprehensive Plan for the City of Temple Terrace* and with applicable development standards of the City.

The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category. Each potential use must be evaluated for compliance with the Goals, Objectives, and policies of the **Future Land Use Element** and with applicable development regulations of the City.

The compatibility of new development in relation to existing development as well as the availability of public facilities and the presence of environmentally sensitive areas are taken into account in determining if the maximum densities permitted can be achieved. If an area has been identified with a land use plan designation that permits different densities and uses other than its existing uses, it is the intention of the plan to transition that area over time to the densities and uses permitted in the adopted land use plan category. The compatibility of new development in relation to existing development is not necessarily a limiting factor, and compatibility issues should be addressed through more stringent review of site plans and application of site specific Land Development Regulations, such as buffering, rather than simply making new development compatible with the existing development densities and uses.

## **RESIDENTIAL DENSITIES**

All land use categories allowing residential development may permit clustering of residences within the gross residential density limit for the land use category and subject to any restrictions specifically stated in the Plan, providing that such clustering does not contribute to potential flooding, subject to applicable development regulations including the zoning ordinance of the City.

All land use categories shall permit the consideration of churches, schools, and sites for compatible public facilities, when in compliance with the Goals, Objectives, and Policies of the Future Land Use Element and applicable development regulations of the City.

All proposed planned development projects are subject to the Goals, Objectives, and Policies and related provisions of the Future Land Use Element and applicable development regulations, including the provisions of the zoning ordinance of the City.

### **Application of Residential Densities**

Densities are applied on a gross residential basis, which means that each development proposal is considered as a "project". Areas designated by the municipality for redevelopment may also be considered a "project". In applying densities to acreages, certain non-residential, non-mixed-use land use types that fall within a project's boundaries, such as office, commercial, or industrial, are excluded. Also, only those lands specifically within a project's boundaries may be used for calculating any density credits. Density and other calculations may be based on a site plan or the development potential inherent in the requested or existing zoning district, whichever is applicable.

## **LAND USE PLAN MAP BOUNDARIES**

The spatial arrangement of land uses which appears on the Future Land Use map is based on an intensity compatibility concept. This concept is essentially a land use hierarchy which relates use intensities to their location relative to other uses. Recreation, open space, and large lot residential uses, for instance, are among the least intense land uses, while heavy industrial and strip commercial uses, which create extensive, external impacts on the character of an area are among the most intense.

Transitions between uses are emphasized in the land use pattern. Uses which can be compatibly located between high and low intensity uses are considered "transitional" or medium intensity uses. For example, a single-family neighborhood might be separated from a strip commercial area by an office or multi-family development. Open space and buffering also lessens the friction between differing uses. Environmental lands are often excellent buffers



between potentially conflicting uses and the Future Land Use Plan recognizes their value in creating a high quality living and working environment in the City of Temple Terrace.

Individual analysis of the conditions affecting land use locations is necessary to determine plan boundary lines. Major physical features such as streets, railroads, and watercourses have been used wherever possible to divide land use categories on the Future Land Use Map. When such features cannot be used, land use plan categories are divided along existing property lines.

### **LOCATIONAL FACTORS**

The following factors are used to locate land uses and their mapped boundaries. These factors are also to be considered in determining appropriate locations for Future Land Use Plan map amendments:

- Street Classification: function, size, carrying capacity, planned improvements;
- Structural Orientation: orientation of buildings to each other and to major and minor streets;
- Availability of Public Facilities: availability of municipal utilities, solid waste disposal, recreational, and school sites;
- Existing Development and Development Potential: stability of the area, development trends;
- Ownership Patterns: single lot or large tract ownership as a guide to determine the scale of potential development;
- Hillsborough River; and
- Temple Terrace Golf Course

Intensities are easily related to other physical characteristics of the community such as the transportation system. Under this approach, land use intensities are related to transportation-based locational criteria in the following manner:

- Minor and major arterials, which provide through traffic routes, form the boundaries of neighborhoods and special use areas;
- High intensity uses, which are heavy trip generators, are oriented toward major streets and transit nodes;
- Local streets provide quiet, safe, low volume traffic which assists in preserving the residential atmosphere of the neighborhoods; and
- Low intensity uses, which generate few vehicular trips, are oriented toward local streets as a way of preserving the residential atmosphere of neighborhoods.

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# **APPENDIX**

**TO**

## **FUTURE LAND USE ELEMENT**

### **CONTENTS:**

- **VISION MAP**
  - **PROPOSED FUTURE LAND USE MAP**
  - **WELLHEAD PROTECTION MAP**
  - **EXISTING LAND USE MAP**
- 
- **ATTACHMENTS 1 to 6**



**City of Temple Terrace**

*A City for Living...*



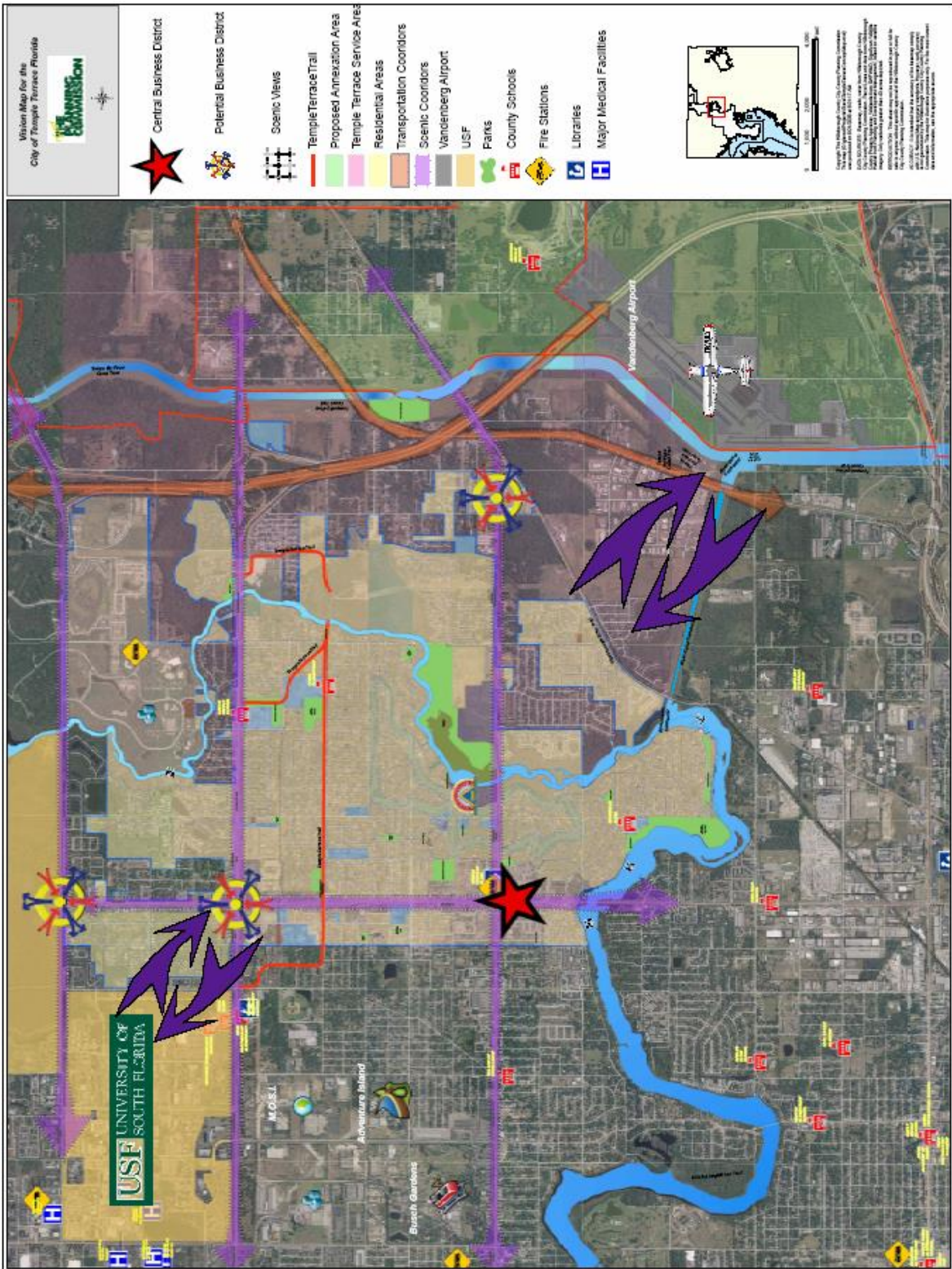


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# VISION MAP *(not officially adopted)*



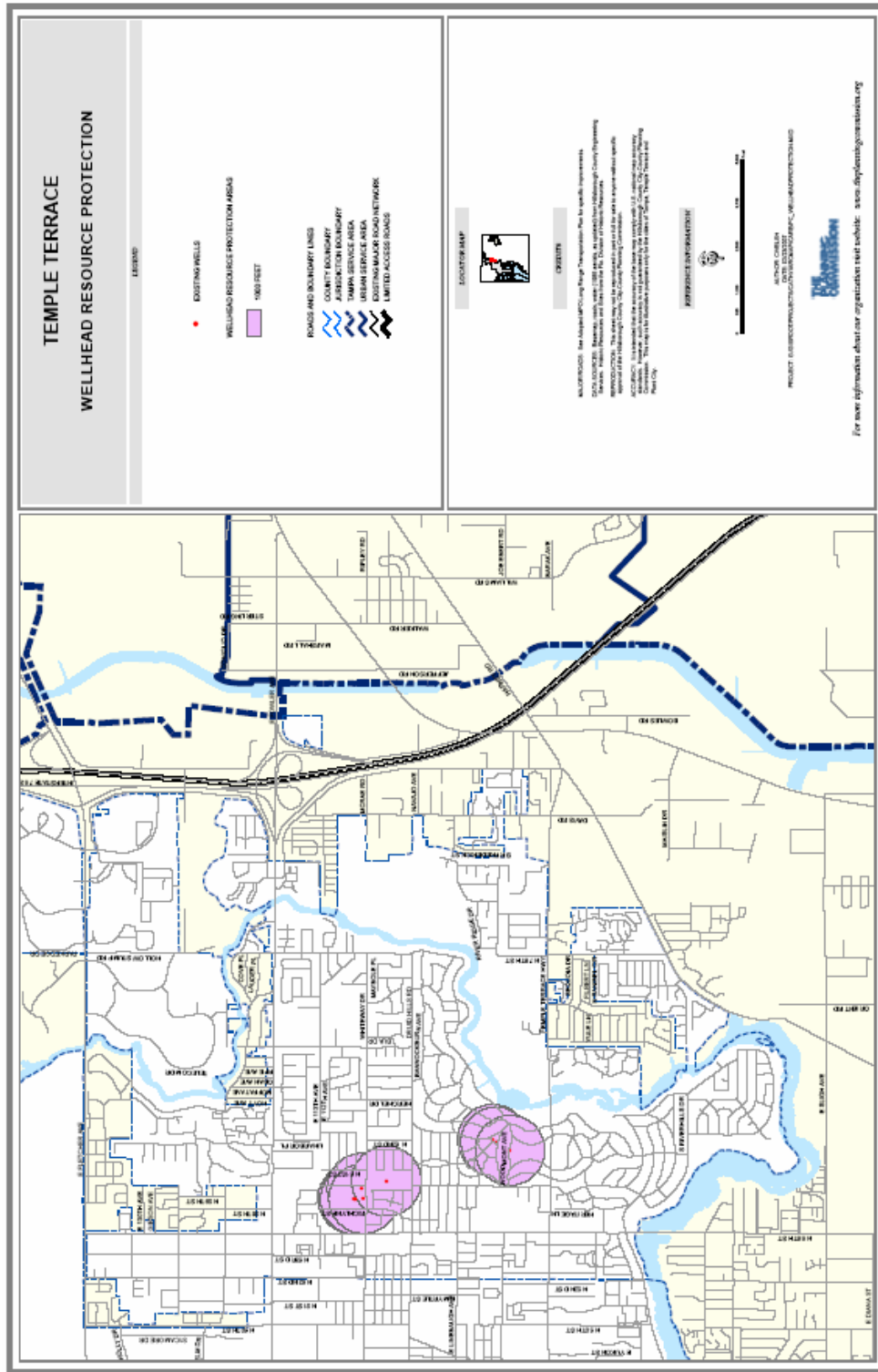
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# WELLHEAD PROTECTION MAP\*

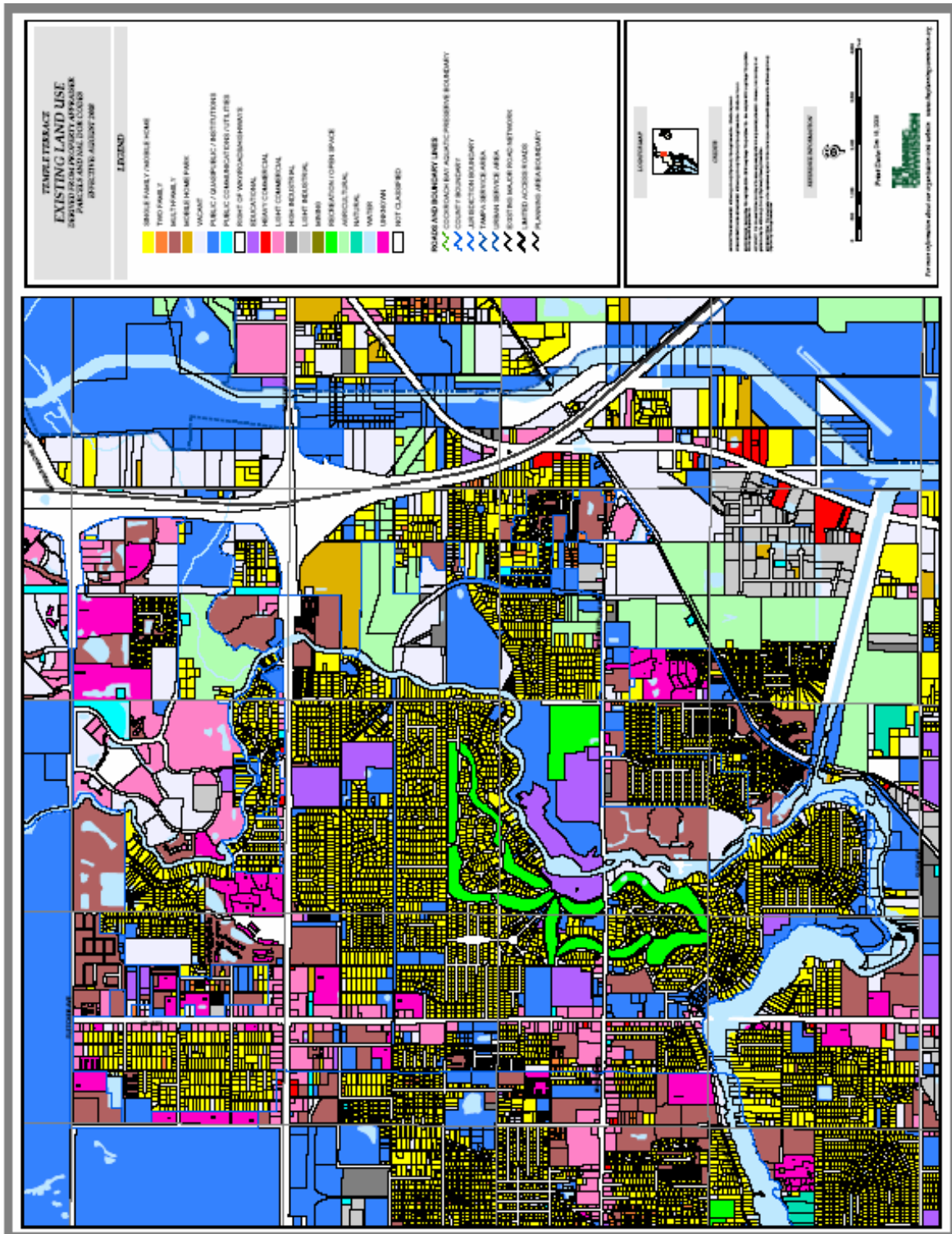


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# EXISTING LAND USE MAP\*



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Hillsborough County  
City-County  
Planning  
Commission



# ATTACHMENT 1

## HISTORY OF TEMPLE TERRACE



**City of Temple Terrace**

*A City for Living...*



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Hillsborough County  
City-County  
Planning  
Commission



# HISTORY OF TEMPLE TERRACE

## HISTORY OF THE CITY

The land area that was to become the City of Temple Terrace was originally purchased in 1900 by Chicago businessman Potter Palmer. Palmer built a winter hunting lodge along the west bank of the Hillsborough River on land now owned by Florida College. At that time, the only access to the property was a road running east from Nebraska Avenue that ended at the lodge and the undeveloped land surrounding it. In 1919, the land was leased to the Lyon Pine Company. Apparently, the lumber company didn't fully exercise the logging lease since an abundance of large oak and pine trees still remain in the City.

Around 1920, the Palmer Estate was included in a 5,000 acre land purchase by W.E. Hamner of Valrico. Mr. Hamner was to become known as a Tampa land baron, but during the year following his purchase of the Palmer Estate, he had difficulty trying to turn the land over for a fast profit. Finally, he sold the land to a business partnership

made up of his brother, Burt Hamner, and his partners, D. C. Gillett, and Vance Helm. The threesome formed Temple Terrace, Inc., in 1920 to develop orange groves north of Druid Hills Highway and a vacation community along the Hillsborough River. The new community was christened Temple Terrace (Figure 1) after the hybrid Temple oranges that Gillett’s father had developed at his citrus nursery in Winter Park, Florida.

**FIGURE 1. AN ORIGINAL PLAT MAP OF TEMPLE TERRACE ESTATES.**



*An original plat map of Temple Terrace Estates*  
Source: *Temple Terrace: The First Fifty Years*, 1975.

The new corporation planned to sell resort homesites to wealthy retired couples from the north. The homesites included Temple orange citrus trees, which were marketed as providing a means of income, as well as a pleasant horticultural hobby. During the Florida Boom Years of 1922 through 1925, the ground work for a residential community was laid. Residential streets were designed, curbed, and paved; sidewalks were constructed; a deep well into an underground spring was built to provide the City with water which was promoted as being 99.97 percent pure; and a stormwater facility was established.

The developers wanted to create a community with its own unique image. Famous architectural and construction companies were hired to design and build homes in the Mediterranean Revival style. Tiled roofs, featuring imported antique tile from Cuba and

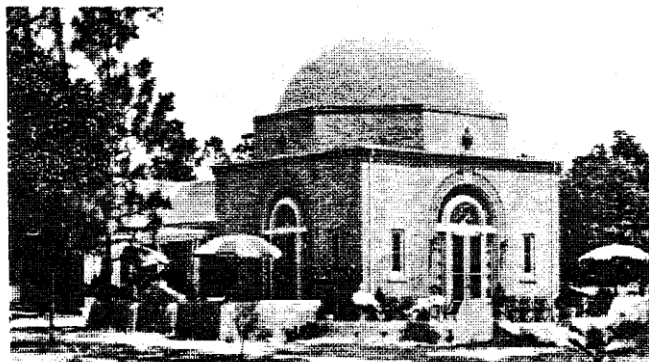


Spain, became the community’s trademark. Many of these homes exist today and can still be easily recognized by their tile roofs.

By 1923, Temple Terrace Estates consisted of several large homes built around the country club golf course. An addition of thirty Mediterranean Revival homes was made during 1924 by a New York construction company. The houses featured small kitchens and dining rooms as part of the community’s resort image. Meals were served daily in the fashionable clubhouse dining room, which seated 150 people. To further attract retirees, an Olympic-sized swimming pool was completed in 1925.

The largest remaining historic structures relate to development of the town as a popular winter resort. The Olympic-sized swimming pool was located to the rear of a gambling casino known as the “Club Morocco”, which was to become known as the most luxurious night club on the west coast of Florida. The club featured Spanish Mission architecture with a tiled fountain in the lobby and a mummy case said to have been imported from Egypt. During the 1960s and 1970s the City would use the building as a City Hall before transferring it to Florida College, which currently uses it as a recreation facility.

**FIGURE 2. SALES OFFICE, OLD CITY HALL, AND NOW PART OF A COMMUNITY CHURCH.**



*Source: Temple Terrace: The First Fifty Years, 1975.*

The three-story Clubhouse Hotel was erected south of the Club Morocco to accommodate visitors and prospective buyers. Today, it is also owned by Florida College and is used as a dormitory. The domed memorial chapel of the Temple Terrace Community Church, located at the intersection of Belle Terrace and Inverness Avenues, originally housed the development company’s sales offices. Following incorporation, the building was used as a City Hall for many years (Figure 2).

To promote the new development, an aggressive advertising campaign was initiated (Figure 3). Prospective buyers were brought in by trains and buses and taken on tours of the development. Many prospects were given free room and board for several nights. As a result, hundreds of acres were sold. The developers of Temple Terrace

Estates sold homesite half-acre lots at prices ranging from \$1,500 to \$10,000 for golf course frontage. Tracts of land with young Temple orange trees on them sold at prices ranging from \$1,250 to \$1,750 per acre. Development activities continued at a fast pace through the summer of 1925.

On May 18, 1925, the City of Temple Terrace incorporated as a municipality within Hillsborough County. The original incorporated area was much larger than the present day City limits (Figure 4). Since incorporation, the City limits have been changed several times by annexations and de-annexations.

Election of officials for the new City was held in June, 1925 with D.C. Gillett (Figure 5), Mrs. Maude C. Fowler (Figure 5), and C.C. Dickson serving as the City's first elected officials. The new City officials passed several ordinances during the early meetings of the City Council. The first ordinance passed allowed for a vote to be held on a bond issue to purchase, construct, and extend a municipal water waste system and electric light plant; the second established election regulations; the third provided for tax assessments; and the fourth created a five-member Park Commission to control the golf course and water system. The following year (1926), the Council passed a resolution establishing a criminal code for the City.

An unusual series of events occurred during 1925 and 1926. The State Legislature called an extraordinary session to pass an Act to allow the City of Tampa to expand its corporate limits into a portion of the land area within the City of Temple Terrace. The new City was beginning to experience financial difficulty and Tampa's annexation of a portion of the City was apparently agreed to by both municipalities. However, by the end of 1926, just prior to Tampa's expanded corporate limits taking effect, Temple Terrace had a change of heart and passed a resolution to file a lawsuit declaring the special Act ineffectual. The Act was eventually declared unconstitutional by the Florida Supreme Court. By the end of 1926, residential development in the City had come to an abrupt halt. For the next 30 years, the community stood still.

During the Depression years, the City's biggest problem was its indebtedness to various creditors. The citizens of the community were supportive with private monetary donations to assist the City in paying its debts. For example, residents volunteered to pay \$5.00 a month for water instead of the flat rate of \$2.50 a month. The City was just as congenial in accepting 350 pine trees in payment of a two-month water bill and an annual property tax bill. Despite the great community enthusiasm and support that was expressed by its residents, the City still could not pay the interest due on 860,000 municipal bonds that had been sold.

FIGURE 3. A DEVELOPER’S ADVERTISEMENT (FROM SUNILAND, APRIL, 1925).

*Diagram Map shows Location of Greens on the sportiest Golf Course in Florida*

*A Private Paradise!*

Temple Terrace Estates is an exclusive, restricted community, offering to you NOW all the advantages for home-building and investment. Four years of time and millions of dollars have been spent to insure the position of Temple Terrace in the first rank of all American suburban communities.

"Here for you" at this Masterpiece of Florida's enterprise are the beautiful Temple Terrace Country Club—with the sportiest rolling golf course in the state—the swimming pool, bridle paths, tennis courts, canoes, parks, gardens, the incomparable Riverhills drive, boulevards, estates—these are PROVIDED! Further development is going on at a rapid pace.

Temple Terrace Estates is a Monument to Promises Kept!

**Temple Terrace Estates**  
FLORIDA'S MASTERPIECE

"Tampa's Incomparable Suburb"

Source: Temple Terrace: The First Fifty Years, 1975.

FIGURE 4. HISTORIC EXPANSION AND CONTRACTION OF THE CITY LIMITS.

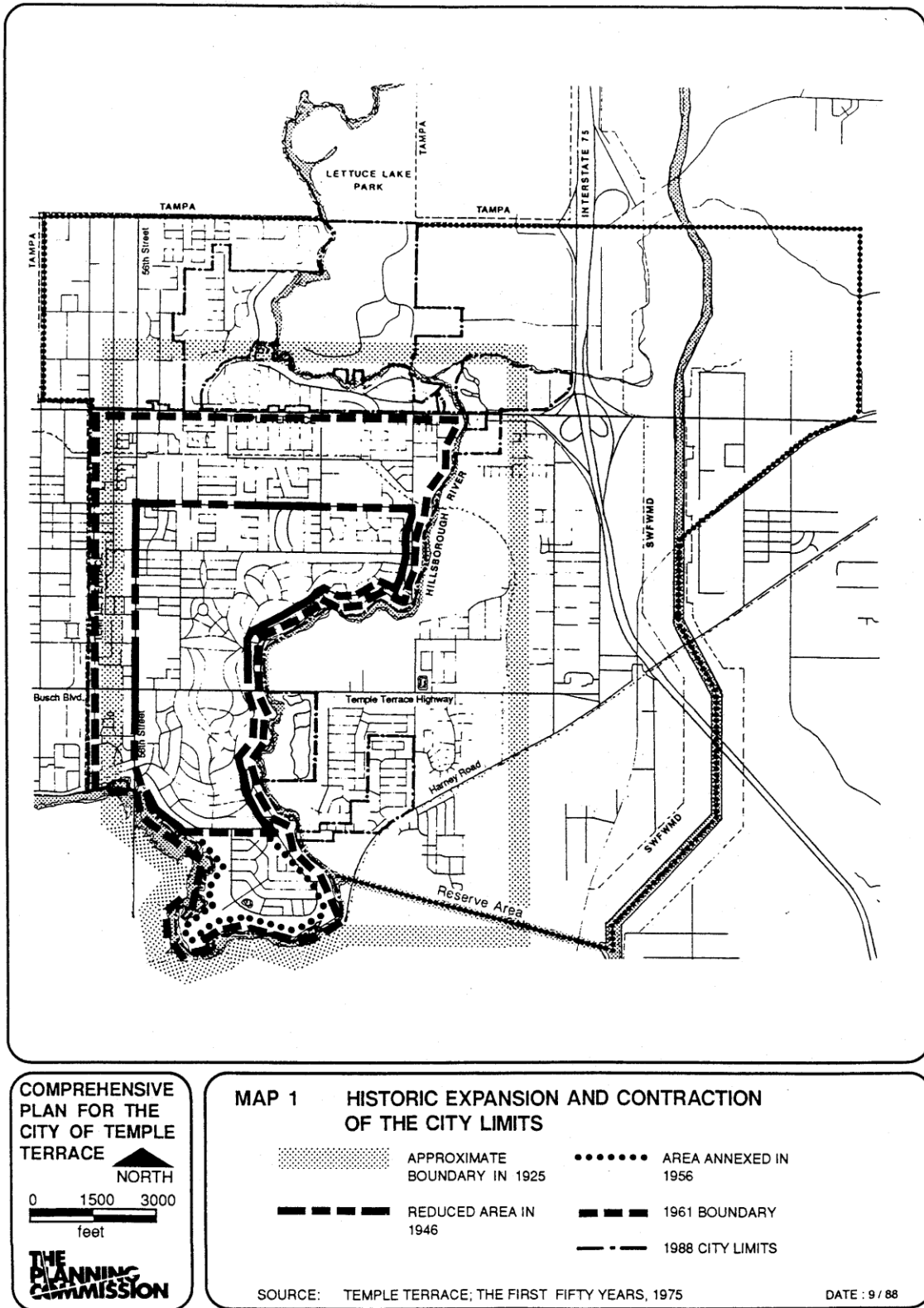
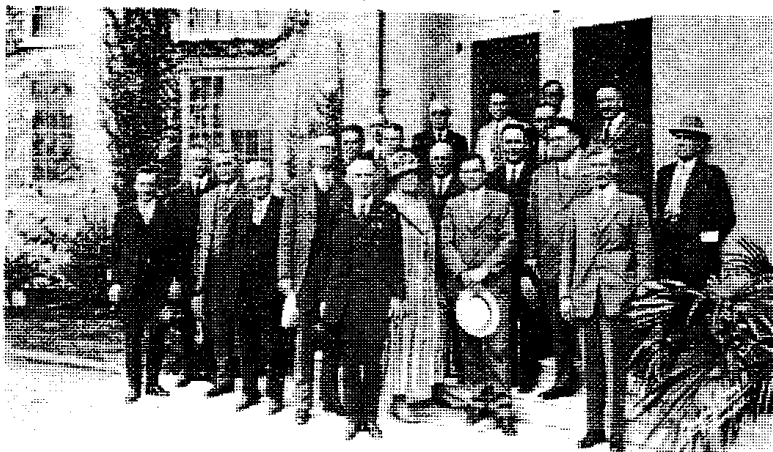




FIGURE 5. PHOTO OF THE ORIGINAL DEVELOPERS.



*The original developers. Only four have been positively identified: the lady is Maude C. Fowler; the man directly behind her hat, R.D. Hoyt; man at right in front row (with mustache), Carlton Cone; and the man directly behind Cone's right shoulder, D. Collins Gillett.*

*Source: Temple Terrace: The First Fifty Years, 1975.*

Finally, the U.S. congressional amendment to the National Bankruptcy Act in 1937 gave the City a way to solve its indebtedness crisis. The City negotiated a deal with B.F. Van Ingen of New York to accept City lots for municipal bonds. Van Ingen not only accepted City lots for the bonds he held but also bought out additional shares in trade for land. The City extended the program to homeowners in the community if they agreed to subscribe for the bonds. The idea became a tradition and the City allowed anyone to make an offer to purchase City-owned lots through 1953. Lots were sometimes sold for as little as \$10. Five lots sold for \$300 and three City blocks sold for \$700. Eventually, the City decided to require bids on the lots to be sold, which slowed the pace of selling City-owned land.

Problems persisted through the 1940s. In 1940, the town's population was only 215. The City's recreation facilities were in critical condition both physically and financially. The City could not maintain its golf course and swimming pool. Most of the original structures built in the 1920s were deteriorated, with the exception of two that had been refurbished through community donations and monies from the Work Progress Administration (WPA).

In an attempt to resolve the City's financial burden, City officials passed a resolution in 1945 to shrink the City limits (Figure 4). The new boundaries were described as bounded by Whiteway Road to the north, the river to the east, 330 feet south of Riverhills Drive to the south; and along 56th Street to the west. Soon, the City was able to repay the citizens who had been issued bonds on the swimming pool property and necessary repairs to the pool were completed. After World War II, the City began to experience a rise in its economy. Street signs were installed, a two-cent per foot

assessment on all properties along paved roads was levied, City streets were repaved, a street sweeper was purchased, and even a savings account was opened in the City's name at the local bank.

In 1944, the site of today's Florida College was purchased by Dr. Sherman Smith to use as a school for the deaf. The school for the deaf never materialized but a college did open in September, 1946, with grades 10, 11, 12, and the first two years of college. In 1954, the college was accredited by the Southern Association of College and Schools. The City has benefited in many ways from Florida College, not the least of which is the preservation of many of the City's historic structures which are located on the college's campus.

By 1950, the City was poised on the brink of another development boom. Local residents became concerned that the new developers might build small, economical houses or multi-family developments that would be out of character with the community, thus lowering the standard of living and the value of existing homes. Although some multi-family developments had been built in the early 1920s, only one structure remains as a dormitory on the Florida College campus. The City's local Civic Association suggested the City adopt a building code similar to the one used by Coral Gables. Standard building and zoning codes were adopted in 1961, but neither was identical to those used by Coral Gables.

By 1960, Temple Terrace's population was 3,812, a percentage increase of 780 percent over the 1950 census count of 433. Residential development consisted almost entirely of single-family dwellings. Industrial uses did not exist and a nucleus of strip commercial shopping centers was beginning to develop at the intersection of 56th Street and Temple Terrace Highway (Busch Blvd.). The City was becoming a crossroads community that provided convenient neighborhood shopping to the surrounding areas.

During the 1960s, as commercial developments along 56th Street began to intensify, a multitude of problems was cited in the local press which correlated to the City's growth. Conflicts with through traffic, the inability to control the number of curb cuts from individual businesses along 56th Street, and the lack of adequate facilities to serve long-range needs were but a few of the problems discussed. The City became concerned about reserving undeveloped land to accommodate future commercial developments and finding suitable locations for civic and cultural facilities. Until recently, the intersection of 56th Street and Bullard Parkway was the primary trade center for the surrounding area. In 1987, lands at the intersection of Fowler Avenue and 56th Street were developed with commercial uses. Permitting commercial growth to occur along the exterior limits of the City, however, has created some commercial blight in the City's downtown core.



All types of housing projects were developing rapidly in and around the City during the late 1960s and early 1970s. Residents of the predominantly single-family residential community felt they were being overrun with high density multi-family complexes. The high density developments added significantly to the 1970 population of 7,300. Townhomes, considered a high density development and a relatively new building concept, were being introduced as an affordable alternative to the traditional single-family detached house. As early as the mid-1970s City records indicated 3,660 high density units were either completed or planned.

Growth continued to create problems in the areas of traffic control, police and fire protection, and overcrowded school classrooms. In an effort to better manage the City's growth, City officials sought to minimize the construction of multi-family housing. These desires were reflected in the Horizon 2000 Land Use Plan, adopted in 1977, which programmed minimal amounts of land for multi-family and commercial use.

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# ATTACHMENT 2

## TEMPLE TERRACE VISION 2020 STATEMENT And RELATED GOALS And MAIN IMPLEMENTING STRATEGIES



**City of Temple Terrace**

*A City for Living...*



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TEMPLE TERRACE

VISION 2020 STATEMENT

And

RELATED GOALS

And

MAIN IMPLEMENTING STRATEGIES



The City of Temple Terrace initiated a visioning process in June 2000 and concluded it in April 2001. Temple Terrace Vision 2020 was sponsored by the Mayor and City Council and the Hillsborough County City-County Planning Commission.

As a result of a series of community workshops and the meetings of a local Steering Committee, ten goals were developed. Following goal development, participants in the community workshops and members of the Steering Committee identified and prioritized strategies for the achievement of the goals.

Having completed its work, the Steering Committee decided to leave the implementation of the vision to the Mayor and City Council and City staff, with an annual report by the City on the ten goals and re-evaluation of the vision on a three-year cycle.

Listed below are the Vision statement, ten goals and the top five strategies identified for implementation of each goal:

**VISION Statement:** *Temple Terrace is a close-knit, family-oriented, pedestrian-friendly community with a vibrant downtown. The City maintains a close connection to the Hillsborough River as part of its natural heritage. It's a safe, beautiful, business-friendly City with high quality services, good schools, and efficient government.*

**Goal 1: Complete the redevelopment of downtown.**

1. Reconfigure space to use it more efficiently/redesign it. Build buildings right on 56<sup>th</sup> Street with parking underneath or behind. Landscape the street. Include year-round markets, such as specialty food markets. Incorporate a landmark, such as a tower or a fountain.
2. Develop a program/plan, so people can visualize what it could be.
3. Provide incentives for private investment. Adopt laws and regulations to enhance the development potential, e.g., relief from height limits.
4. Create leverage by partnering with a developer.

5. Establish design guidelines (already moving forward).

**Goal 2: Make the City more walkable and bikeable.**

1. Introduce different pavement types at crosswalks and install cross-arm signals in the downtown area to change the appearance of the area and slow traffic down. Introduce different pavement types at the entrance features to slow down the traffic entering Temple Terrace.
2. Connect this goal with Goal 1 (downtown redevelopment). Make the downtown more walkable with appropriate design. Put buildings close to the road, with parking behind. Make each quadrant of the Busch Boulevard/56<sup>th</sup> Street intersection pedestrian accessible to the residents behind it. Provide an off-street mini-terminal for buses.
3. Encourage pedestrian access with landscaping and placement of plant materials.
4. Improve internal circulation in each quadrant of Busch/56<sup>th</sup>.
5. Develop a plan to address future traffic needs on the City's main arteries in a way that is innovative and doesn't make the City less pedestrian friendly, e.g., no more 6- and 8-lane highways.

**Goal 3: Improve the appearance of the City by developing and consistently applying design guidelines, landscaping, planting trees, and effectively enforcing City codes.**

1. Construct the new entrance features that have been designed.
2. Develop more specifics on the design guidelines and preferred architectural style. Provide a variety of options and show pictures and examples.
3. Approach TECO about burying overhead power lines and landscaping their facilities.
4. Develop incentives and recognition programs for residents to keep up their yards, rehabilitate their homes, e.g., a banner recognition program for home restoration, Yard-of-the-Month.
5. Establish design guidelines for the City. Establish standards for paint color and construction quality. Plant large trees and drought tolerant and hardy species of plants. Educate residents about landscaping and design.

**Goal 4: Maintain the City's services, traditions, small town atmosphere, and family orientation even as we grow.**

1. Hold more community and cultural events – to create conversation, involve people as volunteers. For example, hold special days, such as Family Day or Senior Day at Riverhills Park. To implement, have speakers go to various service organizations.



## **City for Living – Excellence, Balance, Harmony**

2. Expand newspaper coverage of community activities, center activities, e.g., get the Chamber's calendar of events published in newspapers.
3. Use Welcome Wagon and Newcomers Club to let people who are being annexed know something about the community they will be a part of.
4. Work with clubs to get new young people involved in civic activities and community events.
5. Be cautious about the areas we annex, making sure they're aligned with our vision.

### **Goal 5: Capitalize on the Hillsborough River as the City's greatest natural asset.**

1. Build a boardwalk (including a pedestrian bridge) to provide public access to the River's natural beauty and wildlife while confining the human activity.
2. Protect it! Keep the River natural so residents can enjoy wildlife. Limit horsepower of boats, increase signs, establish a River Watch program. Educate residents about the River and its wildlife and enlist their aid in maintaining the City's green space along the River, e.g., exotic vegetation control.
3. Build an Environmental Education/Nature Center at Riverhills Park to augment Riverhills Elementary being an attractor school for environmental education.
4. Establish a city-owned canoe outlet.
5. Work with SWFWMD on the control of the flow in the River.

### **Goal 6: Encourage excellent neighborhood schools.**

1. Foster and support local lobbying efforts for neighborhood schools and alternative schools.
2. Get School Board to buy-in to local efforts supporting the pre-K to high school cluster.
3. Involve more residents as volunteers, e.g., tutors.
4. Insist on smaller class sizes.
5. Create walkable environments to existing schools and ensure walkability of new schools.

### **Goal 7: Establish closer ties to the University of South Florida and Florida College.**

1. Establish an ongoing USF/Temple Terrace community support committee similar to what exists for the local pre-K to high school cluster.
2. Identify and utilize expertise and resources at USF for local problem-solving assistance.
3. Promote business and technology development tie-ins that complement USF activities.

4. Hold special Temple Terrace nights at cultural events at USF and Florida College; use them as fund raisers for Temple Terrace organizations by donating part of the ticket price.
5. Extend the proposed bike path to USF.

**Goal 8: Create new housing opportunities for senior citizens with convenient access to shopping and services.**

1. Continue to have all goods and services available within Temple Terrace, so residents don't have to leave the area to get what they need.
2. Partner with the federal government to develop senior housing. Include it as part of the mix of uses downtown. It would be stable and give seniors access to shopping.
3. Expand the City's shuttle service. Take the Hartline funds the City spends and apply them to the expansion of the City's shuttle service.
4. Create pathways for electric carts. Build bike paths so they're usable by electric carts and connect shopping, not just recreation centers. Promote pedestrian-friendly access throughout the City, especially those areas most visited by senior citizens.
5. Build another nice condominium project, such as the condos on the River at Riverhills and Fowler. They will appeal to seniors. Establish guidelines for any new multi-family development, such as condos. Don't allow more apartment complexes

**Goal 9: Enhance economic opportunity through redevelopment and support of I-75 corridor development for high technology enterprises.**

1. Create a tax increment financing district and a plan to ensure sufficient infrastructure, i.e., transit, water/sewer, and pedestrian facilities. Make sure the City has adequate water and sewer facilities. Protect the River.
2. Develop a marketing strategy and marketing plan to attract industry.
3. Develop a master plan for the area along I-75 that the City plans to annex. Incorporate greenways, trails and bike paths in I-75 development.
4. Apply high standards of appearance and attractiveness to all new development, e.g., landscaping, art, murals.
5. Identify, create, and utilize state and local economic incentives to attract high-technology industry.

**Goal 10: Encourage neighborhood revitalization outside the City's boundaries to the west and south.**

1. Make Temple Terrace so attractive on its borders it will create a spillover effect and encourage new development across the street. Redevelop/beautify downtown to

build credibility and serve as a catalyst for redevelopment/improvement to the south.

2. Be proactive in code enforcement in the area between 52<sup>nd</sup> Street and 56<sup>th</sup> Street from Bullard Parkway to Fowler Avenue.
3. Keep pressure on law enforcement agencies patrolling Temple Terrace's border to coordinate, cooperate, and overlap.
4. Monitor zoning requests in perimeter areas of Tampa and Hillsborough County and speak up to those local governments about proposals that could have a negative impact on Temple Terrace. Go to Tampa's City Council meetings to present concerns. Make officials aware of Temple Terrace concerns.
5. Recruit businesses we want (not check cashing or furniture rental stores) for commercial corridors along Busch Boulevard and 56<sup>th</sup> Street. In the downtown, provide a mix of uses (not just retail), including office uses. Office workers can support retail and restaurants.

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# ATTACHMENT 3

## TEMPLE TERRACE

2005

### STATISTICAL SUMMARY AND PROFILE REPORT



**City of Temple Terrace**

*A City for Living...*



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# Statistical Profile Summary



## Summary of Significant Facts

- Between 1970 and 2000 the population of Temple Terrace grew by 183.6%.
- 12% of residents are between the ages of 18 and 24.
- Between 1980 and 2000 persons living in Temple Terrace and classified as other than White, African American or Hispanic increased fourteen fold.
- Between 1970 and 2000 persons living in Temple Terrace but born outside of the United States increased twenty fold and now represent 11.6 percent of the population.
- Of foreign born residents: 44.1% are Latin American, 27.6% are Asian, 17.5% are European, 5.9% are North American, 4.1% are African and 0.7% hail from Oceania.
- 29.5% of all foreign born residents arrived between 1995 and March 2000.
- 17.2% of residents speak a language other than English at home.
- Nearly one in five children are enrolled in private school
- 29.6% of all families are single parent families.
- 43.5% of residents have attained a bachelors degree or higher.
- 0.8% of residents utilize public transportation to travel to work.
- Of 111 businesses surveyed by the USF Department of Criminology 102 or 91.9% felt safe operating a business in Temple Terrace.
- 41.4% of business surveyed stated that they have experienced a change in customer base during the last five years. 42 or 91.3% of these businesses mentioned a more diverse clientele as the change.

## **Geography**

- Temple Terrace comprises 6.93 square miles, of which 6.86 square miles is land.
- Temple Terrace’s land use is comprised of 36.3% natural, 24.9% residential, 18.2% agricultural, 15.2% public, 4.7% commercial and 0.7 industrial.

*Source: City of Temple Terrace Comprehensive Plan June 1999 Hillsborough County City-County Planning Commission*

## **Population & Characteristics**

- Temple Terrace’s population is 20,918 at a density of 3,051.2 per square mile
- In 1970 the population of Temple Terrace was 7,377 the city has grown by 183.6%
- Hillsborough’s population is 1,083,520 at a density of 1,031 per square mile
- 42% of Temple Terrace’s population is between the ages of 18 and 44 as compared to 39% of Hillsborough County, 38% of Tampa and 35% of the state of Florida

- Correspondingly Temple Terrace is not as young or as old as the rest of the area the only exception would be that Hillsborough County’s percentage of residents over the age of 65 is 11% as opposed to Temple Terrace at 12%

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

- Temple Terrace has experienced considerable minority growth between the years of 1980 and 2000. Total minority population in 1980 was 1,093 or 9.8% of the total population. Total minority population in 2000 was 5,755 or 27.5% of the total population.
- The African American population has grown from 258 or 2.3% of the total population of 1980 to 2,267 or 10.8% of the total population in 2000. The Hispanic/Latino population has grown from 757 or 6.8% of the total population of 1980 to 2,373 or 11.35 of the total population in 2000. All other races/ethnicities accounted for 0.7% or 78 individuals in 2000 all other races/ethnicities accounted for 5.3% or 1,115 individuals.

- Puerto Ricans make up the largest grouping of Hispanic/Latino in Temple Terrace this corresponds with both Tampa and Hillsborough County although Cubans make up the largest grouping of Hispanic/Latino in the state of Florida.
- Foreign born residents totaled 421 or 3.8% of Temple Terrace's population in 1980 by 2000 foreign born residents totaled 2,427 or 11.6% of Temple Terrace's population
- 17.2% of Temple Terrace residents speak a language other than English at home
- 6% of Temple Terrace residents do not speak English very well this number is considerably lower than that of Tampa or Hillsborough County
- 10.5% of Temple Terrace residents speak Spanish at home
- This foreign born population appears more diverse than those populations found in either Tampa or Hillsborough County as Temple Terrace's Latin American foreign born population makes up 44.1% compared to 68.8% for Tampa and 66.0% for Hillsborough County.

*Source: SOCDs Database: U.S. Census Data*

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000*  
*Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

## **Housing**

- 13.7% of the housing stock for Temple Terrace was built before 1959 compared to 40.2% for Tampa
- Total Housing Units 9,359 at a density of 1,365.1 per square mile
- Temple Terrace like many areas within Florida shows a high degree of housing mobility as 59.7% of total housing units were moved into between 1995 and March of 2000. This number is higher than Tampa (56.4%), Hillsborough County (57.2%), or the state of Florida (53.8%). Perhaps its proximity to the University of South Florida is of partial influence.
- Temple Terrace appears to be an area of increasing housing costs as 43.2% of all housing is valued under \$99,999 and another 42.5% is valued between \$100,000

and \$199,999 these numbers combined 85.7% are higher than either Tampa (76.4%) or Hillsborough County (76.2%).

- 53.7% of Temple Terrace housing is owner occupied of this 39.7% carries a mortgage. 39.9% of Temple Terrace housing is renter occupied and 6.4% is not computed. 54.4% of Tampa housing is owner occupied of this 36.3% carries a mortgage. 42.7% of Tampa housing is renter occupied and 3.0% is not computed. 57.1% of Hillsborough County housing is owner occupied of this 42.7% carries a mortgage. 33.6% of Hillsborough County housing is renter occupied and 9.3% is not computed.

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

- Between the years 1982 and 2001 multifamily permits outnumbered single family permits 66.4% to 33.6% the trend over time has shown a higher percentage of multifamily dwellings being built in Temple Terrace than single family dwellings. In 2001 74% of all building permits were multifamily dwelling up from 58.3% in 1982. Between the years 1982 and 2001 only 10 of 2077 multifamily permits were for 2, 3 or 4 person dwellings.

*Source: SOCDs Building Permits Database*

## **Education**

- 4165 youth residents of Temple Terrace are enrolled in K-12 education programs or 20% of the total population
- 81.8% of these students are enrolled in a public program
- 18.2% of these students are enrolled in a private program

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

- Within the city limits of Temple Terrace one will find three elementary schools: Lewis is an A school, Temple Terrace is a B school and Riverhills is a C school. Riverhills fails to reach the district or state average in each FCAT grade. Lewis and Temple Terrace are both above the district and state FCAT grade average.

*Source: Guide to Hillsborough County Schools Tampa Tribune July 16, 2004*

- All three schools are below the Hillsborough County School Districts limited English proficiency average of 12.6%. Temple Terrace at 67.8% and Riverhills at

68.8% are both above the state average of 52.9% and the district average of 54.4% for the number of students enrolled in the free-reduced lunch program. Lewis has 46.8% of its students enrolled in this program.

*Source: Florida Department of Education: Florida School Indicators Report 2002-2003*

- Temple Terrace has one middle school within its city limits, Greco a C school. Greco is below the district average in every subject and grade. It is below the state average in all but one (8<sup>th</sup> grade writing).

*Source: Guide to Hillsborough County Schools Tampa Tribune July 16, 2004*

- Greco at 64.6% is above the state average of 52% for free-reduced lunch students and just barely below the district average of 65%. Greco is below the state average of 8.2% in limited English proficient students while above the district average at 6.0% compared to the districts 4.6%.

*Source: Florida Department of Education: Florida School Indicators Report 2002-2003*

- The population of Temple Terrace has attained a higher percentage of education than those living in Tampa, Hillsborough County or Florida. 43.5% of those residing in Temple Terrace have earned a bachelors degree or greater compared to 25.2% for Tampa, 25.1% for Hillsborough County and 22.4% for Florida.

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000*

*Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

## **The Economy**

- The economy of Temple Terrace appears to be structured differently then that of Tampa, Hillsborough County or Florida. 48.3% of Temple Terrace's employed work within the following three industry sectors: 1) finance, insurance & real estate 2) business and professional services 3) education, health and social services compared to 40.7% of Tampa's employed, 39.4% of Hillsborough County's employed and 36.8% of Florida's employed

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000*

*Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

- Correspondingly to Temple Terrace's educational attainment and its strength within the service economy its income measures are considerably higher then those of Tampa, Hillsborough County or Florida. The median household income for Temple Terrace at \$44,508 is significantly higher when compared to Tampa's \$34,415, Hillsborough County's \$40,663 and Florida's \$38,819. The per capita

income for Temple Terrace is also significantly higher at \$26,515 when compared to Tampa's \$21,953, Hillsborough County's \$21,812 and Florida's \$21,557.

- 11.3% of Temple Terrace households earn \$14,999 or less per year compared to Tampa's 21.2%, Hillsborough County's 15.3% and Florida's 16.3%. 14.0% of Temple Terrace households earn between \$100,000 and \$199,999 per year compared to Tampa's 7.5%, Hillsborough County's 9.1% and Florida's 8.1%.

*Source: SOCDs U.S. Census Data*

- 5.4% of Temple Terrace's families are living at or below the poverty level compared to 14% of Tampa's families, 9.1% of Hillsborough County families and 9.0% of Florida families. These numbers then produce children living at or below the poverty line which includes for those under the age of eighteen 7.0% of Temple Terrace, 21.1% of Tampa, 13.7% of Hillsborough County and 14.2% of Florida.

- 7.2% of all residents of Temple Terrace are living at or below the poverty line compared to 18.1% of Tampa, 12.5% of Hillsborough County and 12.5% of Florida residents.

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
Geographic areas of Temple Terrace, Tampa, Hillsborough County, and Florida*

- When comparing household income against the national average for the lowest 20% and the highest 20% Temple Terrace ranks well within this parameter as 14.9% of its population falls within the lowest 20% and 23.3% falls within the highest 20%. The household income for Temple Terrace in 1979 was \$6,688 dollars more then it was in 1999.

- 3.2% of Temple Terrace's civilian labor force is unemployed compared to 8.6% of Tampa, 5.7% of Hillsborough County and 5.6% of Florida.

*Source: SOCDs Database: U.S. Census Data*

## **Environmental Issues**

- Temple Terrace uses 3.7 million gallons of water per day by bringing water to 29,000 people within its water service area.
- Temple Terrace has a recycling program including yard waste and commercial recycling



- 42% of pre-development (before 1900) wetlands have been lost in Hillsborough County over 79,000  
*Source: 2003 State of the Environment Protecting the Health of Our Ecosystem prepared by, The Environmental Protection Commission of Hillsborough County*
- ELAPP has purchased 118 sites accounting for 36,079 acres at a cost of 128.6 million dollars (1990-2001)

## **Arts, Culture & Recreation**

- 360 acres of park land, 2 community based recreation centers, 4 athletic facilities, 5 community parks, 5 neighborhood parks, 3 tennis facilities, 5 swimming pools, 3 nature preserves  
*Source: [http://www.templeterrace.com/parks\\_recreation/index.htm](http://www.templeterrace.com/parks_recreation/index.htm)*
- Hillsborough & Pinellas arts and cultural sales of \$232 million, direct spending \$83 million FY 1996 (5,174 jobs – 90 million dollar payroll)
- Hillsborough & Pinellas arts and cultural sales of \$402.2 million, direct spending \$208 million FY 2000 (7,000 jobs – 147 million dollar payroll)
- Year 2000 local attendance 5.5 million (45% free, of these 40% children)  
Year 2000 local attendance 3.3 million (Bucs, Devil Rays, Lightning, Mutiny, USF Football & Basketball and the Outback Bowl)  
*Source: Tampa Bay Business Committee for the Arts [www.tbbca.org](http://www.tbbca.org)*

## **Moving Around Efficiently**

83.2% of Temple Terrace's workforce drive alone to work only 0.8% takes public transportation, 9.1% carpool, 2.8% use other means, and 4.1% work from home. 4.5% of occupied housing does not access to a private automobile.

## **High Accident Locations**

- Fowler Avenue and 56<sup>th</sup> Street
- Busch Avenue and 56<sup>th</sup> Street
- Whiteway Drive and 56<sup>th</sup> Street

*Source: City of Temple Terrace Comprehensive Plan, June 1999, Hillsborough County City-County Planning Commission*

## **Keeping the Community Safe**

- Between the years of 1997 and 2002 Temple Terrace averaged 739.3 burglaries per year based on 100,000 residents the 2002 input per 100,000 residents was 713.1.
- Between the years of 1997 and 2002 Temple Terrace averaged 437.1 automobile thefts per year per 100,000 residents the 2002 input per 100,000 residents was 443.4
- Between the years of 1997 and 2002 Temple Terrace averaged 2391.3 larcenies per year per 100,000 residents the 2002 input per 100,000 residents was 2,823.9
- Between the years of 1997 and 2002 Temple Terrace averaged 3.9 murders per year per 100,000 residents the 2002 input per 100,000 residents was 13.7
- Between the years of 1997 and 2002 Temple Terrace averaged 143 robberies per year per 100,000 residents the 2002 input per 100,000 residents was 155.4
- Between the years of 1997 and 2002 Temple Terrace averaged 191.3 aggravated assaults per year per 100,000 residents the 2002 input per 100,000 residents was 210.3

# Temple Terrace Profile Report

## 2005



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## **TABLE OF CONTENTS**

<b>Introduction</b>	<b>1</b>
<b>Geography</b>	<b>2</b>
<b>Population &amp; Characteristics</b>	<b>2</b>
<b>Housing</b>	<b>5</b>
<b>Education</b>	<b>7</b>
<b>The Economy</b>	<b>11</b>
<b>Environmental Issues</b>	<b>14</b>
<b>Social Capital</b>	<b>14</b>
<b>Arts, Culture &amp; Recreation</b>	<b>15</b>
<b>Health</b>	<b>15</b>
<b>Moving Around Efficiently</b>	<b>16</b>
<b>Keeping the Community Safe</b>	<b>17</b>

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# Temple Terrace Profile

## 2005



### INTRODUCTION

In the year 2025, the city of Temple Terrace is projected to have a population of 29,400, while the population of Hillsborough County is estimated to reach 1,532,000. Between the years of 2000 and 2025 Temple Terrace will welcome an estimated 8,482 new residents, while the whole of Hillsborough County will be introduced to more than 533,000 men, women, and children. What sort of city will Temple Terrace become? Where will all these people live and in what condition? What kind of employment opportunities will they find and how will they get to their jobs? What sort of educational opportunities will we be able to provide these new residents? With new neighbors come new challenges and opportunities, will you help us as we plan for both the opportunities and challenges together in Plan 2025.

Florida law requires each local government to have in place a comprehensive plan to guide its growth and development. This plan is a dynamic document that is updated periodically to reflect changes in population and values, and to respond to changing community needs.

The Hillsborough County City-County Planning Commission is the official Planning Agency responsible for coordinated, long-range planning throughout Hillsborough County, including the cities of Temple Terrace, Tampa, and Plant City and the unincorporated areas of Hillsborough County. The Planning Commission is comprised of 10 lay people appointed by the local governments for four year terms.

Ultimately, the elected officials of Temple Terrace will use the data developed during the Plan 2025 process to make decisions that will influence how change will happen in Temple Terrace.

The current comprehensive plans are available for viewing at [www.theplanningcommission.org](http://www.theplanningcommission.org)

**GEOGRAPHY**

- Temple Terrace comprises 6.92 square miles, of which 6.80 square miles is land.

**Land Use by FLUE Acreage & Percent**

Land Use	Total Acreage	Percent of Total Acreage
Commercial	171.8	3.9%
Office / Institutional	34.7	0.8%
Public / Semi-Public	224.6	5.1%
Recreation / Open-Space	376.2	8.5%
Residential – 4	1,145.2	25.8%
Residential – 9	755.4	17.0%
Residential – 18	412.4	9.3%
Research / Corporate Park	299.3	6.8%
Right-of-Way	637.3	14.4%
Transitional Area	16.2	0.4%
Urban Mix Use – 20	283.7	6.4%
WATER	74.0	1.7%
<b>TOTAL</b>	<b>4,430.8</b>	<b>100%</b>

*Source: Hillsborough County Property Appraiser digital parcel map and NAL file, early April 2004. Hillsborough County City County Planning Commission.*

**POPULATION & CHARACTERISTICS**

- Temple Terrace’s 2000 population was 20,918 at a density of 3,051 per square mile
- In 1970 the population of Temple Terrace was 7,377 the city has grown by 183.6%
- Tampa’s 2000 population was 303,447 at a density of 2,613 per square mile
- Hillsborough’s 2000 population was 1,083,520 at a density of 1,031 per square mile

**Age Distribution**

Population Age	Temple Terrace	Tampa	Hillsborough	Florida
Under 18	22.2%	24.6%	25.3%	22.8%
18 to 24	12.4%	10.0%	9.3%	8.3%
25 to 44	30.0%	32.3%	31.7%	28.6%
45 to 64	23.5%	20.5%	21.7%	22.7%
Over 65	11.9%	12.5%	12.0%	17.6%

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida*

**Population Growth by Race/Ethnicity in Temple Terrace**

	1980	1990	2000
White/Non-Hispanic	10,004	13,840	15,163
Black/African American	258	885	2,267
Hispanic/Latino	757	1,403	2,373
Other Race/Ethnicity	78	316	1,115

Source: SOCDs Database: U.S. Census Data

**Race / Ethnic Change Through Time 1980 vs. 2000**

	Temple Terrace 1980	Tampa 1980	Temple Terrace 2000	Tampa 2000
White Non-Hispanic	90.2%	62.9%	72.5%	51%
Black Non-Hispanic	2.3%	23.0%	10.8%	25.3%
Other Races Non-Hispanic	.7%	1.0%	5.3%	4.4%
Total Hispanic (All Races)	6.8%	13.1%	11.3%	19.4%

Source: SOCDs Database: U.S. Census Data

**Hispanic / Latino Residents As Percentage of Total Population**

	Temple Terrace	Tampa	Hillsborough	Florida
Hispanic or Latino	11.3%	19.3%	18%	16.8%
Mexican	1.3%	2.1%	3.5%	2.5%
Puerto Rican	3.3%	5.8%	5.3%	3.0%
Cuban	1.4%	4.4%	3.5%	5.2%
Other Hispanic or Latino	5.3%	6.6%	5.7%	6.3%

Source: SOCDs Database: U.S. Census Data

**Hispanic/Latino Distribution and Percent of Total**

Hispanic/Latino Population	Temple Terrace Total = 2,373		Tampa Total = 58,522		Hillsborough Total = 179,692	
Mexican	274	10.0%	6,272	10.7%	35,321	19.7%
Puerto Rican	690	29.1%	17,527	30.0%	52,568	29.3%
Cuban	302	12.7%	14,674	25.1%	35,123	19.5%
Other	1,107	46.6%	20,049	34.3%	56,680	31.5%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000

Geographic areas: Tampa, Hillsborough County, and Florida

**Foreign Born Population Growth in Temple Terrace**

	1970	1980	1990	2000
Number of Foreign Born Residents	121	421	1,228	2,427
Percent of Foreign Born Residents	1.6%	3.8%	7.5%	11.6%

Source: SOCDs Database: U.S. Census Data

**Region of Birth of Foreign Born Residents**

	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Hillsborough</b>	<b>Florida</b>
Europe	17.5%	10.7%	12.2%	13.3%
Asia	27.6%	15.7%	16.1%	8.7%
Africa	4.1%	1.9%	2.2%	1.3%
Oceania	0.7%	0.3%	0.2%	0.2%
Latin America	44.1%	68.8%	66.0%	72.8%
Northern America	5.9%	2.7%	3.4%	3.8%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

**Number of Foreign Born Residents Entering Population**

<b>Year</b>	<b>Temple Terrace</b>		<b>Tampa</b>	
	<b>Foreign Born Residents</b>	<b>Percentage of Whole</b>	<b>Foreign Born Residents</b>	<b>Percentage of Whole</b>
Before 1965	256	10.5%	4,792	12.9%
1965-1969	129	5.3%	2,489	6.7%
1970-1974	91	3.7%	2,493	6.7%
1975-1979	203	8.4%	2,467	6.7%
1980-1984	356	14.7%	4,470	12.1%
1985-1989	371	15.3%	3,512	9.5%
1990-1994	304	12.5%	6,118	16.5%
1995-March 2000	717	29.5%	10,686	28.9%
Totals	2,427	100%	37,027	100%

Source: <http://www.city-data.com/housing/houses-Temple-Terrace-Florida.html>  
<http://www.city-data.com/housing/houses-Tampa-Florida.html>

**Speakers of Other Languages in Temple Terrace**

	<b>% of Total Population</b>
Speaks a language other than English at home	17.2%
Speaks English less than very well	6.0%
Speakers of other languages who speak Spanish at home	10.5%
Spanish speakers who speak English less than very well	3.7%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

## HOUSING

- 13.7% of the housing stock in Temple Terrace was built before 1959 compared to 40.2% for Tampa

### Percentage by Year Householder Moved Into Unit (Both Owner & Renter)

	1969 or earlier	1970 to 1979	1980 to 1989	1990 to 1994	1995 to 1998	1999 to March 2000
Temple Terrace	5.3%	6.9%	15.6%	12.5%	29.9%	29.8%
Tampa	10.1%	7.7%	12.5%	13.4%	29.6%	26.8%
Hillsborough	5.9%	6.9%	14.8%	15.0%	31.1%	26.1%
Florida	4.3%	7.5%	17.0%	17.4%	31.4%	22.4%

Source: SOCDs Census Data & U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

### Owner Occupied Housing Value by Percent

Housing Value	Temple Terrace	Tampa	Hillsborough
99,999 or less	43.2%	65.4%	52.2%
100,000 to 199,999	42.5%	19.1%	35.6%
200,000 to 299,999	10.0%	7.6%	7.5%
300,000 or more	4.4%	8.1%	4.7%

Source: SOCDs Census Data & U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

### Selective Occupied Housing Statistics

Housing Description	Percentage of Temple Terrace Occupied Homes	Percentage of Tampa Occupied Homes	Percentage of Hillsborough Occupied Homes
Owner Occupied	53.7%	54.4%	57.1%
Total Mortgages	39.7%	36.3%	42.7%
Housing without a Mortgage	14.0%	18.1%	14.4%
Renter Occupied Housing	39.9%	42.7%	33.6%
Occupied Housing Not Computed	6.4%	3.0%	9.3%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

- 39.6% of Temple Terrace renters spend 30% or more of household income on rent (130 units not computed), compared to 43% for both Tampa and Hillsborough (units not computed Tampa – 3,915 & Hillsborough – 8,422)

**Temple Terrace Housing Units by Occupancy Type: 1970 - 2000**

Year	All Units	Occupied Units	Owner Occupied Units	Renter Occupied Units	Vacant Units
1970	2,254	2,070	1,691	379	184
1980	4,014	3,841	2,454	1,387	173
1990	6,836	6,406	4,020	2,386	430
2000	9,313	8,671	5,285	3,386	642

Source: SOCDs Database: U.S. Census Data.

**Temple Terrace: Percentage of Owner and Renter Occupied Housing Through Time**

	Owner Occupied Units	Renter Occupied Units
1970	81.7%	18.3%
1980	63.9%	36.1%
1990	62.8%	37.2%
2000	61.0%	39.0%

. Source: SOCDs Database: U.S Census Data

**Residential Building Permits in Five Year Increments**

Years	Total Permits	Number of Single Family	Percentage	Number of Multi-Family	Percentage
1982 to 1986	1150	470	41.7%	671	58.3%
1987 to 1991	530	212	40%	318	60%
1992 to 1996	453	101	22.3%	352	77.7%
1997 to 2001	995	259	26%	736	74%
Totals	3128	1051	33.6%	2077	66.4%

Source: SOCDs Database: Building Permits Database

- Between the years 1982 and 2001 only 10 permits were offered to 2, 3 and 4 unit multifamily dwellings



**EDUCATION**

- 4165 youth residents of Temple Terrace are enrolled in K-12 education programs or 20% of the total population
- 81.8% of these students are enrolled in a public program
- 18.2% of these students are enrolled in a private program

*Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000 Geographic area: Temple Terrace.*

**Selected Statistics for Temple Terrace Elementary Schools**

School	2004 State Grade	AYP 2004	GR3 FCAT Math	GR3 FCAT Read	GR4 FCAT Math	GR4 FCAT Read	GR4 FCAT Write	GR5 FCAT Math	GR5 FCAT Read	GR5 FCAT Science
State Avg.	N/A	N/A	310	303	312	318	3.7	322	294	286
County Avg.	N/A	N/A	314	305	310	316	3.7	325	296	287
Lewis	A	N	325	320	322	326	3.9	331	299	294
Temple Terrace	B	Y	317	313	308	315	3.8	322	293	291
Riverhills	C	N	277	284	270	289	3.4	307	279	268

*Source: Guide to Hillsborough County Schools, Tampa Tribune, July 16, 2004.*

**Selected Statistics for Temple Terrace Elementary Schools**

	Free Reduced Lunch (%)	Limited English Proficient (%)
State Avg.	52.9%	9.7%
County Avg.	54.4%	12.6%
Lewis	46.8%	7.0%
Temple Terrace	67.8%	10.0%
Riverhills	68.8%	5.9%

*Source: Florida Department of Education: Florida School Indicators Report 2002-2003*

**Selective Middle School Statistics**

School	2004 State Grade	AYP 2004	GR6 FCAT Math	GR6 FCAT Read	GR7 FCAT Math	GR7 FCAT Read	GR8 FCAT Math	GR8 FCAT Read	GR8 FCAT Science	GR8 FCAT Write
State Avg	N/A	N/A	301	297	299	298	311	295	286	3.8
County Avg	N/A	N/A	307	300	307	299	322	301	292	4.1
Greco	C	N	293	286	288	284	308	291	276	3.9

*Source: Guide to Hillsborough County Schools, Tampa Tribune, July 16, 2004*

**Selective Middle School Statistics**

	<b>Free Reduced Lunch (%)</b>	<b>Limited English Proficient (%)</b>
State Avg.	52%	8.2%
County Avg.	65%	4.6%
Greco	64.6%	6.0%

Source: Florida Department of Education: Florida School Indicators Report 2002-2003

**Selective High School Statistics**

	<b>2004 State Grade</b>	<b>AYP 2004</b>	<b>GR9 FCAT Math</b>	<b>GR9 FCAT Read</b>	<b>GR10 FCAT Math</b>	<b>GR10 FCAT Read</b>	<b>GR10 FCAT Science</b>	<b>GR10 FCAT Write</b>
State Avg.	N/A	N/A	296	295	323	300	287	3.8
County Avg.	N/A	N/A	309	302	329	305	297	4.0
King	C	N	320	315	338	318	300	4.1
Tampa Tech.	C	N	311	300	323	295	283	4.1

Source: Guide to Hillsborough County Schools, Tampa Tribune, July 16, 2004.

**Highest Level of Educational Attainment Residents 25 and Older**

<b>Type Attained</b>	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Hillsborough</b>	<b>Florida</b>
No H.S. Diploma	9.5%	23.0%	19.2%	20.1%
H.S. Diploma or Equivalency	18.5%	25.4%	26.7%	28.7%
Some College No Degree	21.3%	19.3%	21.3%	21.8%
Associate Degree	7.3%	6.9%	7.7%	7.0%
Bachelors Degree	26.2%	16.2%	16.7%	14.3%
Graduate or Professional Degree	17.3%	9.2%	8.4%	8.1%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

- Average FCAT reading score for Hillsborough school district was 309, Florida’s average 303 during the 2002-03 school year
- Average FCAT math score for Hillsborough school district was 328, Florida’s average 319 during the 2002-03 school year

Source: Tampa Bay 2004 Corporate Guide, A Tampa Bay Partnership and Maddux Business Report Publication

- Hillsborough County 8th graders scored best in the state on the Florida Comprehensive Assessment Test writing. They’ve been first in Florida, or tied for first, every year since 2000. District 10th graders tied for first, and 4th graders scored best in the Tampa Bay area.

- The average math and science scores exceeded the state average at every grade level, and the average reading scores met or exceeded the state average at every grade level except for 4th grade.
- The Council of the Great City Schools report “Beating the Odds III” noted that the School District of Hillsborough County was among only six urban districts nationwide in which students at all grade levels scored higher than their state average on 2002 standardized math tests. One of only seven in the nation in which students at every grade level scored higher than the state average on reading exams. This is the third consecutive year student scores have surpassed state averages at every level.
- Newsweek Magazine listed five high schools among the top 4 percent of high schools in America. (King, Hillsborough, Plant, Gaither, Tampa Bay Tech). *Source: School District of Hillsborough County Information Packet*

**Comparison of Minority Students and Minority Faculty**

	<b>Hillsborough</b>	<b>Florida</b>
Total Enrollment	181,755	2,327,613
Minority Enrollment	97,228	1,169,623
Percent Minority	55.53%	50.25%
Total Faculty	11,074	148,198
Minority Faculty	2,535	36,501
Percent Minority	22.89%	24.63%

*Source: Florida Department of Education Statistical Brief (from) Bureau of Education Information & Accountability Services Series 2004-19B March, 2004*

**Number of Students Per Teacher**

<b>Year</b>	<b>White</b>	<b>African American</b>	<b>Hispanic / Latino</b>	<b>*Total Minority</b>	<b>Total</b>
1980	16.3	24.1	47.8	28.2	18.8
1985	14.5	25.3	44.9	29.6	17.6
1990	13.3	28.3	44.3	33.2	17.2
1995	13.3	32.6	44.1	37.0	18.2
2000	12.5	31.2	40.3	36.1	18.1

*Source: Trends in the supply of minority teacher in Florida, Office of Strategy Planning, Florida Department of Education, May 2002.*

**Graduation Rates for the 2002-2003 School Year by Race/Ethnicity.**

Race/Ethnicity	Hillsborough	Florida
White	84.2%	78.1%
Hispanic/Latino	68.7%	54.2%
Black/African American	65.3%	61.1%
Asian	N/A	72.1%
American Indian	N/A	73.8%

Source: Florida Department of Education Statistical Brief (from) Bureau of Education Information & Accountability Services Series 2004-23B May, 2004

**High School Graduation Rates for Fourth Year Students**

	SY 1998-1999	SY 2002-2003
Florida	60.2%	69.0%
Hillsborough	69.5%	75.8%
King	62.2%	77.2%
Tampa Bay Tech.	74.6%	84.2%

Source: Florida Department of Education: Florida School Indicators Report 2002-2003

**Percent Increase in Graduation Rate by Race/Ethnicity Between 1998-99 & 2002-03 for Hillsborough County School District and the State Of Florida.**

Race/Ethnicity	Hillsborough	Florida
White	7.9%	11.2%
Black/African American	5.9%	5.5%
Hispanic/Latino	6.4%	8.3%

Source: Florida Department of Education Statistical Brief (from) Bureau of Education Information & Accountability Services Series 2004-23B May, 2004

**State and Selected District Averages Per Student Per Year Expenditure in Dollars**

	Exceptional	Regular	At-Risk	Vocational
Hillsborough	\$8,608	\$4,184	\$4,843	\$5,391
Pinellas	\$9,140	\$4,538	\$6,155	\$4,827
Dade	\$8,976	\$4,890	\$6,706	\$5,355
Palm Beach	\$10,101	\$4,424	\$7,018	\$4,746
State Average	\$8,500	\$4,488	\$5,775	\$5,089

Source: Florida Department of Education: Florida School Indicators Report 2002-2003

## THE ECONOMY

### Employment by Industry

Specific Industry	Temple Terrace	Tampa	Hillsborough	Florida
Agriculture, Forestry, Fishing and Hunting, Mining	0.4%	0.3%	1.1%	1.3%
Construction	4.0%	6.6%	6.7%	8.0%
Manufacturing	4.8%	6.8%	7.3%	7.3%
Wholesale Trade	4.8%	4.5%	5.3%	4.0%
Retail Trade	12.4%	12.2%	13.2%	13.5%
Transportation and Warehousing, and Utilities	3.4%	4.6%	5.3%	5.3%
Information Services	5.9%	4.7%	4.5%	3.1%
Finance, Insur., Real Estate	11.1%	9.9%	10.1%	8.1%
Profess'l and Business Svcs.	12.6%	13.5%	12.0%	10.6%
Educ'n, Health, Social Svcs.	24.6%	17.3%	17.3%	18.1%
Leisure and Hospitality	7.9%	10.3%	8.7%	10.5%
Public Administration	4.0%	4.2%	4.0%	5.2%
Other Services	4.0%	5.2%	4.5%	5.1%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000  
 Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

### Resident Employment by Industry Through Time

Employment Category	1970	1980	1990	2000
Agriculture and Mining	0.9%	0.7%	1.1%	0.9%
Construction	5.2%	5.7%	3.0%	3.9%
Manufacturing	15.2%	7.9%	8.7%	6.5%
Transportation, Communication and Public Utilities	6.9%	8.0%	7.1%	6.2%
Wholesale and Retail Trade	22.9%	26.0%	22.9%	21.6%
Finance, Insurance, and Real Estate	5.8%	7.5%	9.5%	10.6%
Business and Repair Services	3.1%	6.6%	5.8%	8.7%
Personal Services	4.3%	4.2%	5.2%	9.8%
Professional Services	32.4%	29.1%	32.9%	27.8%
Public Administration	3.4%	4.3%	3.7%	4.0%

Source: SOCDs Database: U.S. Census Data

**Income Measures Per Year**

	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Hillsborough</b>	<b>Florida</b>
Median Household	\$44,508	\$34,415	\$40,663	\$38,819
Median Family	\$56,809	\$40,517	\$48,223	\$45,625
Per Capita	\$26,515	\$21,953	\$21,812	\$21,557

Source: SOCDs Database: U.S. Census Data

- Of 111 businesses surveyed:
  - 46 or 41.4% experienced a change in customer base during the last five years.
  - 42 of these businesses mentioned a more diverse clientele as the change.
  - 58 or 52.2% have not hired additional staff in last 5 years.

Source: Temple Terrace Police Department Business Survey, 2004 USF Department of Criminology.

**Income Distribution by Household**

	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Hillsborough</b>	<b>Florida</b>
Less than \$10,000	6.8%	13.3%	9.0%	9.6%
\$10,000 to 14,999	4.5%	7.9%	6.3%	6.7%
\$15,000 to 24,999	12.0%	15.1%	13.4%	14.5%
\$25,000 to 34,999	13.2%	14.3%	13.9%	14.2%
\$35,000 to 49,999	18.2%	16.2%	17.5%	17.4%
\$50,000 to 74,999	19.6%	15.8%	19.3%	18.5%
\$75,000 to 99,999	9.3%	6.8%	9.3%	8.7%
\$100,000 to 149,000	11.5%	5.4%	7.1%	6.3%
\$150,000 to 199,999	2.5%	2.1%	2.0%	1.8%
\$200,000 or more	2.4%	3.0%	2.3%	2.3%

Source: SOCDs Database: U.S. Census Data

- Minimum Wage in Florida is \$5.15 per hour as a full time employee at 40 hours a week and 52 weeks a year one would earn \$10,712 before taxes. May 2, 2005 the minimum wage will increase to \$6.15 an hour or \$12,792 per year, before taxes.

**Poverty Status (Those Below the Poverty Level) – continues next page**

	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Hillsborough</b>	<b>Florida</b>
Families	5.4%	14.0%	9.1%	9.0%
w/related children under 18 years	7.0%	21.1%	13.7%	14.2%
w/related children under 5 years	9.1%	25.8%	17.3%	17.4%
Families with female householder, no husband present	12.5%	31.4%	24.8%	25.3%
w/related children under 18 years	13.8%	40.1%	31.9%	32.8%

w/related children under 5 years	26.0%	51.7%	43.5%	44.6%
All Individuals	7.2%	18.1%	12.5%	12.5%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000 Geographic areas Temple Terrace, Tampa, Hillsborough County, and Florida

**Poverty Rate by Percentage of Total Population Over Time**

	Temple Terrace	Tampa	MSA (Tampa-St. Petersburg-Clearwater)
1969	4.9%	18.5%	14.9%
1979	6.1%	18.7%	11.7%
1989	6.7%	19.4%	11.4%
1993 Estimated*	8.5%	25.2%	14.8%
1995 Estimated*	8.5%	24.8%	14.6%
1997 Estimated*	6.9%	23.0%	13.6%
1998 Estimated*	6.7%	22.1%	12.9%
1999	7.2%	18.1%	11.2%

Source: SOCDs Database: U.S. Census Data

\* Estimated Poverty rates for 1993, 1995, 1997, and 1998 are derived from the Census Bureau’s Small Area income and Poverty Estimates

**Local Household Income vs. National Household Income**

	Temple Terrace		Tampa		MSA (Tampa-St. Petersburg-Clearwater)	
	1969	1999	1969	1999	1969	1999
National Lowest 20%	18.3%	14.9%	24.8%	26.0%	22.8%	21.1%
National Middle 60%	47.0%	61.8%	62.7%	58.4%	64.1%	63.4%
National Top 20%	18.3%	23.3%	12.5%	15.6%	13.1%	15.5%

Source: SOCDs Database: U.S. Census Data

**Selective Employment Statistics**

	Temple Terrace	Tampa	Hillsborough	Florida
Percent of total population over 16 in the civilian labor force	67.9%	63.2%	65.3%	58.1%
Percent unemployed in the civilian labor force	3.2%	8.6%	5.7%	5.6%

Source: SOCDs Database: U.S. Census Data



**ENVIRONMENTAL ISSUES**

**Yearly Water Usage for Temple Terrace**

<b>Fiscal Year</b>	<b>Yearly water pumped in millions of gallons</b>
FY 1997 – 1998	1,236
FY 1998 – 1999	1,355
FY 1999 – 2000	1,368
FY 2000 – 2001	1,384
FY 2001 – 2002	1,390
FY 2002 – 2003	1,342

*Source: City of Temple Terrace request for information*

- Temple Terrace uses 3.7 million gallons of water per day by bringing water to 29,000 people within its water service area.
- Temple Terrace has a recycling program including yard waste and commercial recycling
- 42% of pre-development (before 1900) wetlands have been lost in Hillsborough County over 79,000

*Source: 2003 State of the Environment Protecting the Health of Our Ecosystem prepared by the Environmental Protection Commission of Hillsborough County*

- ELAPP has purchased 118 sites accounting for 36,079 acres at a cost of 128.6 million dollars (1990-2001)

*Source: State of Tampa Bay 2000 – Tampa Bay Regional Planning Council*

**Temple Terrace Solid Waste Requiring Pickup**

<b>Fiscal Year</b>	<b>Tons of solid waste requiring pickup</b>
FY 1997 – 1998	5,184.5
FY 1998 – 1999	5,012.7
FY 1999 – 2000	5,216.4
FY 2000 – 2001	5,931.7
FY 2001 – 2002	5,310.3
FY 2002 - 2003	5,848.9

*Source: City of Temple Terrace request for information*

**SOCIAL CAPITAL**

- The parks and recreation department affords the residents of Temple Terrace a valuable community asset. The size of Temple Terrace and the amenities the city provides is exceptional.
- While not considered a retirement community seniors are afforded a wide range of activities by the city, such as the annual senior games.

- The Temple Terrace library system’s operating budget for fiscal year 2002-2003 was \$586,024 or \$28.02 per resident the system houses 79,096 volumes or 3.8 volumes per resident

Source: BEBR Florida Statistical Abstract 2003, U.S. Census Bureau Profile of General Demographic Characteristics 2000 Temple Terrace

**ARTS, CULTURE & RECREATION**

- 360 acres of park land, 2 community based recreation centers, 4 athletic facilities, 5 community parks, 5 neighborhood parks, 3 tennis facilities, 5 swimming pools, 3 nature preserves

Source: [http://www.templeterrace.com/parks\\_recreation/index.htm](http://www.templeterrace.com/parks_recreation/index.htm)

- Hillsborough & Pinellas arts and cultural sales of \$232 million, direct spending \$83 million FY 1996 (5,174 jobs – 90 million dollar payroll)
- Hillsborough & Pinellas arts and cultural sales of \$402.2 million, direct spending \$208 million FY 2000 (7,000 jobs – 147 million dollar payroll)
- Year 2000 local attendance at arts/cultural events: 5.5 million (45% free, of these 40% children)
- Year 2000 local attendance at professional and college sports events: 3.3 million (Bucs, Devil Rays, Lightning, Mutiny, USF Football & Basketball and the Outback Bowl)

Source: Tampa Bay Business Committee for the Arts [www.tbca.org](http://www.tbca.org)

**HEALTH**

- 37.5 per 100,000 Floridians have AIDS 13 years and older 3<sup>rd</sup> highest rate in the nation

Source: [www.cdc.gov](http://www.cdc.gov)

**Birth Rate, Infant Death Rate, Low Birth Weight Rate per 1,000 Women for Hillsborough County by Race/Ethnicity – continues next page**

	<b>White</b>	<b>Black or African American</b>	<b>Hispanic</b>
Mothers 10-14	0.9	2.5	N/A
Mothers 15-19	47.8	84.3	N/A
Percent of births to unwed mothers	32.4%	71.1%	44.9%
Infant deaths*	6.4	16.4	6.6

Percent of births under 1,500 grams	1.2%	3.2%	1.4%
Percent of births under 2,500 grams	7.0%	13.1%	7.3%

Source: Hillsborough County Health Profile Report 2002-2003

**Those Without Health Coverage in Hillsborough County Over the Age Of 25**

	Percent Without
White	10.5%
African American	23.3%
Hispanic / Latino	31.1%
All Races No High School Diploma	29.7%
All Races Employed	16.5%
All Races less than \$25,000 per year	29.5%

Source: Florida Community Health Assets Resource Tool Set 2002-2003

**MOVING AROUND EFFICIENTLY**

**Three Year Averages for Vehicle Accidents Per 100,000 by County**

	Alcohol Involved 1998-2000	Alcohol Involved 2001-2003	Total Accidents 1998-2000	Total Accidents 2001-2003
Broward	103.4	90.1	1733.0	1624.6
Dade	80.3	74.3	2256.9	2155.4
Duval	115.1	100.7	1792.1	1772.2
Hillsborough	167.7	148.8	1961.6	1994.4
Pinellas	138.7	136.5	1463.4	1508.4

Source: Florida Community Health Assets Resource Tool Set 2002-2003

**Trips to Work**

	Temple Terrace	Tampa	Hillsborough	Florida
Drove alone	83.2%	76.6%	79.5%	78.8%
Carpooled	9.1%	13.7%	13.1%	12.9%
Took public transp.	0.8%	2.7%	1.4%	1.9%
Used other means	2.8%	4.3%	3.2%	3.4%
Worked from home	4.1%	2.6%	2.9%	3.0%
Occupied housing, no private vehicle	4.5%	15%	8%	7%

Source: U.S. Census Bureau Profile of General Demographic Characteristics 2000

Geographic areas: Temple Terrace, Tampa, Hillsborough County, and Florida

**High Accident Locations**

- Fowler Avenue and 56<sup>th</sup> Street, Busch Avenue and 56<sup>th</sup> Street, Whiteway Drive and 56<sup>th</sup> Street

*Source: City of Temple Terrace Comprehensive Plan, June 1999, Hillsborough County City-County Planning Commission*

**Average Daily Vehicle Usage**

	<b>FY 2001/2002</b>	<b>FY 2002/2003</b>	<b>FY 2003/2004</b>
Fowler Ave.	51,500	52,530	52,530
56 <sup>th</sup> Street	47,000	47,940	47,940
Busch Blvd.	36,500	37,230	37,500

*Source: Temple Terrace Police Department Request for Information.*

**KEEPING THE COMMUNITY SAFE**

**Non-Violent Crime Per 100,000 Residents**

	<b>Burglary</b>			<b>Motor Vehicle Theft</b>			<b>Larceny</b>		
	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>
1997	<b>780.2</b>	2,202.6	1,189.5	<b>349.3</b>	1,410.0	543.3	<b>2,386.3</b>	5,983.7	3,672.2
1998	<b>510.6</b>	1,938.8	1,261.4	<b>494.3</b>	1,720.2	634.8	<b>2,320.6</b>	5,973.0	3,804.5
1999	<b>652.0</b>	2,056.4	1,214.3	<b>473.7</b>	1,959.4	663.7	<b>2,046.1</b>	4,659.3	3,541.4
2000	<b>650.2</b>	2,035.6	1,071.3	<b>349.0</b>	1,902.1	632.3	<b>2,513.2</b>	5,053.9	3,258.3
2001	<b>829.5</b>	1,958.2	1,127.0	<b>512.6</b>	2,104.0	662.3	<b>2,257.5</b>	5,006.6	3,214.7
2002	<b>713.1</b>	1,980.0	1,135.7	<b>443.4</b>	2,117.7	675.5	<b>2,823.9</b>	5,069.9	3,199.9

*Source: SOCDs Database: FBI Crime Data*

**Violent Crime Per 100,000 Residents**

	<b>Murder</b>			<b>Robbery</b>			<b>Aggravated Assault</b>		
	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>	<b>Temple Terrace</b>	<b>Tampa</b>	<b>Tampa's MSA</b>
1997	<b>0</b>	11.7	5.4	<b>174.7</b>	846.7	253.1	<b>250.4</b>	1,717.1	717.3
1998	<b>0</b>	13.6	6.0	<b>114.1</b>	835.2	248.1	<b>260.7</b>	1,617.8	686.1
1999	<b>0</b>	10.6	5.2	<b>150.5</b>	792.3	237.1	<b>78.0</b>	1,371.6	634.6
2000	<b>4.8</b>	12.5	5.0	<b>86.1</b>	719.4	211.9	<b>143.4</b>	1,293.5	624.5
2001	<b>4.7</b>	10.9	5.0	<b>177.1</b>	757.8	228.6	<b>205.0</b>	1,288.4	626.2
2002	<b>13.7</b>	11.7	5.3	<b>155.4</b>	735.5	225.0	<b>210.3</b>	1,170.4	612.6

*Source: SOCDs Database: FBI Crime Data*

**Number of Residents Per Occupation as Of 2003**

	<b>Law Enforcement</b>	<b>Fire Fighter</b>	<b>Fire Insurance Rating</b>
Plant City	476.6	967.6	5
Tampa	342.4	588.9	3
Temple Terrace	463.6	605.4	4

Source: 2004 Tampa Community Profile. Greater Tampa Chamber of Commerce

**Average Response Times for Temple Terrace Police Department**

	<b>FY 2001/2002</b>	<b>FY 2002/2003</b>	<b>FY 2003/2004</b>
In-progress Emergency Calls	4:18	3:31	2:58
Urgent Calls	6:19	6:04	5:58
Non-Urgent Calls	9:32	8:03	9:24

Source: Temple Terrace Police Department Request for Information

- The 2003/2004 average response times are all within Temple Terrace’s stated goals of 3, 6 and 10 minutes.
- Of 111 businesses surveyed 102 or 91.9% felt safe operating a business in Temple Terrace.
- Of 111 businesses surveyed 45 or 40.5% have increased security precautions for their business such as additional lighting, cameras or alarm systems.
- Of 111 businesses surveyed 74 or 66.7% have had dealings with the Temple Terrace Police Department and of these 73 or 98.7% were satisfied with the services provided.

Source: Temple Terrace Police Department Business Survey.  
2004 USF Department of Criminology.

**Land Use by ELU Acreage & Percent**

<b>Existing Land Use</b>	<b>2008 Acreage</b>	<b>Percent of Total</b>
<u>Residential</u>	<u>1908</u>	<u>50.4</u>
<u>Commercial</u>	<u>333</u>	<u>8.8</u>
<u>Industrial</u>	<u>21</u>	<u>0.5</u>
<u>Agricultural</u>	<u>91</u>	<u>2.4</u>
<u>Recreational</u>	<u>172</u>	<u>4.5</u>
<u>Educational</u>	<u>176</u>	<u>4.6</u>
<u>Public/Institutional/Right-of-Way</u>	<u>456</u>	<u>12.0</u>
<u>Vacant/Conservation</u>	<u>427</u>	<u>11.3</u>
<u>Unknown</u>	<u>205</u>	<u>5.4</u>
<b>TOTAL</b>	<b>3789</b>	<b>100.0</b>

Source: Property Appraisers Tax Rolls, Planning Commission, 2008

Hillsborough County  
City-County  
Planning  
Commission



# ATTACHMENT 4

MAJOR THEMES AND ISSUES  
FOR THE

COMPREHENSIVE PLAN  
OF THE  
CITY OF TEMPLE TERRACE



**City of Temple Terrace**

*A City for Living...*



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# MAJOR THEMES AND ISSUES FOR THE COMPREHENSIVE PLAN OF THE CITY OF TEMPLE TERRACE

*“...A BEAUTIFUL ENVIRONMENT EMBRACED BY DIVERSE CITIZENS”*

JULY 2005



**Temple Terrace Vision Statement:**

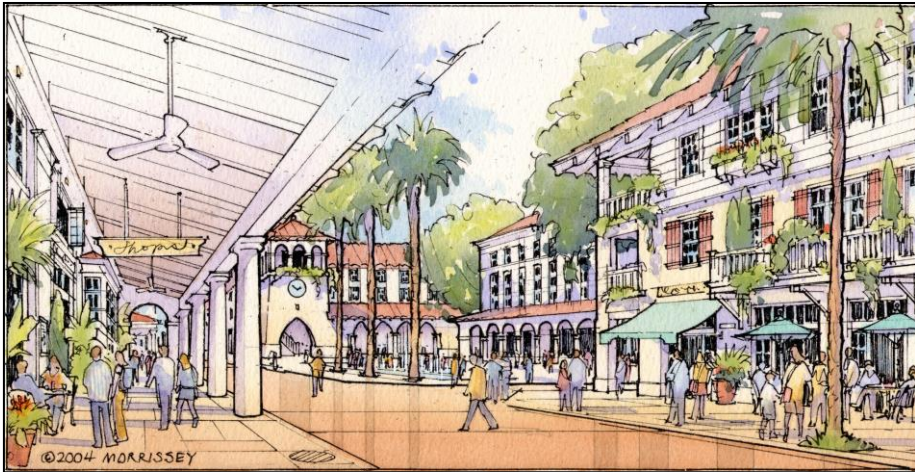
*Temple Terrace is a close-knit, family-oriented, pedestrian-friendly community with a vibrant downtown. The City maintains a close connection to the Hillsborough River as part of its natural heritage. It's a safe, beautiful, business-friendly city with high quality services, good schools and efficient government.*



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# TABLE OF CONTENTS

	<i>PAGE</i>
<b>The City's "Story"</b> - A Narrative of Its Issues	<b>1</b>
<b>The City's "Story"</b> - Themes and Issues	<b>3</b>
<i>Theme A - A Systems Approach</i>	<b>3</b>
<i>Theme B - Timeless Assets</i>	<b>4</b>
<i>Theme C - Sustainability</i>	<b>4</b>
<i>Theme D - Regeneration</i>	<b>5</b>
<i>Theme E - Interconnectedness</i>	<b>6</b>
<b>The City's "Story"</b> - The Statistics Behind the Issues	<b>9</b>
<b>The City's "Story"</b> -- The Public Input Process Leading to the Issues	<b>10</b>



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## **MAJOR ISSUES AND THEMES FOR THE COMPREHENSIVE PLAN OF THE CITY OF TEMPLE TERRACE**

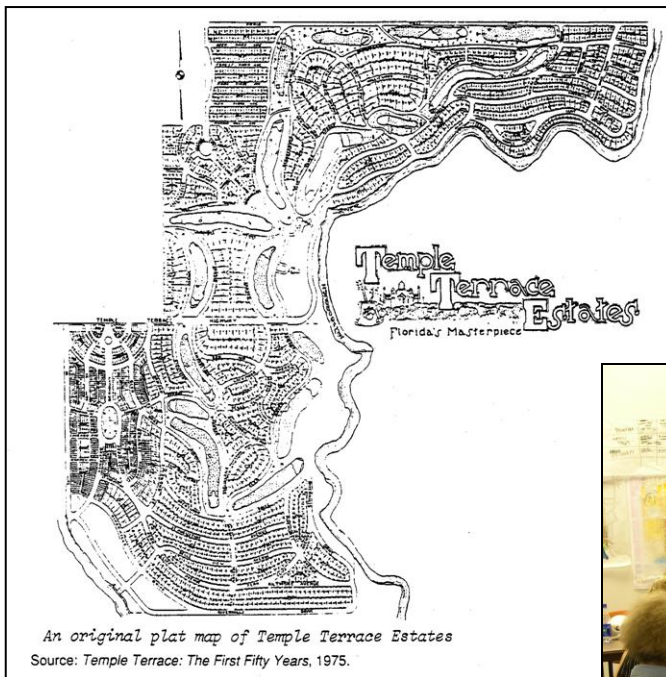
*“...A BEAUTIFUL ENVIRONMENT EMBRACED BY DIVERSE CITIZENS”*

*“What is a city but the People?”* – William Shakespeare

*“A City for Living”* – Temple Terrace City Motto

### **THE CITY’S “STORY” – A NARRATIVE OF ITS ISSUES**

The City is attempting to re-establish its historic urban form, abandoned in the 1950s, with its redevelopment plan for its “downtown”. The grass-roots process and political will leading to this redevelopment are indicative of a knowledgeable, engaged, self-empowering, difference-respecting, mature, and sophisticated citizenry.



This citizenry, in addition to its commitment to redeveloping the City’s core, has great concern for the City’s edges, especially those portions beyond its direct control. This concern for its edges is motivated less by fear and more by the desire to ensure that growth and

interaction at its edges develop and integrate the City’s positive social values among citizens there.



**City for Living – Excellence, Balance, Harmony**



The City’s residents perceive and value themselves and their City as unique, particularly in terms of its positive social interconnectedness and its safe, secure, and neighborly small-town feel. Its citizens want to preserve, protect, sustain, and project its unique identity, so that its identity is maintained, improved, and recognized into the future, both within the City and the

overall metro region, and even beyond. The City’s residents further want to see this positive social interconnectedness sustained and reflected in its neighborhoods, similar to the way for which it has been planned within the downtown core.

There is great respect among the community’s citizenry for the City’s natural environment, especially the Hillsborough River and its flora and fauna, as well as the oak tree canopy in many of the City’s neighborhoods. This respect also extends to manmade natural features, such as the City’s parks and playgrounds and the unique way the local golf course meanders through the City in a way that the edges of its fairways are accessible to the public for passive and active use beyond just golfing.



The local citizenry place a very high value on education, are very supportive of local schools both public and private, and consider the City’s proximity to the University of South Florida (USF) and the local presence of Florida College, and their students and professors, to be a community asset.

The various issues identified by the community are being used to assess and then shape the revisions and update to the City’s comprehensive plan during the multi-year process now underway. The comprehensive plan guides how the City addresses and manages its growth and related changes, achieves its vision for its future, and provides the necessary infrastructure, regulatory framework, and policy support related to that vision.





## THE CITY’S “STORY” – THEMES AND ISSUES

An overarching theme for the City’s major issues has been captured by members of the City’s Study Group within a single phrase: “...A *BEAUTIFUL ENVIRONMENT EMBRACED BY DIVERSE CITIZENS*”.

This phrase embodies

- the community’s recognition of the beauty of its natural, manmade, and social environment, and the need to sustain, renew, and improve it;
- its appreciation for its self-empowerment and its sophisticated values; and
- its focus on the unique asset that is its citizens, however different, diverse, talented, and engaged.

It recognizes what presently exists, what should be, and the integrated approach necessary to get there.

There have also emerged five secondary or sub-themes defining and embracing the major issues, as identified by the Temple Terrace community. The themes help in understanding and framing these issues. The issues, as “themed”, are to be used to more completely assess and update the City’s Plan, and, in the process, to tell the story that describes Temple Terrace and the City it is or wants to achieve for its future.

These five sub-themes are:

- A. A SYSTEMS APPROACH
- B. TIMELESS ASSETS
- C. SUSTAINABILITY
- D. REGENERATION, and
- E. INTERCONNECTEDNESS

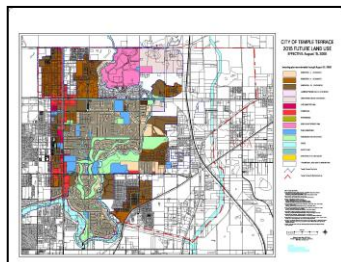


### **THEME A**

#### **A SYSTEMS APPROACH**

*A livable city is an integrated urban system with social, economic, cultural, ecological, and various other dimensions. These dimensions and their interconnections need to be understood and addressed as one system.*

The issue embodied by *Theme A – A Systems Approach* is the challenge to transform the “linear”, compartmentalized plans of the past into integrated plans reflective of the interconnected urban system that is Temple Terrace.





**THEME B**

**TIMELESS ASSETS**

*The community identified “assets” listed below that make Temple Terrace unique.*

The issue embodied by *Theme B – Timeless Assets* is that these assets combine to give the City its unique identity and must be holistically acknowledged, protected and built upon in all forms of decision-making. Each asset contributes to the City’s distinct character, but no one fully describes what the City is. Only when all are factored into decisions, and taken into account when acting, can the City and its citizens be assured that the best interests of the City are being appropriately addressed, and its distinguishing features preserved and projected into the future.

**The City’s timeless and enduring assets are its:**

- Hillsborough River location
- Oak tree canopy
- Meandering golf course
- Highly engaged citizenry, strongly committed to volunteerism
- Well-educated, caring, motivated citizenry with pride of community and willing to take visionary risks
- Knowledgeable citizenry, understanding of the interrelationships and underlying forces shaping their community
- Historic original city layout and distinctive *Mediterranean revival* architecture
- Proximity to University of South Florida and presence of Florida College
- Planned, new-urbanism style, redeveloped, citizen-designed City-center
- Extensive public recreational system
- Well-provided public services, and safe and secure neighborhoods
- Emerging international diversity of cultures



**THEME C**

**SUSTAINABILITY**

*The community has identified its natural, manmade, and social assets, which give value, uniqueness, and distinctiveness to the City. These must be sustained, or made sustainable, if the City is to retain them as assets into the future. Otherwise, the City will lose important components which make it*

## City for Living – Excellence, Balance, Harmony

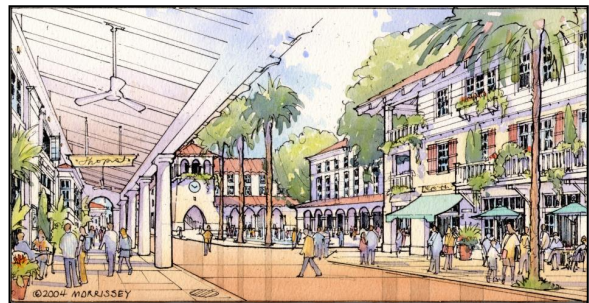
*and its people the special place it is. Similarly, as improvements are made, progress occurs, and a better City emerges, these changes must also be sustained or become lost in the future.*

The issue captured by *Theme C - Sustainability* is one of recognition that the City is already a distinct and unique place with a special riverside and tree-shaded natural environment, family-friendly safe and secure neighborhoods, strong community and religious organizations, a historic city layout and defining architecture, an efficient government providing good municipal services, a respect for education, an extensive recreational system, and a self- and group-empowered citizenry exercising positive social connections and networks and actively engaged in community affairs. These are values and assets which the community wants to ensure continue to be fostered and nurtured into the future. They recognize that these qualities and values make the City the special place it presently is, and need to be carefully factored and considered at all levels of public and private decision-making on a continuous basis if they are to be present in the future.

This awareness also extends to any new changes that may occur. The “good” changes must be institutionalized in a way that ensures continuity, and the “bad”, or no longer useful, changes or practices from the past need to be discarded or re-addressed to make them relevant for the future. Sustainability must be applied or addressed relative to any natural resources required by the City, such as potable water or fuels for energy. The same is true for affordable housing, so the multi-generational families, cultural diversity, and healthy economic job climate that the community values can be sustained and achieved in the future.

### **THEME D** **REGENERATION**

*The community has recognized that it is a City with a 75-year old history, and it must examine itself and determine what requires renewal, updating, or redevelopment. It has already recognized the need to rejuvenate its City core, but it also understands that its survival and prosperity depends on its ability to regenerate itself through education, embracing and celebrating diversity, and ensuring that its values are passed along to newcomers and appreciated by visitors.*



The issue embodied in *Theme D - Regeneration* is one that understands that decay in the community’s physical environment as well as in its social infrastructure will inevitably occur with time, if efforts are not continually made to renew and regenerate what is valued. This is a maintenance issue; but it is also one which appreciates that the preservation of community values and their recognition and continuance is not

automatic. Those values must be renewed and regenerated in light of future change and growth. Structures, neighborhoods, and people and their relationships can succumb to blight, decay, and decline if not renewed and regenerated in light of new realities and the inevitable ravages of time. Regeneration is the flip-side of sustainability. Sustain the good, but renew, regenerate, reinvigorate, reinvent, or reinvest in that which is no longer functioning or capable of functioning appropriately in the present or future. This is applicable to organizations, public or private, to human activities and relationships, to homes, businesses or neighborhoods, and to abused natural environments.

**THEME E**  
**INTERCONNECTEDNESS**

*The City is largely a functioning interconnected ecosystem loosely coupled through technology and relationships. The City is interdependent rather than rigid and independent. To retain and improve upon its livability as a City, its residents' thinking must be holistic. It must take into account how all the relationships have an impact on each other. Again, this is applicable to the physical and natural environment of the City, as well as the human and social infrastructure of the City.*



The issue captured by *Theme E – Interconnectedness* is one that appreciates that the subsystems of the overall urban system are dependent on successful interconnectedness in order to thrive.

This applies to, among others, to:

**1. Public Places**

Public places are needed where people can relax, walk, bike, socialize, celebrate, and play. This includes parks for areas of the City that need them; schools that are focal points of the community and also serve as recreational space; streets that serve pedestrians and bicyclists as well as cars; interconnected greenways to explore and enjoy on foot or bike; and welcoming public places in the downtown core. Natural spaces must be protected for their natural value, as well as for their public value, such as the River views and vistas that help define the City and its spectacular setting. These are all critical to human interaction, recreation, and health. Without good public places to gather and travel, organizational and community values of volunteerism, civic engagement, economic prosperity, sustainability and regeneration are not likely to take place.



**2. Transportation Choices**

Transit, walking, and biking are part of our interconnectedness. Mobility must include automobile use as well as alternative uses to the automobile, which can slow the growth of motor vehicle use in our neighborhoods and improve the quality of our air, water and soil (the environment). A greater range of transportation choices needs to be available. Accessible,



interconnected neighborhood centers and a downtown core bring more people closer to shops, services, and jobs, reducing their need to travel inconvenient or unsuitable distances. It also fosters positive social interaction and networking and promotes civic engagement and volunteerism. It provides better opportunities for improvements in relations with the outside world, and is vital to good communications and social cooperation among neighbors and within the larger community.

**3. Housing**

A healthy city provides for lower and modest income families and individuals at all stages in their life cycle, and enables them to be able to live and contribute to the richness, diversity, and complexity of the city. Temple Terrace must be careful to

continue to explore opportunities for more, lower cost housing in the City. This is a challenge in the larger metro region, as well as nationwide. Those markets that can provide a full range of housing options are more likely to be successful in their economic, social, cultural, and civic endeavors. Means must be found to encourage or require less costly marketable housing.



**4. Healthy Economy - Healthy Environment**

The five elements of economic strength are physical resources, human resources, financial resources, community resources and institutional resources.

As a metro region grows and there is increasing pressure on the natural and manmade environment, the City needs to give priority to actions that protect the various natural and human environments. These include everything from how people travel to how they use water. For example, to address air pollution, it is important to address transit, the walking and biking environment, and other more attractive alternatives to the car. The community can develop alternatives to services like garbage collection and water usage which encourage conservation and environmental sensitivity. An improved stormwater management system helps to rehabilitation of waterways and restores the natural systems.



The four subsystems discussed above are but several examples of the significance of interconnectedness in assessing the future.

### **CONCLUSION**

By using the above issues, understood through their themes, and generated by public input based on demographic statistics (as further described below), the City can assess and update its comprehensive plan accordingly, and tell its “story” as it sees itself, thereby creating the future it wants to be in 2025 and beyond. That story is one that recognizes the City as a complex and rich set of interrelated subsystems of the larger urban system, with assets unique and distinctive to Temple Terrace; and it also is a story that recognizes the importance of sustainability, regeneration, and interconnectedness in improving and projecting forward those subsystems within the City.



Note, however, that some of these issues may not be under the direct purview of the City’s jurisdiction, but they need to be acknowledged and addressed to meet the “vision” of the City of Temple Terrace. In this regard, a more supporting or coordinating role, where other entities retain and exercise implementation powers, may need to be recognized and exercised by the City of Temple Terrace, in the Plan.



## **THE CITY’S “STORY” - THE STATISTICS BEHIND THE ISSUES**

By the year 2025, the City of Temple Terrace is projected to have a population of 29,400, which is an increase of 7,570 residents over its 2004 population of 21,830. That increase exceeds the City’s entire 1970 population of 7,377. The City’s boundaries encompass just under 7 square miles. Its 2000 population was 20,918, giving it a population density in 2000 of 3,051 residents per square mile.

Between 1970 and 2000, the City’s population increased by about 13,500 residents or 183%. Between 1997 and 2004, the City gained 1,620 residents. The growth in the last 7 years is primarily attributable to annexation of more than 400+ acres, and extensive multi-family development, whose number of new units outnumbered



construction of new single-family housing units by a ratio of more than 2 to 1. This reflects the high-value of the decreasing vacant land in the City.



The City’s population has become internationally more diverse, mainly as a result of its proximity to the University of South Florida. Between 1980 and 2000, persons living in Temple Terrace, and classified by the US Census as other than White, African-American, or Hispanic, increased fourteen fold. Between 1970

and 2000, persons living in Temple Terrace but born outside the United States increased twenty fold, and now represent 11.6% of the population.

In 2000, of foreign-born residents living in the City, 44.1% are Latin American, 27.6% are Asian, 5.9% are North American, 4.1% are from Africa, and 0.7% hail from Oceania. Almost 30% of these foreign-born residents arrived in the City since 1995. These foreign-born residents also tend to mirror their other Temple Terrace counterparts in both education and affluence. They add great cultural richness and diversity to the City, and provide many opportunities for a strong cosmopolitan character to the City’s current family-friendly size and easy sociability.





Another revealing and very significant fact about the City is that 43.5% of residents have attained a bachelors degree or higher – an unusually high educational status for any city. Other significant and descriptive statistics about the City:

- 12% of residents are between the ages of 18 and 24.
- 17.2% of residents speak a language other than English at home.
- Nearly one in five children are enrolled in private school
- 29.6% of all families are single parent families.
- 0.8% of residents utilize public transportation to travel to work.
- Of 111 businesses surveyed by the USF Department of Criminology, 102 or 91.9% felt safe operating a business in Temple Terrace.
- 41.4% of businesses surveyed stated that they have experienced a change in customer base during the last five years.
- 42 or 91.3% of these businesses mentioned a more diverse clientele as the type of customer base change.



## **THE CITY’S “STORY” - THE PUBLIC INPUT PROCESS LEADING TO THE ISSUES**

As part of the issue identification process, an extensive public participation was conducted in the period October, 2003 to March 2005 to get a grass roots understanding of what people wanted to see for the future of their community.



A series of public open houses were held throughout Hillsborough County starting with a half day event that brought the Planning Commission together with the elected



officials from the four local governments in Hillsborough County, held in October 2003. These included the County Commission, Tampa and Temple Terrace City Councils, and the Plant City City Commission. This was followed by a full-day workshop for staffs from various governmental agencies, departments of all four local governments and

those of neighboring counties. Both events enabled participants to give thoughtful input on issues that need to be addressed in the Comprehensive Plan update.

The next phase was a series of seven countywide “open house” sessions held for the public at locations spread throughout the County, including the Temple Terrace area. Additionally, the School District of Hillsborough County worked cooperatively with the Planning Commission and MPO to host a Student Forum that brought about 100 high school students together to learn about the Comprehensive Plan updates and identify issues of concern to them. Over 3,000 comments were received, reviewed, and assessed as a result of the seven sessions and student forum.



A series of individual one-hour interviews with the City’s top administrative staff and department heads was conducted early in 2005. That was followed by a series of four Study Circle sessions and one follow-up session, involving about 20 local citizens, who responded to a public invitation to volunteer and participate, and who roughly approximated the geographic and demographic make-up of the City. The four sessions were professionally-facilitated and held from mid-February to mid-March of 2005. Other members of the public attended and observed, as did the Mayor and four City Councilmembers, and a number of top-level City administrative staff, including the City Manager. These local interviews and Study Circle sessions substantially modified and refined the issues uniquely for Temple Terrace and its comprehensive plan update.

Other events contributing to this public input effort are:

- The 10 goals and related strategies generated in 2001 by the City’s visioning process, called Vision 2020, and which was an extensive citizen-driven, grass-roots process;
- The City Council’s annual goal-setting process and its results;
- The City Council’s quarterly town hall and neighborhood meetings, held throughout the year; and
- The recent downtown redevelopment meetings and charrettes, conducted over the last year and a half, and attended by hundreds of residents (sometimes approaching 1,000 residents), at certain sessions. These meetings provided very detailed information on citizens’ concept of their City and its future as a community.



These are the ways that public input was developed and used in determining the community’s issues for the City’s Plan update.

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# ATTACHMENT 5

## TEMPLE TERRACE STUDY CIRCLE'S

### LIST OF CITY VALUES BASED ON ITS THEMES



**City of Temple Terrace**

*A City for Living...*



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**TEMPLE TERRACE  
STUDY CIRCLE'S CITY VALUES**

**Based on Its Themes**

*(Revised 03-26-07)*

*Summary Value:*

- For us, it is more than just about civic pride – we recognize and value our city's tradition of social interaction and volunteerism; we further value our physical setting, historical past and its legacy, and natural features, such as the River, our oak tree canopy, and golf course. All, whether social or physical, contribute to our unique identity as a city and community

*Current Values Already Affecting the Present and Future:*

- A. We socially interconnect through our civic places and spaces – we value a access, convenience, and safety for these gathering spaces
- B. Equality of life matters as much as quality of life – we value diversity and inclusiveness, especially for all levels and stages of life, age, housing, and income
- C. Our quality of life requires both high- and low-densities – we need them so all levels of our families can afford to live in our city: the young, the middle-aged, and our seniors; affordable housing should be dispersed throughout the City and not concentrated in segregated areas
- D. Our youth both benefit from and contribute to our city – our values include a good education, healthy recreation, and a sense of civic involvement for our young people
- E. We have empowered ourselves to meet our local needs locally -- we value our independence as an incorporated City, as well as acknowledge our interdependence
- F. Mixing people is as important as mixing uses – we value welcoming cultural diversity, fostering openness to new and different ideas, and enriching the experience of community for everyone
- G. Fulfilled families come from fulfilled people, regardless of health, income, age, culture, education level, etc. – we value attention to opportunities for personal fulfillment
- H. Fulfilled communities come from fulfilled neighborhoods: intact, healthy, active, self-fixing, collaborative, interconnected, etc. – we value attention to neighborhood needs
- I. Our city is welcoming to everyone – we value friendliness as part of our identity





- J. We squeeze the most bang for the buck from the public purse – we value **fiscal prudence** coupled **with community involvement and volunteerism** as part of our identity and as contributing to good governance
- K. We are skeptical about unrealistic proposals and solutions, yet we value **risk-taking, accepting challenges**, and achieving good and unique things
- L. We embrace our stress-reducing city that fosters our relaxed, less-guarded life-style – we find that our voices are heard, **government is responsive, and self-empowerment thrives**

*Values Affecting How Our Future Is Achieved:*

- M. Shaping our future matters more than predicting it – we value **pro-activeness**
- N. Other people’s lives are counting on ours, even those not yet born -- we value **actions that fulfill our long-term vision while meeting present needs**
- O. We’re all here for the rest of our lives, even if we’re not – we value **our actions today as our legacy to future generations**
- P. Our **activism and engagement** builds the greatness and identity of our community – we think they must be constantly sustained and regenerated
- Q. **Quality and aesthetics matter** to us in all things – we find there is no need for us to settle for mediocrity, expediency, or ugliness
- R. We have influence; we have intelligence; we have maturity and take responsibility -- we **control our destiny** and do not have to settle just for whatever comes our way
- S. We recognize that improvements without maintenance are eventually deteriorations – we value **sustainability and regeneration of our community assets**
- T. We recognize that our mobility improves with a variety of options – we value a **mix of mobility**, including walking, biking, and mass transit.
- U. Our identity both reflects and is reflective of our **small-town size and feel** – we value retaining this feel by **supporting small, locally-owned businesses** and making it a valued and vital aspect of our local economy; leave the “big box” businesses for the suburbs.
- V. Good governance is part of our identity – we value **fair and equitable regulations** and regulatory processes, which are clear, reliable, fast, consistent, and responsive to user needs
- W. Inclusiveness is part of our identity – we value regular **assessments of how we are represented on City Council**, including exploring options such as district representation
- X. Communications is vital in sustaining our community – we value **leveraging technology for better public involvement** and public information, including such things as a city-wide interactive wireless system

# ATTACHMENT 6

- **MAIN NARRATIVE TO THE 2006 EVALUATION AND APPRAISAL REPORT (EAR) - *as modified for the Plan Update***
- **PART A – CHANGES IN LAND AREA AND POPULATION**
- **PART B – EXTENT OF VACANT AND DEVELOPABLE LAND**



**City of Temple Terrace**

*A City for Living...*



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## THE MAIN NARRATIVE



# Temple Terrace Comprehensive Plan Evaluation and Appraisal Report (EAR) *April 2006*

***OVERALL THEME of EAR and PLAN UPDATE:***

***“A Beautiful Environment Embraced by Diverse Citizens”***

*As Modified for the Plan Update  
Following Adoption of the EAR*

# Our Story Advances: “Focusing Our Vision”

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# THE MAIN NARRATIVE



## Temple Terrace

### Evaluation and Appraisal Report *April 2006*

*“A Beautiful Environment Embraced by Diverse Citizens”*

## “Our Story Advances: Focusing Our Vision”

### Forward and Introduction

Cities, like people, have life cycles with unique stories. Each is different in unique ways, and is or can be better understood if their respective uniqueness or special qualities are examined and appreciated.

One of the ways cities can capture and express their uniqueness on paper is through their long-range comprehensive plans. Plans explain a lot about who a city is, where it’s going, and how it’s trying to get there. Sometimes you really have to work and dig to find it, but it’s usually somewhere in its plans.

Plans, like cities and people, are constantly changing or responding to change. Smart cities, like people, actively use their plans to shape their unique identity in ways that make them better – leveraging the opportunities presented by change, minimizing the difficulties of change, and overcoming any inherent weaknesses that change may expose. Plans afford cities the means of taking charge and determining their own unique destiny, as they choose it to be.

Success lies in crafting plans well, reviewing and assessing them periodically, and modifying them as changed circumstances may warrant. In doing so, plans allow cities to build on the better part of the story that is its past, and then to script that story to ensure it achieves the future the city wants.



Success also lies in making plans that are realistic and accurately reflective of the citizenry for whom city government is the collective repository of their shared present and future. So, in many ways, a city's Plan is the story its citizenry write for themselves, based on past shared history and experiences, tempered by present realities, appreciative of the context and constraints of their physical and social environment, and expressive of a mutual vision for their future.

Temple Terrace has a comprehensive plan. It has an expressed vision of its future as recently as 2001. It has recently looked at its historical center and determined to embark on a changed future for it. It has assessed and evaluated its comprehensive plan in light of these things, as well as on emerging themes and issues it has identified for and about itself. As a result, the Plan has been changed. The story that follows is a narrative and documentation of that evaluation and appraisal, and explains the current context and the more focused vision that the City has reflected in its Plan.

The City's overall story is now advancing, and its vision, through an updated Plan, is becoming more focused.

But before the story begins, it is important to understand the official and technical context from which this evaluation and appraisal report (EAR) emanates.

## **Context**

- *What is the EAR (Evaluation Appraisal Report) and its purpose*
  - The State mandates that the City have a legally binding long range (20 year) Comprehensive Plan minimally addressing certain topic areas, mostly physical.
  - It further mandates that the City's development decisions, development regulations, and capital budgeting decisions be consistent with the provisions of that Plan.
  - For that Comprehensive Plan to be effective and meaningful, it must accurately reflect the City's unique identity and its residents' vision for its future.
  - The Comprehensive Plan is assessed and updated every 7-8 years, by law, and a new planning horizon is set 20 additional years into the future.
  - The Hillsborough County City-County Planning Commission (the "Planning Commission"), which is the City's official "local planning organization" (LPO) under State law and the County Charter, has made

such an assessment and update; and the Evaluation and Appraisal Report (EAR) is the assessment part, which determines the current status and utility of the present Comprehensive Plan and how it should have been changed and updated.

- The final part of the process is the update and actual revision of the Comprehensive Plan document itself through plan amendments.
  - To do the assessment job right, the Planning Commission solicited public input through a variety of different methods.
  - This public solicitation process was extensive, unique, and very productive.
  - In Temple Terrace, this led to the identification of a set of themes or overriding issues upon which the Plan assessment was largely based.
  - These themes and issues are unique to the City and help foster the identity the City has and wants to see continued.
  - They are more fully described within the complete EAR document.
  - They also address what the City should be doing differently or better.
  - Also taken into account was the Vision 2020 project – a grass-roots visioning effort based on extensive public participation and input, sponsored by the City Council in 2001, as well as recent heavily attended citizen “charrettes” for shaping the future of the City’s downtown redevelopment project.
- ***What is this EAR’s structural format, and How and Why is it different from the past***
    - Most EARs are technical government reports documenting the evaluation and appraisal process and providing the background data and responses required by State law.
    - They are not usually very interesting even to the professional planning community.
    - To make them more meaningful and useful, even to the casual, non-professional reader, a different approach has been taken in the production of the City’s EAR.
    - This EAR is formatted into a “Story”, followed by a detailed set of Technical Appendices.
    - The “Story” attempts to layout for the reader, in a readable and understandable format:
      - who the City is
      - where is it going
      - what does it want
      - what do others want for it

- is the City up to it
  - how does it get to its future from here, and
  - what comes next.
- By telling a story and answering these questions, both the minimum legal requirements of the EAR were met, and a fuller, more integrated approach to the future was identified and explained.
  - References are made to Attachment 6, enabling the more technical or involved reader to be assured that required or needed documentation has occurred and can be examined at length there or in the more extensive Appendices to the full EAR document, without disrupting the basic story of the EAR itself.
  - By taking this approach with the EAR, it is hoped that those who paid for it (the taxpayer), those that are affected by it (the citizen), and any who use it will have a much better understanding of the underlying basis and logic shaping the update of the Plan, thereby ensuring its success and the City's desired future

## “Our Story...”: An Overview and Executive Summary

### *An Overview*

- According to observation, experience, and what the public has shared, the City’s uniqueness is based on:
  - Its history
  - Its physical setting
  - The way it has developed over time
  - The people it has attracted as residents
  - Their diversity of values as reflected in their lifestyles and the way they associate and interact with each other
  - The way they choose to govern themselves, and
  - The vision and future they express as their choice for themselves, their children, and newcomers
- Citizen input has expressed this uniqueness and its implications for the City’s future by distilling it into an overarching theme/phrase and five sub-themes or major issues
- The overarching theme is: *“A Beautiful Environment Embraced by Diverse Citizens”*
- The five sub-themes or major issues are:
  - A Systems Approach
  - Timeless Assets
  - Sustainability
  - Regeneration
  - Interconnectedness
- Together with new socio-economic data and related statistical information on the City, this theme and its five issues are the basis for the City’s “story”, as told in its Evaluation and Appraisal Report
- These issues and themes are characteristic of a concept and term called “livable cities”.
- Livable City is an umbrella term that has come to be used by progressive cities seeking to define and improve themselves based on a more realistic and sophisticated understanding of the determining factors shaping cities and other human communities.
- The issues and themes emerging from local citizen input and discussions of the City’s future are very descriptive of and consistent with the concepts common to the determinants of a “livable city”.
- The concept of the livable city and the themes and issues, which the citizens of Temple Terrace have identified or developed for the future of their City, are used to determine and shape the City’s updated Comprehensive Plan out to the year 2025 and beyond.

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## Chapter 1 – Building Our Legacy – A Livable City

***Planning and the Plan: “Who are we; what makes us unique; how are we changing; what forces have been shaping us; what have we said about our future; and what now are our issues which should be shaping our future?”***

### *1.1 – Forward*

#### **Some Details, Findings, and Conclusions**

The following are a few details, findings, and conclusions from the City’s story and the things shaping it. They are based on what citizens said mattered most to them or on what was learned from statistical data about the City.

- The City’s roots are in a resort community begun in the 1920s as a well laid-out town built around a golf course, with a Mediterranean revival architectural theme, on the banks of the Hillsborough River.
- Its first major growth spurt came post-World War II, in the 1950s and 1960s.
- By 2005 it had grown to a population of 22,020 people on about 4,500 acres, and is projected to grow to 29,400 people within that same acreage footprint by 2025 – an increase of about 7,400 people.
- Its economic and social makeup is heavily influenced by its history and its proximity to Florida College and the University of South Florida (USF); i.e., it has been and remains a relatively affluent community of well-educated residents, compared with its neighbors.
- It strongly values education and has a well-developed open and welcoming set of inter-locking and supportive social networks, promoting a deep civic involvement and commitment to volunteerism.
- It is very family oriented, and contains a rich diversity of generations, singles, children, seniors, and married couples.
- It has the largest concentration of non-Hispanic, non-African-American foreign-born residents of any other County community, and these are fairly well integrated into the social and civic fabric of the City.
- It has a widely shared appreciation of the benefits of its meandering golf course, the Hillsborough River running through it, and the oak tree canopy shading many of its neighborhoods.
- It has shown a willingness to tackle and work through difficult civic issues with respect to all viewpoints.



- Its government is fiscally sound, well-run, citizen-friendly and responsive; its public services and infrastructure have kept pace with its growth and is well-positioned for its future.
- Although it will experience some future growth through annexation, much of its growth will be accommodated by infill development and the added densities and intensities planned for its redeveloped downtown.
- Additional physical improvements and renewal can realistically be expected for the balance of its commercial areas along 56<sup>th</sup> Street, at its intersection with Fowler Avenue, and along Fowler Avenue; smaller neighborhood-serving commercial centers will occur at planned intersections of other significant roadways.
- Greater attention to pedestrian and bicycling amenities and to alternative modes of mobility will be emerging; and a better form of bus-type services can be expected.
- The commitment the City's residents have toward education, coupled with their ongoing high-level of educational attainment, ensures that school and classroom demand issues will be addressed, even if by means other than traditional public education.
- Small office demand and unique retail, dining, and entertainment opportunities should be an expected by-product of the City's proximity to USF and the infilling of existing office parks and developments.
- The City is uniquely positioned to create an identity for itself as an affluent yet diversely cultural and cosmopolitan community with a lifestyle and physical and social environment unmatched within the larger metropolitan region.

## *1.2 – The public participation process and its results*

### **A description of the public participation process**

To understand the City's story, it is helpful to know how the Planning Commission got most of it.

As part of an issue identification process, an extensive public participation was conducted in the period October 2003 to March 2005 to get a grass roots understanding of what people wanted to see for the future of their community.

A series of public open houses were held throughout Hillsborough County starting with a half day event that brought the Planning Commission together with the elected officials from the four local governments in Hillsborough County, held in October 2003.

These included the County Commission, Tampa and Temple Terrace City Councils, and the Plant City City Commission. This was followed by a full-day workshop for staffs from various governmental agencies, departments of all four local governments and those of neighboring counties. Both events enabled participants to give thoughtful input on issues that need to be addressed in the Comprehensive Plan update.

The next phase was a series of seven countywide “open house” sessions held for the public at locations spread throughout the County, including the Temple Terrace area. Additionally, the School District of Hillsborough County worked cooperatively with the Planning Commission and Metropolitan Planning Organization (MPO), which is official and state- and federally-sanctioned transportation planning body for the County (and staffed by the Planning Commission), to host a Student Forum that brought about 100 high school students together (2 student-representatives from each of the high schools in the School District) to learn about the Comprehensive Plan updates and identify issues of concern to them. Over 3,000 comments were received, reviewed, and assessed as a result of the seven sessions and student forum.

A series of individual one-hour interviews with the City’s top administrative staff and department heads was conducted early in 2005. That was followed by a series of four Study Circle sessions and one follow-up session, involving about 20 local citizens, who responded to a public invitation to volunteer and participate, and who roughly approximated the geographic and demographic make-up of the City. The four sessions were professionally-facilitated and held from mid-February to mid-March of 2005. Other members of the public attended and observed, as did the Mayor and four City Councilmembers, and a number of top-level City administrative staff, including the City Manager.

These local interviews and Study Circle sessions substantially modified and refined the issues uniquely for Temple Terrace and its comprehensive plan update.

Other events contributing to this public input effort are:

- The 10 goals and related strategies generated in 2001 by the City’s visioning process, called Vision 2020, and which was an extensive citizen-driven, grass-roots process;
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- The recent downtown redevelopment meetings and charrettes, conducted over a year and a half, and attended by hundreds of residents (sometimes approaching 1,000 residents), at certain sessions. These meetings provided very detailed information on citizens’ concept of their City and its future as a community.

These are the ways that public input was developed and used in determining the community’s issues for the City’s Plan update.

**Public participation results – A livable city**

What people said they wanted was a “livable city”. They understood what comprises a livable city, and they synthesized a set of major themes and issues to ensure that Temple Terrace more fully realize its potential as a livable city and continuing growing within that potential throughout its future. What is meant by the term “livable city”? This is more fully described in Section 1.5 located somewhat further below. At this point, suffice it to say for now that a livable city is an organic being, comprised of living organisms, namely people, who are born, live, grow and die. Through their lives and the lives of the people who preceded them, they collectively create, influence, and evolve a larger entity that is the city.

**A brief history of the City and determinants of its uniqueness and livability**

The City’s interesting history as a resort community with a carefully thought out physical layout is more fully described in the Appendices. The main conclusion for its “story” and its planning, however, is that from the beginning it had a commonality of affluence, appreciation for education, respect for the physical environment and community aesthetics, a dedication to the work ethic and the importance of family, a culture of volunteerism and civic involvement, and an ability to understand current issues and respond with forward-thinking long-term solutions.

These values and identity are not something that just happened or seemingly evolved. Rather, they are a product of a shared tradition and common background emanating from the resort attraction and physical setting as explicitly developed on the banks of the Hillsborough River in the early part of the 20<sup>th</sup> century.

A fuller description of the City’s history appears in Attachment 1 of the Appendix to the City’s Future Land Use Element.

**A recent Vision for its future contributing to its livability**

As the City has grown and matured, its size and diversity could have challenged and changed its traditions, and the positive values associated with them could have eroded or become lost. However, part of those values led to volunteerism and civic

involvement, and newcomers were welcomed and their participation internalized within the community. The traditions were passed on.

A reflection of that came in 2000 and 2001 when the City embraced the idea that it needed a grass-roots derived “vision” of its future, which was simple enough for everyone to understand and therefore more capable of implementation. Through a professionally facilitated public involvement process of workshops and meetings, the community refined its shared values into a Vision statement, and set out 10 goals and at least 3 implementing strategies each for the community’s future. The statement and 10 goals are shown here to illustrate the scope of the City’s vision beginning in 2001.

**VISION STATEMENT:** *Temple Terrace is a close-knit, family-oriented, pedestrian-friendly community with a vibrant downtown. The City maintains a close connection to the Hillsborough River as part of its natural heritage. It’s a safe, beautiful, business-friendly city with high quality services, good schools and efficient government.*

**GOAL 1:** Complete the redevelopment of downtown.

**GOAL 2:** Make the City more walkable and bikeable.

**GOAL 3:** Improve the appearance of the City by developing and consistently applying design guidelines, landscaping planting trees and effectively enforcing City codes.

**GOAL 4:** Maintain the City’s services, traditions, small town atmosphere and family orientation even as we grow.

**GOAL 5:** Capitalize on the Hillsborough River as the City’s greatest natural asset.

**GOAL 6:** Encourage excellent neighborhood schools.

**GOAL 7:** Establish closer ties to the University of South Florida and Florida College.

**GOAL 8:** Create new housing opportunities for senior citizens with convenient access to shopping and services.

**GOAL 9:** Enhance economic opportunity through redevelopment and by support of I-75 corridor development for high technology enterprises.

**GOAL 10:** Encourage neighborhood revitalization outside the City’s boundaries to the west and south.

These are more fully reproduced in the *Vision 2020* report in the Attachment 2 of the Appendix to the Future Land Use Element. However, the larger value of the “Vision 2020” process was not only in its citizen-derived goal setting, but also in the fact that these goals were widely embraced and used. The City Council referred to them in annually setting its goals for the coming year in shaping the City’s budget and its administration. The City administration posted them prominently in the City Manager’s conference room; and they were referenced at weekly senior staff meetings as a check on the direction of the City’s work program and in prioritizing its civic actions.

Without this visioning exercise as part of its recent past, the City would have been less prepared to take the next step in formulating its future – identifying a set of major encompassing themes and issues descriptive of both its identity and the way it wanted to ensure its future based on its past and current values, regardless of what outside factors and changing conditions may emerge to challenge and impact it.

These major encompassing themes and issues are summarized next.

#### **A summary of its Issues for the future**

The City is attempting to re-establish its historic urban form, abandoned in the 1950s, with its redevelopment plan for its “downtown”. The grass-roots process and political will leading to this redevelopment are indicative of a knowledgeable, engaged, self-empowering, difference-respecting, mature, and sophisticated citizenry.

This citizenry, in addition to its commitment to redeveloping the City’s core, has great concern for the City’s edges, especially those portions beyond its direct control. This concern for its edges is motivated less by fear and more by the desire to ensure that growth and interaction at its edges develop and integrate the City’s positive social values among citizens there.

The City’s residents perceive and value themselves and their City as unique, particularly in terms of its positive social interconnectedness and its safe, secure, and neighborly small-town feel. Its citizens want to preserve, protect, sustain, and project its unique identity, so that its identity is maintained, improved, and recognized into the future, both within the City and the overall metro region, and even beyond. The City’s residents further want to see this positive social interconnectedness sustained and reflected in its neighborhoods, similar to the way for which it has been planned within the downtown core.

There is great respect among the community's citizenry for the City's natural environment, especially the Hillsborough River and its flora and fauna, as well as the oak tree canopy in many of the City's neighborhoods. This respect also extends to manmade natural features, such as the City's parks and playgrounds and the unique way the local golf course meanders through the City in a way that the edges of its fairways are accessible to the public for passive and active use beyond just golfing.

The local citizenry place a very high value on education, are very supportive of local schools both public and private, and consider the City's proximity to the University of South Florida (USF) and the local presence of Florida College, and their students and professors, to be a community asset.

The various issues identified by the community are being used to assess and then shape the revisions and update to the City's comprehensive plan during the multi-year process now underway. The comprehensive plan guides how the City addresses and manages its growth and related changes, achieves its vision for its future, and provides the necessary infrastructure, regulatory framework, and policy support related to that vision.

## **THE CITY'S "STORY" – THEMES AND ISSUES**

An overarching theme for the City's major issues has been captured by members of the City's Study Group within a single phrase: *"...A BEAUTIFUL ENVIRONMENT EMBRACED BY DIVERSE CITIZENS"*.

This phrase embodies

- the community's recognition of the beauty of its natural, manmade, and social environment, and the need to sustain, renew, and improve it;
- its appreciation for its self-empowerment and its sophisticated values; and
- its focus on the unique asset that is its citizens, however different, diverse, talented, and engaged.

It recognizes what presently exists, what should be, and the integrated approach necessary to get there.

There have also emerged five secondary or sub-themes defining and embracing the major issues, as identified by the Temple Terrace community. The themes help in understanding and framing these issues. The issues, as "themed", were used to more completely assess and update the City's Plan, and, in the process, to tell the story that describes Temple Terrace and the City it is or wants to achieve for its future.



These five sub-themes are:

- A. A SYSTEMS APPROACH
- B. TIMELESS ASSETS
- C. SUSTAINABILITY
- D. REGENERATION, and
- E. INTERCONNECTEDNESS

**THEME A**

**A SYSTEMS APPROACH**

*A livable city is an integrated urban system with social, economic, cultural, ecological, and various other dimensions. These dimensions and their interconnections need to be understood and addressed as one system.*

The issue embodied by *Theme A – A Systems Approach* is the challenge to transform the “linear”, compartmentalized plans of the past into integrated plans reflective of the interconnected urban system that is Temple Terrace.

**THEME B**

**TIMELESS ASSETS**

*The community identified “assets” listed below that make Temple Terrace unique.*

The issue embodied by *Theme B – Timeless Assets* is that these assets combine to give the City its unique identity and must be holistically acknowledged, protected and built upon in all forms of decision-making. Each asset contributes to the City’s distinct character, but no one fully describes what the City is. Only when all are factored into decisions, and taken into account when acting, can the City and its citizens be assured that the best interests of the City are being appropriately addressed, and its distinguishing features preserved and projected into the future.

**The City’s timeless and enduring assets are its:**

- Hillsborough River location
- Oak tree canopy
- Meandering golf course
- Highly engaged citizenry, strongly committed to volunteerism
- Well-educated, caring, motivated citizenry with pride of community and willing to take visionary risks
- Knowledgeable citizenry, understanding of the interrelationships and underlying forces shaping their community

- Historic original city layout and distinctive *Mediterranean revival* architecture
- Proximity to University of South Florida and presence of Florida College
- Planned, new-urbanism style, redeveloped, citizen-designed City-center
- Extensive public recreational system
- Well-provided public services, and safe and secure neighborhoods
- Emerging international diversity of cultures

## **THEME C**

### **SUSTAINABILITY**

*The community has identified its natural, manmade, and social assets, which give value, uniqueness, and distinctiveness to the City. These must be sustained, or made sustainable, if the City is to retain them as assets into the future. Otherwise, the City will lose important components which make it and its people the special place it is. Similarly, as improvements are made, progress occurs, and a better City emerges, these changes must also be sustained or become lost in the future.*

The issue captured by *Theme C - Sustainability* is one of recognition that the City is already a distinct and unique place with a special riverside and tree-shaded natural environment, family-friendly safe and secure neighborhoods, strong community and religious organizations, a historic city layout and defining architecture, an efficient government providing good municipal services, a respect for education, an extensive recreational system, and a self- and group-empowered citizenry exercising positive social connections and networks and actively engaged in community affairs. These are values and assets which the community wants to ensure continue to be fostered and nurtured into the future. They recognize that these qualities and values make the City the special place it presently is, and need to be carefully factored and considered at all levels of public and private decision-making on a continuous basis if they are to be present in the future.

This awareness also extends to any new changes that may occur. The “good” changes must be institutionalized in a way that ensures continuity, and the “bad”, or no longer useful, changes or practices from the past need to be discarded or re-addressed to make them relevant for the future. Sustainability must be applied or addressed relative to any natural resources required by the City, such as potable water or fuels for energy. The same is true for affordable housing, so the multi-generational families, cultural diversity, and healthy economic job climate that the community values can be sustained and achieved in the future.

**THEME D**

**REGENERATION**

*The community has recognized that it is a City with a 75-year old history, and it must examine itself and determine what requires renewal, updating, or redevelopment. It has already recognized the need to rejuvenate its City core, but it also understands that its survival and prosperity depends on its ability to regenerate itself through education, embracing and celebrating diversity, and ensuring that its values are passed along to newcomers and appreciated by visitors.*

The issue embodied in *Theme D – Regeneration* is one that understands that decay in the community’s physical environment as well as in its social infrastructure will inevitably occur with time, if efforts are not continually made to renew and regenerate what is valued. This is a maintenance issue; but it is also one which appreciates that the preservation of community values and their recognition and continuance is not automatic. Those values must be renewed and regenerated in light of future change and growth. Structures, neighborhoods, and people and their relationships can succumb to blight, decay, and decline if not renewed and regenerated in light of new realities and the inevitable ravages of time. Regeneration is the flip-side of sustainability. Sustain the good, but renew, regenerate, reinvigorate, reinvent, or reinvest in that which is no longer functioning or capable of functioning appropriately in the present or future. This is applicable to organizations, public or private, to human activities and relationships, to homes, businesses or neighborhoods, and to abused natural environments.

**THEME E**

**INTERCONNECTEDNESS**

*The City is largely a functioning interconnected ecosystem loosely coupled through technology and relationships. The City is interdependent rather than rigid and independent. To retain and improve upon its livability as a City, its residents’ thinking must be holistic. It must take into account how all the relationships have an impact on each other. Again, this is applicable to the physical and natural environment of the City, as well as the human and social infrastructure of the City.*

The issue captured by *Theme E – Interconnectedness* is one that appreciates that the subsystems of the overall urban system are dependent on successful interconnectedness in order to thrive. It recognizes that it is at the decision points, where systems overlap and intersect, that it is crucial that all aspects of decision-making fully consider and balance the requirements of these systems. If it is not understood and acknowledged that multiple systems are “in play” when decisions are made, then it is more likely that decisions and solution will be one dimensional, reactive, fail to further the complete interests of the community, and lead to further problems.

Interconnectedness applies, among others things, to:

### **1. Public Places and the Public Domain**

Public places are needed where people can relax, walk, bike, socialize, celebrate, and play. This includes parks for areas of the City that need them; schools that are focal points of the community and also serve as recreational space; streets that serve pedestrians and bicyclists as well as cars; interconnected greenways to explore and enjoy on foot or bike; and welcoming public places in the downtown core. Natural spaces must be protected for their natural value, as well as for their public value, such as the River views and vistas that help define the City and its spectacular setting. These are all critical to human interaction, recreation, and health. Without good public places to gather and travel, organizational and community values of volunteerism, civic engagement, economic prosperity, sustainability and regeneration are not likely to take place.

### **2. Transportation Choices**

Transit, walking, and biking are part of our interconnectedness. Mobility must include automobile use as well as alternative uses to the automobile, which can slow the growth of motor vehicle use in our neighborhoods and improve the quality of our air, water and soil (the environment). A greater range of transportation choices needs to be available. Accessible, interconnected neighborhood centers and a downtown core bring more people closer to shops, services, and jobs, reducing their need to travel inconvenient or unsuitable distances. It also fosters positive social interaction and networking and promotes civic engagement and volunteerism. It provides better opportunities for improvements in relations with the outside world, and is vital to good communications and social cooperation among neighbors and within the larger community.

### **3. Housing**

A healthy city provides for lower and modest income families and individuals at all stages in their life cycle, and enables them to be able to live and contribute to the richness, diversity, and complexity of the city. Temple Terrace must be careful to continue to explore opportunities for more, lower cost housing in the City. This is a challenge in the larger metro region, as well as nationwide. Those markets that can provide a full range of housing options are more likely to be successful in their

economic, social, cultural, and civic endeavors. Means must be found to encourage or require less costly marketable housing.

#### **4. Healthy Economy - Healthy Environment**

The five elements of economic strength are physical resources, human resources, financial resources, community resources and institutional resources.

As a metro region grows and there is increasing pressure on the natural and manmade environment, the City needs to give priority to actions that protect the various natural and human environments. These include everything from how people travel to how they use water. For example, to address air pollution, it is important to address transit, the walking and biking environment, and other more attractive alternatives to the car. The community can develop alternatives to services like garbage collection and water usage which encourage conservation and environmental sensitivity. An improved stormwater management system helps to rehabilitation of waterways and restores the natural systems.

The four subsystems discussed above are but several examples of the significance of interconnectedness in assessing the future.

### **CONCLUSION**

By using the above issues, understood through their themes, and generated by public input based on demographic statistics (as further described below), the City assessed and updated its comprehensive plan accordingly, and tell its “story” as it sees itself, thereby creating the future it wants to be in 2025 and beyond. That story is one that recognizes the City as a complex and rich set of interrelated subsystems of the larger urban system, with assets unique and distinctive to Temple Terrace; and also it is a story that recognizes the importance of sustainability, regeneration, and interconnectedness in improving and projecting forward those subsystems within the City.

Note, however, that some of these issues may not be under the direct purview of the City’s jurisdiction, but they need to be acknowledged and addressed to meet the “vision” of the City of Temple Terrace. In this regard, a more supporting or coordinating role, where other entities retain and exercise implementation powers, are recognized and exercised by the City of Temple Terrace, in the Plan.

### ***1.3 - Changes in land area and population (FLUE Appendix, Attachment 6, Part A) and other change agents***

*There have been changes to the City of Temple Terrace in the past 10 years, and those changes affect the livability of the City, but change also allows for unprecedented opportunities that could make the City more livable. Some of the way there have been changes are summarized below from the data.*

- Since the last comprehensive plan update (between 1995 and 2005) the City of Temple Terrace annexed 473 acres to grow from 3,988 to 4,461 acres in size. The annexations took place primarily to the east of the old City limits and, secondarily, to the north.
- The annual population growth rate for the City of Temple Terrace since the last comprehensive plan update is 1.54%. The great majority of the population growth has taken place within newly annexed areas. There was very little growth within the 1995 corporate limits for Temple Terrace.
- The population projections used in the previous comprehensive plan update for 2005 are very close to the actual estimate for 2005. There is only a 1.0% difference between the population projection made for Temple Terrace in 1995 (21,800) and the actual estimate made in 2005 (22,020).
- The population projections for the City of Temple Terrace forecast it to grow from 22,020 people in 2005 to 29,400 people in 2025 – an increase of approximately 370 people per year and a total of about 7,400 people. The projections (see Table 4, Part A, FLUE Appendix Attachment 6) envision that the great majority of the City's population growth will take place between 2010 and 2025. The projections assume that redevelopment will take place in the City, in particular the site at the southeast corner of 56<sup>th</sup> Street and Bullard Parkway.
- Examining Temple Terrace's population density in 2005 by census tract, the highest population densities are in the census tracts north of Bullard Parkway and west of the Hillsborough River. The least dense census tracts are those with a large employment base, for example, Telecom Park.
- The change in Temple Terrace's population density between 2000 and 2005 shows that the greatest increases in density took place in newly annexed areas to the south and southeast. The central portion of Temple Terrace actually experienced a decrease in population density.
- Looking at projected population changes in Temple Terrace between 2005 and 2025 by census tract, the largest projected densities are in census tracts that are to the south of Bullard Parkway. There is very little increased density projected for census tracts to the north of Fowler Avenue.
- Between 2000 and 2005, non-residential construction took place primarily to the north of Fowler Avenue.

### **Conclusions**

The preceding data, as more fully illustrated in the Tables of Part A, in the FLUE Appendix Attachment 6, indicates that most of the City's physical and population



growth since 2000 has occurred as a result of annexation, and at a lower density than the rest of the City. This may be problematical for the future, because to accommodate future population growth anticipated by the City, densities on average need to increase. The solution is the increased density planned for the downtown redevelopment area and other key activity centers and corridors. The City must be careful to ensure that that area is approved for actual development at densities and intensities, which will provide for the absorption of anticipated population growth, or the City will fail to achieve the population projections expected by 2025.

#### *1.4 - Major issues and the social, economic and environmental impacts*

##### **ECONOMIC/SOCIAL/ENVIRONMENTAL IMPACTS**

The planning approach used for this EAR, as driven by local issues, more holistically accounts for economic, social and environmental impacts, and ultimately results in a better-planned City. The economic, social and environmental impacts from this approach should be positive. The negative economic, social and environmental impacts created by the pre-updated Plan resulted because the systems operating in the City were not fully acknowledged, appreciated, or included in the comprehensive planning and decision-making framework. The pre-updated Plan was almost entirely based around physical system considerations.

##### **MAJOR ISSUES**

The Major Issues have already been presented above in the Section for *The City's "Story" – Major Themes and Issues*. They are summarized here as a reminder of their significance as an organizing framework for the updated comprehensive plan, and as indicators of the Livable City concept more fully discussed in Section 1.5, which follows further in this report.

- *The overarching theme for the City's major issues has been captured by members of the City's EAR Study Circle group within a single phrase: "... A BEAUTIFUL ENVIRONMENT EMBRACED BY DIVERSE CITIZENS".*
- *There are 5 sub-themes:*
  - *A Systems Approach: Embodied within this sub-theme is the challenge to transform the "linear", compartmentalized plans of the past into integrated plans reflective of the interconnected urban system that is Temple Terrace.*
  - *Timeless Assets: The issue(s) embodied in this theme is that the City's timeless assets combine to give the City its unique identity and must be holistically acknowledged, protected, and built upon in all forms of decision-making.*

- *Sustainability: The issue captured by this theme is one of recognition that the City is already a distinct and unique place with a special riverside and tree-shaded natural environment, family-friendly safe and secure neighborhoods, strong community and religious organizations, a historic city layout and defining architecture, an efficient government providing good municipal services, a respect for education, positive social connections and networks, and more; all of which the community values and wants to ensure continue to be fostered and nurtured into the future.*
- *Regeneration: The issue represented by this theme is one that understands that decay in the community's physical environment, as well in its social infrastructure, will inevitably occur with time, if efforts are not continually made to renew and regenerate what is valued. This is a maintenance issue; but it also appreciates preservation of community values and recognizes that continuance is not automatic.*
- *Interconnectedness: The issue inherent to this theme is one that appreciated that the subsystems of the overall urban system are dependent on successful interconnectedness in order to thrive, especially at key decision points.. This can be applied to public places, transportation choices, housing, a healthy economy, and a healthy environment.*

## **Conclusions**

By using the above issues, understood through their themes, and generated by public input based on demographic statistics, the City assessed and updated its comprehensive plan accordingly, and now tells its “story” as it sees itself, thereby creating the future it wants to be in 2025 and beyond. Again, that story is one that recognizes the City as a complex and rich set of interrelated subsystems of the larger urban system, with assets unique and distinctive to Temple Terrace; and also it is a story that recognizes the importance of sustainability, regeneration, and interconnectedness in improving and projecting forward those subsystems within the City.

*Note, however, that some of these issues may not be under the direct purview of the City's jurisdiction, but they need to be acknowledged and addressed to meet the “vision” of the City of Temple Terrace. In this regard, a more supporting or coordinating role, where other entities retain and exercise implementation powers, are recognized and exercised by the City of Temple Terrace, in the Plan.*

### ***1.5 - The livable city, what it means, its movement around the world and its principles***

*What the public wants is a livable city. This is the super over-arching theme. The values and elements that were of most concern to the City's citizens closely mirror the ideals of the international livable cities movement. The approach wanted at the local level is not unique, and the international movement validates it. The approach to the Updated Comprehensive Plan was one of how it helps the community to a more livable city.*

What is meant by the term “livable city”? A livable city is an organic being, comprised of living organisms, namely people, who are born, live, grow and die. Through their lives and the lives of the people who preceded them, they collectively create, influence, and evolve a larger entity that is the city.

Change is a universal principal of organic entities, including cities.

No two cities are alike. The people, history, heritage and geography and the ever-changing systems that affect a city create cities that are as unique as individual people.

Planning for a city needs to acknowledge and value these unique attributes and be able to provide for a flexible framework to take advantage of all the potentials that are created by the dynamic interactions of a city's functions.

Though the public acknowledged the unique attributes of Temple Terrace, they also identified common elements and values for Temple Terrace that have been constant over time.

Building a plan on those common elements and values will result in a more livable Temple Terrace over time.

A livable city acknowledges all the systems that make it a city in the first place, and begins with, and uses a decision making process that carefully balances the impacts of those systems. It identifies the systems and provides an integrated systems approach to decision making.

A livable city understands how it is interconnected, and why those interconnections are critical to the city's well-being. A livable city plans to strengthen and diversify those interconnections, and to describe its unique types of interconnections and their role in the city's functions.

A livable city is one that knows that the very physical and social qualities that made it unique and livable to begin with are assets, and that planning for the future must begin with identifying and building upon those assets. It plans as though the glass is half-full and not half-empty. It describes the assets and their role in the city's evolution.

A livable city is one that understands the important roles that both sustainability and regeneration have in a city's health and vitality. It describes those roles and determines how it needs to successfully utilize those roles.

A livable city is one that understands how interconnectedness, sustainability, and regeneration applies to such things as public places, transportation choices, housing, a healthy economy, and a healthy environment; and then develops or supports strategies and actions reflective of their application. A livable city is one that actively engages its citizenry in changing, growing and shaping itself. **CONCLUSION: LOOKING OUTWARD, INWARD, AND FORWARD** In the remaining three chapters (2, 3. and 4), the City's "Story" is one which first looks outward to see what externally is affecting the City and how it should plan. Then it looks inward to see what internally is affecting the City and planning. Finally, the "story" looks forward to see what the City wants to do and consider in shaping its future and its updated comprehensive plan.

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## Chapter 2 -- Looking Outward – Our Changing World

***Planning and the Plan: “What external forces, changes, influences, and requirements are creating a context for our future?”***

### ***2.1 – Forward***

*What happens around the world can have direct and lasting impact on us. The outside world affects us; we are not an island. The Plan acknowledges that the City is a player on a much larger playing field. Are we ready to take advantage of the opportunities that present themselves or will we simply react after the fact and lose opportunities, or will we just let them slip by completely unrecognized? Are we ready to proactively address problems that may be headed our way or will we react to them, or will we allow ourselves to be willingly hurt and not be prepared? Change is a universal principle of organic entities, and we must understand the effects of changes at many different levels.*

### ***2.2 - Global Influences***

The world will always be changing. The effects of change are felt by everyone, because today we all truly live in a global village. Communication, transportation, technology, information, and economic transactions are almost instantaneous. Competition is stiff, and everyone is part of it.

Presently, we are impacted by the scarcity of such resources as oil, steel, and concrete, which drives up the cost of living and doing business locally as well as globally. Global influences affect the region’s seaports, local tourism, research at USF, construction activity, interest rates, food supply, and immigration. All of these things are felt in Temple Terrace. The City, as it appears to have been in the past, needs to be cognizant of its place in global society, and position itself to thrive and succeed. Those city-states, for us the greater metropolitan region, which will be most successful, are those who have a distinct identity, a productive nimble work force, a strong educational and knowledge base, engaged responsible citizens, and an enviable lifestyle and living environment.

### ***2.3 - National Influences***

No less than global influences, national influences affect Temple Terrace. Such things as national foreign policy, domestic policy, taxation rates, economic strength, and environmental and natural resource policies all shape the context within which the City considers what decisions are in its best interest in determining its future.



The City has competitors among regions and cities throughout the nation. The same qualities that make it successful in the global village, make it successful within the nation. Just the scale or significance of those qualities may differ.

## *2.4 - State and Regional Influences*

State and regional influences impact the City even more directly and with stronger obvious consequences. Not only are these related to the state and regional economy, but the State, through its growth management laws, has established the minimum issues through which it chooses to engage and impact the City. These are clearly expressed in the State's expectations, as addressed in its requirements for the City's comprehensive plan, its evaluation and appraisal (EAR), and the City's comprehensive plan based on that EAR.

These issues include: schools, water supply, land use, housing, property rights, land use and land use regulation, public utilities, parks and recreation, capital improvements, intergovernmental coordination, redevelopment, the natural environment, and transportation. The change agent driving these issues is population growth. The rate of growth and the absolute growth has been large in the State, and certainly is experienced locally. These issues, in addition to the major issues and themes the City has identified for itself, are addressed in the City's comprehensive plan.

## *2.5 – General Conclusions*

The above describes the external – “looking outward” global, national, state, and regional forces, changes, influences, and requirements creating a context for the City's future and shaping the environment within which the City plans its future.

## Chapter 3 – Looking Inward – Our Changing City

*Planning and the Plan – “What internal City forces, changes, influences, and requirements are creating a context for our future and shaping the environment within which we must plan our future?”*

### 3.1 – Forward

*Having looked outward first, next the City can look inward at the forces, changes, influences, and requirements shaping its future. Looking outward first helps us to understand which change agents the City may have in common with larger entities, and be able to differentiate them from those change agents, which are uniquely local. The City has more control over that which is local; and that information, modified by external contexts, help us develop more meaningful and targeted strategies in the Plan to best take advantage of the opportunities that each type of change presents.*

Looking inward we examine major outside change agents that have affected us (e.g. population growth, in-migration, economic shifts) and the major internal change agents that have affected us (e.g. changes in age cohorts, poverty rates, education levels).

### 3.2 - *Extent of vacant and developable land (see FLUE Appendix, Attachment 6, Part B, for more details)*

The following information is more fully developed in Part B, FLUE Appendix Attachment 6. However, the following are the most significant findings and conclusions:

- *The population and employment projections for Temple Terrace assume a continuation of population and employment growth and economic prosperity.*
- *As of November 2005, the City of Temple Terrace had 390 acres of vacant developable land.*
- *Based upon the patterns of development observed over the past five years and the approved Future Land Use map for Temple Terrace, approximately 180 vacant acres are available for residential development and 210 vacant acres are available non-residential commercial development.*
- *Vacant developable land is concentrated in newly annexed lands to the north and east.*
- *If every vacant developable acre in the City of Temple Terrace that is appropriate for residential development is built upon at approved FLU densities, there is room for approximately 1,648 new housing units.*
- *Using prevailing occupancy rates (95%) and persons per household (2.4), it is projected that at a maximum 3,760 people could be housed in these new units – about half of the number of people anticipated over the next 20 years.*

- *Temple Terrace's population is projected to increase from 22,020 people in 2005 to 29,400 people in 2025 – an increase of about 7,400 people.*
- *The City of Temple Terrace is projected to add 6,350 jobs between 2005 and 2025.*
- *Using the amount of square footage that is typical for different types of employment, the City could need, at a maximum, approximately 1.03 million square feet of non-residential commercial space of all types for businesses that are not tied to neighborhood-level population growth – industrial, regional commercial and regional services.*
- *With the use of maximum FARs, at the present time Temple Terrace has the equivalent of 5.1 million square feet of vacant land available for non-residential commercial development, which may prove to be not enough given the constraints on developing to the potential limits. Also, the City cannot approve development of much of this commercial land because of concurrency constraints and a lack of large single parcels. A lot of current commercial-designated land may be better suited for residential development, and there is some evidence that market demands are converting some of it to residential uses.*

## **Conclusions**

Temple Terrace needs to provide for redeveloping existing properties to a higher level of residential density. Without a density increase from prevailing development patterns, the City will only be able to absorb about 40-50% of its projected population increase. That leaves the 225-acre downtown redevelopment area to absorb the balance, or about 3,620 new people, which translates into about 1,500 new dwelling units. That is a little more than about 43% of what the present Future Land Use map would allow in the downtown CRA. Also, in order to remain competitive in the market-place, Temple Terrace will need to maintain a marginal surplus of vacant developable or redevelopable land.

Consequently, a combination of careful redevelopment of the downtown area combined with some density increases on selected vacant parcels, appropriately sited, allows the City to absorb its projected population increase over the next 20 years. The City has adequate vacant developable land to absorb the expected job growth and related non-residential development. However, some may convert to residential use if increased densities are not acceptable on current vacant land. If so, as with residential development, the City of Temple Terrace may need to pursue the redevelopment of existing built properties within its existing City limits in order to meet future employment demands.

A market-driven solution is more intense/denser mixed-use development in those areas of the City presently designated exclusively non-residential (commercial or office). These occur predominantly along 56<sup>th</sup> Street, particularly at nodes at Busch, Fowler, and Fletcher. Secondary opportunities are along some portions of Fowler, a small node on

Temple Terrace Highway, and in an emerging node at the confluence of Temple Terrace Highway-Harney Road-Davis Road-US 301.

### 3.3 - Development trends

An assessment of the location of existing development in relation to the location of development as anticipated in the previous comprehensive plan, as amended, yields some informative trends.

The following are findings and conclusions in that regard.

- *The City's previous comprehensive plan anticipated growth to the north, but especially to the east across the Hillsborough River and along the I-75 corridor – all within the City's extra-jurisdictional utility service area. Considerable growth in fact did occur in these locations.*
- *Unanticipated growth occurred because of a major neighborhood voluntary annexation northwest of the City, called the "university area" (NW of the intersection of 56<sup>th</sup> Street and Fowler Avenue). This, coupled with commercial build-out of 56<sup>th</sup> Street south of Fowler, led to considerable new commercial growth along 56<sup>th</sup> Street north of Fowler.*
- *Additional somewhat unanticipated growth occurred along Harney Road south of the City. This is causing the need for widening Harney Road or at least providing left-turning lanes and/or more traffic signalization at intersections.*
- *There were failed annexation referenda in significant areas to the northeast and southeast of the City. However, it is anticipated that incremental voluntary annexations will occur in both these areas in coming years, especially in the southeast; or that a joint planning area agreement with the County will shape these areas to meet the City's needs, and possibly result in new annexations.*
- *The previous comprehensive plans anticipated and has promoted the redevelopment of the City's traditional downtown commercial core at the intersection of 56<sup>th</sup> Street and Busch Boulevard. However, the scale and scope of the City's commitment to this effort and the resulting high density and intensity project were not anticipated in those plans.*
- *The City designated 225 acres in its downtown area as a CRA (community redevelopment area), assembled about 35 contiguous acres at public expense, and commissioned a major international consultant to master plan the area based on an extensive public involvement and input process.*
- *The resulting downtown plan is being implemented in its first phase through a private development venture. The densities and intensities of the area are the greatest allowed in the City, and have the potential to absorb a considerable portion of projected growth through 2025. A new urbanism, Mediterranean revival design plan has been adopted for the area, and detailed form-based zoning and related detailed design requirements have been adopted. Nevertheless, economic conditions have slowed down the process and progress, resulting in*

*development plans somewhat short of potential densities and intensities. This requires enabling greater densities and intensities elsewhere.*

- *None of these things were anticipated by the previous comprehensive plan in the downtown area; and a significant set of plan amendments were required and adopted to enable implementation of the redevelopment project. Also, a TCEA (transportation concurrency exception area) was created and approved to handle the multi-modal, pedestrian orientation of a redeveloping downtown core. Subsequently, the need for a citywide MTD (multimodal transportation district) became evident if significant redevelopment was to take place. Such a district has been prepared and has been incorporated into the updated comprehensive plan.*

**Conclusion:**

As the downtown area redevelops, demand for upgrading or redeveloping the City’s secondary business district at 56<sup>th</sup> Street and Fowler Avenue should follow. Once that process begins, the City is likely to experience pressure, based on need and growth in the eastern part of the City, to create a third secondary business district at the intersection of US 301, Harney Road, and Temple Terrace Highway. This was unanticipated by the previous comprehensive plan, but is increasingly the likely scenario in the updated comprehensive plan’s time horizon to 2025.

Because so much of the City’s growth has previously occurred through voluntary annexations within its extra-jurisdictional service area, there is a need for an interlocal agreement with Hillsborough County to jointly master plan the service area to ensure that County actions on land use changes in the area are complementary to the City’s long range growth plans. A similar attempt at joint planning this area occurred since the original comprehensive plan was created. However, it was not successful because it was not adopted by all affected parties, although the City approved it. The need still exists, and the issue has been revisited and is supported in the updated comprehensive plan under the name Joint Planning Area. The County has been cooperative and is expected to continue to be.

Growth and development in the eastern part of the City has created the need for another north-south arterial between Temple Terrace Highway and Fowler Avenue to prevent significant traffic congestion in that area. The widening of 40<sup>th</sup> Street west of the City will provide some relief to 56<sup>th</sup> Street traffic, as will the widening of US 301 east of the City. However, a widened or improved north-south link using either Davis Road or Morris Bridge Road is required as the City continues its eastward development orientation, and is recognized in the updated comprehensive plan.

### ***3.4 – Demographics and Geographics***

The City has had demographic and geographic changes impacting its future and its planning. These are related to population characteristics and growth, age distribution, racial and ethnic make-up, educational attainment levels, the business environment, the City's land area and urban form, past annexations, and the extent of vacant and developable land available for future development.

These are examined and discussed in Parts A and B, FLUE Appendix, Attachments 2, 3, 5, and 6, as well in the overall preceding Main Narrative, in the Introduction-Overview to the Updated Comprehensive Plan, and in the Goals, Objectives, and Policies narrative to the Future Land Use Element, including the Contextual Goals, Objectives, and Policies. The reader further is encouraged to refer back to Sections 1.1, 1.3, 3.2, and 3.3 for a refresher on the City's demographics and geographics as change agents.

### ***3.5 -- General Conclusions***

The five Sections above describe the **internal – “looking inward”** forces, changes, influences, and requirements, especially vacant and developable land, development trends, financial feasibility considerations, and demographics and geographics, creating a context for the City's future and shaping the environment within which it must plan its future.



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## Chapter 4 – Looking Forward

### ***Planning and the Plan – “What do we consider doing to get to the future we want for ourselves and those that come after us?”***

#### ***4.1 – Forward***

*At this point, we know what the citizens have said is important to them. We have looked at the larger influences around the world, in this country, in our state and even in our backyard that are affecting us. We looked internally and examined the things that are changing within. Knowing all of this, we can look forward at our future. In this Chapter, we examine the previous long-range planning framework we had in place. We assess the previous comprehensive plan elements and how well (or not) they worked. We assess the objectives of the previous comprehensive plan vis-à-vis the major issues the community identified. And, finally, we can holistically explain changes in the updated comprehensive plan that make sense for where we want to go.*

#### ***4.2 – Previous Plan element assessment***

Successes and shortcomings of the previous Plan Elements are summarized as follows.

- Overall, the previous Plan’s elements were successful in what they were intended to do.
- The elements needed updating and additions to reflect current and recent public input on the City’s future.
- Greater detail and more specificity in the Future Land Use element were needed.
- Specified Levels of Service were being met, but standards for the new transportation concurrency and multimodal district were needed.
- The Housing, Transportation, and Conservation Elements especially required updating.
- Incorporation of the Major Issues and Themes from the EAR process needed to be more evident.
- A re-orientation of the Updated Plan and a more holistic systems approach to the concepts in its elements makes the Plan more understandable and useful to the public and local administration.
- Neighborhood and area-specific needs were not generally addressed.
- Some Plan background narrative and explanations needed to be formally incorporated into the legally binding portions of the Plan.

### *4.3 - Assessing the plan's objectives as they relate to the major issues*

- The overwhelming majority of objectives as related to their stated themes have been achieved as originally envisioned in the City's previous Comprehensive Plan.
- The previous Plan was too long, and it was difficult to understand how everything worked together and what was trying to be achieved. Local context was missing, and the Plan did not provide a mechanism for holistic decision making (primarily in the Future Land Use Element).
- Many of the City's less tangible "timeless assets" were not directly addressed, especially those related to social capital like highly engaged citizenry, commitment to volunteerism, well-educated and knowledgeable citizenry motivated to shape the community.
- Many of the previous Plan objectives were too physically based, and a broader context and appreciation for the systems inherent to urban settlements, as well as their interconnections, were not well developed or addressed.
- Strategies, which reflect the major issues and timeless assets of the City, were not being addressed through the previous Plan's objectives.
- The unexpected or unanticipated international diversity and high educational achievement represented in the City's population base were not reflected in the Plan's objectives, nor were its strong citizen commitment to redevelopment of the downtown, innovative design standards, its strong historic roots and identity, and its family-friendly, multi-generational orientation.

#### **Conclusion**

Based on the findings summarized above, the Updated Plan Update revised objectives and related policies.

### *4.4 – Plan amendments*

#### **Introduction**

The following is a description of the plan amendments that were identified throughout the 2006 Evaluation and Appraisal Report. All the identified plan amendments below are summarized and arrayed by the major issues of local concern from the citizen-derived five themes. The major issues comprehensively represent the community's concerns for their future.

These issues determined the various amendments to the previous Plan that now have been addressed or incorporated into the Updated Plan. They are repeated here for additional clarity.

### **Overall Plan Amendments Related to Multiple Major Issues**

- Amend the plan to include the major issues of local concern.
- There were many changes made to state laws, rules, and state and regional plans over time that require plan amendments.
- The background data for each plan element needed to be updated.

### **Systems Approach**

- The City's planning horizon for the new plan update will be 2025. The new plan needs to reflect this.
- The City will have to find alternative water supply sources.
- The City has been financially responsible in providing water, sewer, solid waste, parks and recreation and storm water services, but financial responsibility must be achieved with a balance of all the system interactions that make up the city, (e.g. physical, social, environmental, economic) Financial responsibility should not be used to unknowingly compromise other stated city goals. The new plan should reflect this.
- Six of the fourteen arterial roadway segments in the city are operating at levels of service E or F. The transportation system is failing in this respect, but the City has no jurisdictional control over these roads. This system failure is causing negative impacts in other systems. For example, the City cannot develop commercial lands to their fullest potential because they can't meet transportation concurrency. The City has created a transportation concurrency exception area in the downtown to compensate for this, but there are not any remedies for the other affected areas. The plan should be amended to underscore the importance of intergovernmental coordination to increase mobility in these areas.
- The current plan is too linear, and it is difficult to relate holistically. The systems approach (a major issue of local concern) can be addressed by creating a decision making framework that will require review, discussion and balancing of different system needs and impacts.
- A systems approach to long-range planning will require collaboration and cooperation between local government and the private and non-governmental sectors. The plan should be amended to include a statement of community values and direction, and recognize collaboration, voluntary cooperation and social capital as valuable tools to implement the plan. (e.g. community volunteers).
- Amend the plan to include a smaller level neighborhood parks, recreation and open space consideration.
- Amend the plan to include the common transportation impact methodology that is agreed upon by Hillsborough County, and the Cities of Tampa and Temple Terrace.

### **Timeless Assets**

- The social capital values of the existing citizenry must be carried forward into newly annexed areas with the new residents.
- The physical assets the city values in its existing form must be perpetuated in annexed areas. (e.g. oak tree canopy)
- The city’s timeless assets must be prominently identified in the new plan, their importance understood, and they must be protected and enhanced. Decision making should be done within the context of those assets. For example, development should be built to complement, accentuate, protect and enhance those assets.
- The University of South Florida is a huge asset for Temple Terrace but the plan does little to recognize it or identify opportunities that could be leveraged. The new plan needs to include this.
- The new plan should include provisions for neighborhoods.
- The new plan should include the City’s Vision 2020.
- The new plan should include an urban design component.
- Develop a public schools facilities element.
- The people of Temple Terrace want excellence in their school system. They value education. The new plan should reflect this.
- How a school fits into a city, both physically and socially, is very important. The public schools facilities element doesn’t address this very well, and the new plan should provide guidance the city could use when coordinating with the School Board on future schools.

### **Interconnectedness**

- Updated population projections need to be used as a basis to update the Public Facilities Element, the Housing Element and the Capital Improvements Element.
- Harney Road is located in unincorporated Hillsborough County (in Temple Terrace’s service area) in an area where the city is expected to grow. Harney Road between US301 and Sligh Avenue is operating at level of service C and is expected to be at level of service E by 2025. Additionally, the road has no pedestrian or bicycle facilities. The plan should be amended to identify this as a corridor of concern, and planned improvements should be closely coordinated with the MPO and Hillsborough County.
- Temple Terrace needs another north/south roadway on the east side of the river between Temple Terrace Highway and Fowler Avenue. The Transportation Element needs to be amended to reflect this.

- The complex systems that create a city come together at points of major concern to a city. Take housing for example. Housing, and how that housing is used, is the result of the interaction of physical land use, cultural, social and economic systems (possibly other systems too). Housing is an output or point of interconnectedness where several systems come together. As such, it takes on increased significance within the context of the overall city. If housing conditions deteriorate, it is the result of things going wrong in several urban systems. It becomes important to give these points of interconnectedness a higher priority in urban affairs. Other areas of interconnectedness include the public domain, transportation and a healthy economy and environment. Policy directives in the plan will give these areas increased emphasis and weave them into an integrated decision making framework.
- The plan should include a regulatory framework for historic preservation.
- Amend the plan to include economic considerations. Use the regional policy plan as a policy guide. Factor in the importance of the University of South Florida. Include the need for a global perspective.

### **Sustainability**

- Temple Terrace needs to diversify their non-residential, economic base to maintain property tax revenue streams to off-set property tax caps on residential property. The City's vision is to redevelop downtown, and to grow eastward and southward towards the I-75 corridor where non-residential development would be appropriately located. This part of the City's vision needs to be included in the plan, and policy direction to help that happen in the areas not in the city. That would include future land use and intergovernmental coordination policy amendments.
- The city grew northward and eastward as projected but it grew more south-easterly than was anticipated. It is anticipated that the city will grow more in this direction, and there will be a need for a community-serving commercial activity center. This needs to be included in the service area of the Future Land Use Element Map and closely coordinated with Hillsborough County.
- The city has a set of values that have made it what it is today. Those values are both physical and social, and they transcend culture and time. Those values have helped the city to sustain itself. They include: strong natural environmental ethic; sense and appreciation of their history; a safe, family-friendly environment; cultural diversity; citizen empowerment; and civic mindedness. It should be possible to include these values in the new plan as a means to provide guidance for future decision making.
- The Plan recognizes sustainability from the perspective that areas of the City will deteriorate if they are not maintained or if other influences change them negatively. The Plan has those aspects of sustainability, but only from a physical perspective. Sustainability of other urban systems is important too, but it is not recognized. For example, the citizenry has a tremendous community-orientation and ethic of civic



involvement (a component of the social system). That is very important because it has shaped the City into what it is today. This should be included in the new plan.

- Amend the plan to include the City’s 10 year water supply master plan once that plan has been found consistent with the water management district’s plan.

### **Regeneration**

- Establish a minimum density for the Downtown Mixed Use-25 plan category to ensure that new population growth beyond that which can be accommodated by vacant land is achieved.
- The scale and scope of the downtown redevelopment was much greater than anticipated in the old plan. There is a potential for taking variations of the new urbanist concepts into different parts of the city. The plan should be amended to extend these concepts into all the arterial road corridors in the city. The City may have to extend the transportation concurrency exception area or create a multi-modal transportation district to overcome transportation concurrency problems.
- Regeneration, as a major issue, and what it means will be included in the new plan in an overall description of the local issues of major concern. It can be translated into plan policy direction by identifying some broad indicators that measure the health and vitality of the timeless assets, and directives to monitor them. There is no framework in the Plan to identify opportunities for regeneration, and how to leverage them. Sustainability and regeneration go hand-in-hand; and the two issues should be developed together in the Plan.
- Amend the plan to include level of service standards for the transportation concurrency exception area.

### **4.5 – Conclusions**

What is left to say? The City’s “story” rooted in its history, comprised of its citizens, embodied by its five issue/themes, and examined in terms of its looking outward, inward, and forward, has been re-stated here and for its updated comprehensive plan. But this is not the end of the story. Rather it is closer to the beginning of the end of this phase in the City’s “life”. The City’s Updated Comprehensive Plan has been re-written, re-formatted, amended, and otherwise updated. It has been re-discussed by the City and acted upon by City Council. The “story” then, like the City, continues.

# **PART “A” – Changes in land area and population**

**Temple Terrace  
Comprehensive Plan  
Evaluation and Appraisal Report (EAR)  
*April 2006***



***OVERALL THEME of EAR and PLAN UPDATE:***

***“A Beautiful Environment Embraced by Diverse  
Citizens”***

**Our Story Advances:  
“Focusing Our Vision”**

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## CHANGES IN LAND AREA AND POPULATION

### Chapter 163, Florida Statutes, EAR Requirements

*Part A: Population growth and changes in land area, include annexation since the adoption of the original plan or the most recent update amendments.*

#### Summary of Findings

- *Since the last comprehensive plan update (between 1995 and 2005) the City of Temple Terrace annexed 473 acres to grow from 3,988 to 4,461 acres in size. The annexations took place primarily to the east of the old City limits and, secondarily, to the north.*
- *The annual population growth rate for the City of Temple Terrace since the last comprehensive plan update is 1.54%. The great majority of the population growth has taken place within newly annexed areas. There was very little growth within the 1995 corporate limits for Temple Terrace.*
- *The population projections used in the previous comprehensive plan update for 2005 are very close to the actual estimate for 2005. There is only a 1.0% difference between the population projection made for Temple Terrace in 1995 (21,800) and the actual estimate made in 2005 (22,020).*
- *The population projections for the City of Temple Terrace forecast it to grow from 22,020 people in 2005 to 29,400 people in 2025 – an increase of approximately 370 people per year and a total of about 7,400 people. The projections in Table 4 envision that the great majority of the City's population growth will take place between 2010 and 2025. The projections assume that redevelopment will take place in the City, in particular the site at the southeast corner of 56<sup>th</sup> Street and Bullard Parkway.*
- *Examining Temple Terrace's population density in 2005 by census tract, the highest population densities are in the census tracts north of Bullard Parkway and west of the Hillsborough River. The least dense census tracts are those with a large employment base, for example, Telecom Park.*
- *The change in Temple Terrace's population density between 2000 and 2005 shows that the greatest increases in density took place in newly annexed areas to the south and southeast. The central portion of Temple Terrace actually experienced a decrease in population density.*
- *Looking at projected population changes in Temple Terrace between 2005 and 2025 by census tract, the largest projected densities are in census tracts that are to the south of*

- Bullard Parkway. There is very little increased density projected for census tracts to the north of Fowler Avenue.*
- *Between 2000 and 2005, non-residential construction took place primarily to the north of Fowler Avenue.*

### **Conclusions**

The preceding data, as illustrated in the Tables that follow, indicates that most of the City's physical and population growth since 2000 has occurred as a result of annexation, and at a lower density than the rest of the City. This may be problematical for the future, because to accommodate future population growth anticipated by the City, densities on average need to increase. The solution is the increased density planned for the downtown redevelopment area. The City must be careful to ensure that that area is approved for actual development at densities and intensities, which will provide for the absorption of anticipated population growth, or the City will fail to achieve the population projections expected by 2025.



## TEMPLE TERRACE: CURRENT TRENDS AND CONDITIONS

### POPULATION GROWTH/DISTRIBUTION AND CHANGES IN LAND AREA

Since the last comprehensive plan update (between 1995 and 2005) the City of Temple Terrace annexed 473 acres to grow from 3,988 to 4,461 acres in size. The annexations took place primarily to the east of the old City limits and, secondarily, to the north.

**Table 1**  
**City of Temple Terrace**  
**Land Area**  
**1995 and 2005**

<b>Jurisdiction</b>	<b>1995</b>	<b>2005</b>	<b>Absolute Change</b>
City of Temple Terrace	3,988	4,461	473

**Date:** October 17, 2005

**Source:** Hillsborough County City-County Planning Commission

The annual population growth rate for the City of Temple Terrace since the last comprehensive plan update is 1.54%. (Table 2) The great majority of the population growth has taken place within newly annexed areas. There was very little growth within the 1995 corporate limits for Temple Terrace.



**Table 2**  
**City of Temple Terrace**  
**Population Growth**  
**1995 and 2005**

Jurisdiction	1995	2005	Total Change	Average Growth Rate
City of Temple Terrace	19,060	22,020	2,960	1.45%

**Date:** October 17, 2005

**Source:** Hillsborough County City-County Planning Commission

The population projections used in the previous comprehensive plan update (Table 3) for 2005 are very close to the actual estimate for 2005. There is only a 1.0% difference between the population projection made for Temple Terrace in 1995 (21,800) and the actual estimate made in 2005 (22,020).

**Table 3**  
**City of Temple Terrace**  
**Comparison of Population Estimates to Population Projections**  
**1995 and 2005**

Jurisdiction	1995 Proj. of 2005	2005 Estimate	Absolute Difference	Percent Difference
City of Temple Terrace	21,800	22,020	220	1.0%

**Date:** October 17, 2005

**Sources:** 2015 Comprehensive Plan Projections by Jurisdiction and Census Tract, July 1995.  
 2005 Population and Housing Estimates by Jurisdiction and Census Tract, August 2005, and  
 Hillsborough County City-County Planning Commission

The population projections for the City of Temple Terrace forecast it to grow from 22,020 people in 2005 to 29,400 people in 2025 – an increase of approximately 370 people per year. The projections in Table 4 envision that the great majority of the City’s population growth will take place between 2010 and 2025. The projections assume that redevelopment will take place in the City, in particular the site at the southeast corner of 56<sup>th</sup> Street and Bullard Parkway.

**Table 4**  
**City of Temple Terrace**  
**Population Projections**  
**Annual 2006 - 2011, 2015 and 2025**

<b>Year</b>	<b>Population</b>	<b>Absolute Change</b>	<b>Average Growth Rate</b>
<b>2005</b>	22,020		
<b>2006</b>	22,330	310	1.41%
<b>2007</b>	22,490	160	0.72%
<b>2008</b>	22,690	200	0.89%
<b>2009</b>	22,970	280	1.23%
<b>2010</b>	23,340	370	1.61%
<b>2011</b>	23,820	480	2.06%
<b>2015</b>	26,650	2,830	2.85%
<b>2025</b>	29,400	2,750	0.99%

**Date:** October 17, 2005

**Source:** Hillsborough County City-County Planning Commission

Map 1 and Table 5 document Temple Terrace’s population density in 2005 by census tract. The highest population densities are in the census tracts north of Bullard Parkway and west of the Hillsborough River. The least dense census tracts are those with a large employment base, for example, Telecom Park.

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**Table 5**

**City of Temple Terrace  
2005 Population Density  
Persons Per Square Mile**

<b>Census Tract</b>	<b>2005 Density</b>	<b>2005 Population</b>	<b>Square Miles</b>
102.04	926	1,650	1.782
104.01	3,180	3,190	1.003
106	2,704	2,680	0.991
107.01	4,366	6,270	1.436
107.02	3,356	3,420	1.019
108.04	1,575	4,810	3.053
<b>Total</b>	<b>2,372</b>	<b>22,020</b>	<b>9.284</b>

**Date:** October 31, 2005

**Source:** Hillsborough County City-County Planning Commission

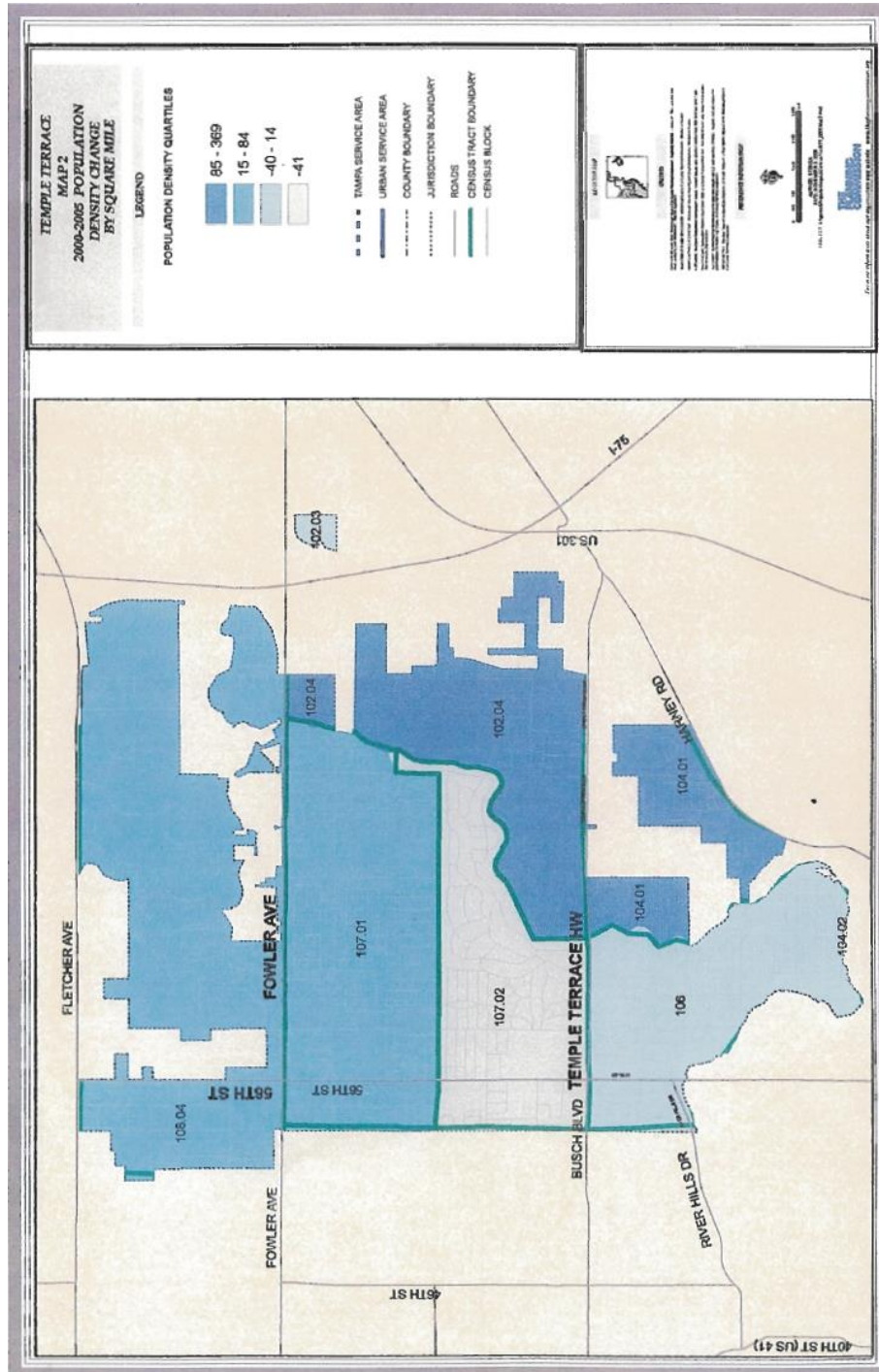
The change in Temple Terrace’s population density between 2000 and 2005 (Table 6 and Map 2) shows that the greatest increases in density took place in newly annexed areas to the south and southeast. The central portion of Temple Terrace (Census tract 107.02) actually experienced a decrease in population density.



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## MAP 2

### 2000-2005 Population Density Change by Square Mile



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**Table 6**  
**City of Temple Terrace**  
**2000-2005 Population Density Change**  
**Persons Per Square Mile**

<b>Census Tract</b>	<b>2000-2005 Density Change</b>	<b>2000-2005 Pop Change</b>	<b>Square Miles</b>
102.04	369	657	1.782
104.01	170	171	1.003
106	14	14	0.991
107.01	84	121	1.436
107.02	-41	-42	1.019
108.04	59	181	3.053
<b>Total</b>	<b>119</b>	<b>1,102</b>	<b>9.284</b>

**Date:** October 31, 2005

**Source:** Hillsborough County City-County Planning Commission

Map 3 and Table 7 show projected population changes in Temple Terrace between 2005 and 2025 by census tract. The largest projected densities are in census tracts that are to the south of Bullard Parkway. There is very little increased density projected for census tracts to the north of Fowler Avenue.

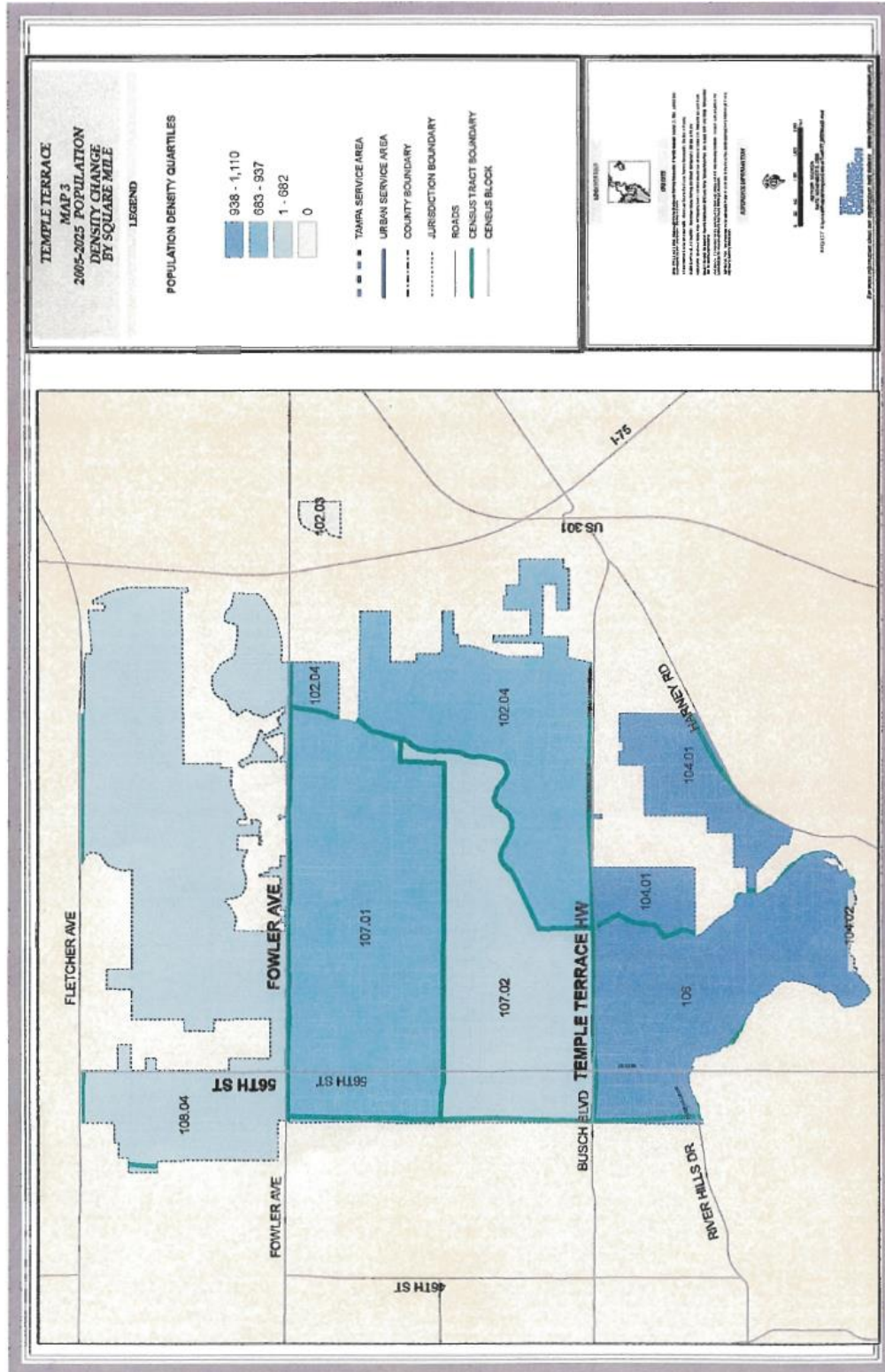
**Table 7**  
**City of Temple Terrace**  
**2005-2025 Population Density Change**  
**Persons Per Square Mile**

<b>Census Tract</b>	<b>2005 Density</b>	<b>2025 Population</b>	<b>2005-2025 Density Change</b>	<b>2005-2025 Pop Change</b>	<b>Square Miles</b>
102.04	1,863	3,320	937	1,670	1.782
104.01	4,237	4,250	1,057	1,060	1.003
106	3,814	3,780	1,110	1,100	0.991
107.01	5,056	7,260	690	990	1.436
107.02	3,827	3,900	471	480	1.019
108.04	2,257	6,890	682	2,080	3.053
<b>Total</b>	<b>3,167</b>	<b>29,400</b>	<b>795</b>	<b>7,380</b>	<b>9.284</b>

**Date:** November 4, 2005

**Source:** Hillsborough County City-County Planning Commission

## MAP 3 2005-2025 Population Density Change by Square Mile



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Table 8 and Map 4 show the distribution of non-residential construction by dollar value and census tract between 2000 and 2005. Non-residential construction took place primarily to the north of Fowler Avenue.

**Table 8**  
**City of Temple Terrace**  
**2000-2005 Total Commercial Value**  
**Permitted by Census Tract**

<b>Census Tract</b>	<b>2000 - 2005 Total Commercial Value</b>
102.04	\$302,887
104.01	\$100,000
106	\$0
107.01	\$4,646,908
107.02	\$2,246,456
108.04	\$10,780,137
<b>Total</b>	<b>\$18,076,388</b>

**Date:** October 31, 2005

**Source:** Hillsborough County City-County Planning Commission

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# **PART “B” – Extent of vacant and developable land**



## **Temple Terrace Comprehensive Plan Evaluation and Appraisal Report (EAR) *April 2006***

***OVERALL THEME of EAR and PLAN UPDATE:***

***“A Beautiful Environment Embraced by Diverse Citizens”***

# **Our Story Advances: “Focusing Our Vision”**

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## VACANT AND DEVELOPABLE LAND

### Chapter 163, Florida Statutes, EAR Requirements

#### *Part B: The extent of vacant and developable land.*

#### Summary of Findings

- *The population and employment projections for Temple Terrace assume a continuation of population and employment growth and economic prosperity.*
- *As of November 2005, the City of Temple Terrace had 390 acres of vacant developable land.*
- *Based upon the patterns of development observed over the past five years and the approved Future Land Use map for Temple Terrace, approximately 180 acres are available for residential development and 210 vacant acres are available non-residential commercial development.*
- *Vacant developable land is concentrated in newly annexed lands to the north and east.*
- *If every vacant developable acre in the City of Temple Terrace that is appropriate for residential development is built upon at approved FLU densities, there is room for approximately 1,648 new housing units.*
- *Using prevailing occupancy rates (95%) and persons per household (2.4), it is projected that at a maximum 3,760 people could be housed in these new units.*
- *Temple Terrace's population is projected to increase from 22,020 people in 2005 to 29,400 people in 2025 – an increase of about 7,400 people.*
- *The City of Temple Terrace is projected to add 6,350 jobs between 2005 and 2025.*
- *Using the amount of square footage that is typical for different types of employment, the City could need, at a maximum, approximately 1.03 million square feet of non-residential commercial space of all types for businesses that are not tied to neighborhood-level population growth – industrial, regional commercial and regional services.*
- *With the use of maximum FAR's, at the present time Temple Terrace has the equivalent of 5.1 million square feet of vacant land available for non-residential commercial development, which may prove to be not enough given the constraints on developing to the potential limits. The City cannot develop much of this commercial land because of transportation concurrency constraints and a lack of large single parcels. A lot of current commercial land is better suited for residential, and market demands are converting it to residential uses.*



## Conclusions

Temple Terrace will need to consider the potential for redeveloping existing properties to a higher level of residential density. Without a density increase from prevailing development patterns, the City will only be able to absorb about 40% of its projected population increase. That leaves the 225-acre downtown redevelopment area to absorb the balance, or about 3,620 new people, which translates into about 1,500 new dwelling units. That is a little more than about 43% of what the present Future Land Use map would allow in downtown CRA. Also, in order to remain competitive in the market-place, Temple Terrace will need to maintain a marginal surplus of vacant developable or redevelopable land. Consequently, a combination of careful redevelopment of the downtown area combined with some density increases on selected vacant parcels, appropriately sited, could allow the City to absorb its projected population increase over the next 20 years. The City has adequate vacant developable land to absorb the expected job growth and related non-residential development. However, some may convert to residential use, if increased densities are not acceptable on current vacant land. If so, as with residential development, the City of Temple Terrace may need to pursue the redevelopment of existing built properties within its existing City limits in order to meet future employment demands.



## **EXTENT OF VACANT AND DEVELOPABLE LAND**

A vacant land suitability analysis is necessary to determine if the City of Temple Terrace has sufficient developable vacant land within its City limits to support its anticipated increase in population and jobs. The population and employment projections for Temple Terrace assume a continuation of population and employment growth and economic prosperity.

As of November 2005, the City of Temple Terrace had 390 acres of vacant developable land. In order to be counted as vacant, a parcel needs to have an assigned existing land use category from the Hillsborough County Property Appraisers Office of “vacant” or “agricultural”. Parcels are excluded (counted as undevelopable) from the category of vacant if they are “environmental” as defined by the Southwest Florida Water Management District (wetlands). Based upon the patterns of development observed over the past five years and the approved Future Land Use map for Temple Terrace, approximately 180 acres are available for residential development and 210 vacant acres are available non-residential commercial development. Map 5 shows that the vacant developable land is concentrated in newly annexed lands to the north and east.

**Table 9  
City of Temple Terrace  
2005 Developable Acres and Potential Housing by Future Land Use**

<b>FLUE</b>	<b>Total Acres</b>	<b>Developable Acres (DA)</b>	<b>Vacant Res'l Acres</b>	<b>Potential Housing on DA</b>
C	181.61	12.39	0	0
OI	34.49	3.57	0	0
R-4	1,141.66	51.33	51.33	180
R-9	763.11	54.65	54.65	328
R-18	408.72	63.43	63.43	1,015
RCP	293.47	95.66	0	0
TA	5.54	0	0	0
UMU-20	281.48	104.71	10.47	126
<b>TOTAL</b>	<b>3,110</b>	<b>386</b>	<b>180</b>	<b>1,648</b>

**NOTES FOR PRECEDING TABLE 9:**

FLUE - City of Temple Terrace Future Land Use Element category as of October 2005.

**Total Acres** - Land Acreage as of July 2005. (inland water is calculated separately)

The following natural/public categories were omitted from Table 9:

P	244.51	
R	379.99	
R/W	648.26	
WATER	77.34	
<b>Public</b>	<b>1350.11</b>	<b>4,460</b> Grand Total Land Acreage

**DA** - Developable Acreage defined as:

**Begin with** all July 2005 existing land use acreage with code AG, VAC, VAR or VAN;  
and October 2005 Future Land Use

**Exclude acreage** that were environmentally sensitive and water features from the  
'aclulc99' GIS layer; and all Coastal High Hazard and Planned Development areas

**Effective Housing:**

Potential Housing Units are calculated from DA applying the *effective densities* by category. The effective densities were derived by GIS analysis on samples of known typical projects within each FLUE category.

FLUE	Pct Residential	Effective Housing Density by Acre
C	0.0%	0.0
OI	0.0%	0.0
R-4	100.0%	3.5
R-9	100.0%	6.0
R-18	100.0%	16.0
RCP	0.0%	0.0
TA	0.0%	0.0
UMU-20	10.0%	12.0

**Source:** Hillsborough County Property Appraiser digital parcel map and NAL file, October 2005.  
Hillsborough County City-County Planning Commission.

Each of the FLU categories in Table 9 has an observable development pattern that was documented for the period between 2000 and 2005. Based upon this documentation provided in the notes to Table 9, it is possible to provide estimates of what percentage

of each land use category will develop as residential (or commercial) and estimate the number of housing units (and commercial square footage) that could be produced within each category.

If every vacant developable acre in the City of Temple Terrace that is appropriate for residential development is built upon at approved FLU densities, there is room for approximately 1,648 new housing units. Using prevailing occupancy rates (95%) and persons per household (2.4), it is projected that at a maximum 3,760 people could be housed in these new units. Temple Terrace’s population is projected to increase from 22,020 people in 2005 to 29,400 people in 2025 – an increase of about 7,400 people. **Consequently, Temple Terrace will need to consider the potential for redeveloping existing properties to a higher level of residential density.** In order to remain competitive in the market-place, Temple Terrace will need to maintain a marginal surplus of vacant developable or redevelopable land. The redevelopment of the site southeast of the intersection of Bullard Parkway and 56<sup>th</sup> Street could provide this additional needed space.

**Table 10  
City of Temple Terrace Employment by Type  
2005-2025**

Type	Employment			FTE	Adj.	Avg. Sq Ft
	2005	2025	Change	Adj. Factor	LUEE	Per Emp.
Industrial	1,300	1,650	350	0.75	263	450
Regional Commercial	1,200	2,100	900	0.60	540	500
Regional Service	10,800	14,600	3,800	0.85	3,230	200
Local (Serv./Comm.)	5,000	6,300	1,300	NA	NA	NA
<b>Total</b>	<b>18,300</b>	<b>24,650</b>	<b>6,350</b>			

Type	Square Feet		
	Projected Demand for Nonresidential Space	Available Vacant Plan Area	Difference
Industrial	118,125	0	-118,125
Regional Commercial	270,000	1,935,000	1,665,000
Regional Service	646,000	3,185,000	2,539,000
Local (Serv./Comm.)	NA	NA	NA
<b>Total</b>	<b>1,034,125</b>	<b>5,120,000</b>	<b>4,085,875</b>

**NOTES ON PRECEDING TABLE 10:**

**FTE Adj. Factor** - Full Time Equivalent adjustment factor --

it is necessary to assume that some types of businesses are open for more than one eight hour shift, for example retail. The adjustment factors reflect this reality.

**Adj. LUEE** - Land Use Equivalent Employment

**Avg. Sq Ft Per Emp.** - Average square feet per employee by type were derived from existing data and projected changes in building design and capacity.

**NA** - Local Service/Commercial employment is assumed to be absorbed into all allowable densities in residential FLU categories such as SMU-6, for example.

**Examples of employment by type as used by the FDOT in its LRTP:**

**Industrial** - Agriculture, Mining & Extraction, Construction, Manufacturing, Freight & Warehousing and Wholesale Trade

**Regional Commercial** - Regional Retail

**Regional Service** - Air Transportation, Office & Professional, Health, Government, Hotels & Other Lodging and Other Services

**Local (Serv./Comm.)** - Convenience Retail, Postal Service, Banking, Personal Services and Educational Services

FLUE	Pct Nonresidential	Floor to Area Ratio (assumed half for the calculations)
C	100.0%	3.5
OI	100.0%	0.5
R-4	0.0%	0.15
R-9	0.0%	0.25
R-18	0.0%	0.35
RCP	100.0%	1.0
TA	N/A	N/A
UMU-20	90.0%	1.0

**Source:** Hillsborough County City-County Planning Commission.

The City of Temple Terrace will need to provide space and infrastructure for anticipated future employment growth in addition to population. Table 10 shows that the City of Temple Terrace is projected to add 6,350 jobs between 2005 and 2025. With the use of prevailing measures of the amount of square footage that is typical for different types of employment, the City could need at a maximum of approximately

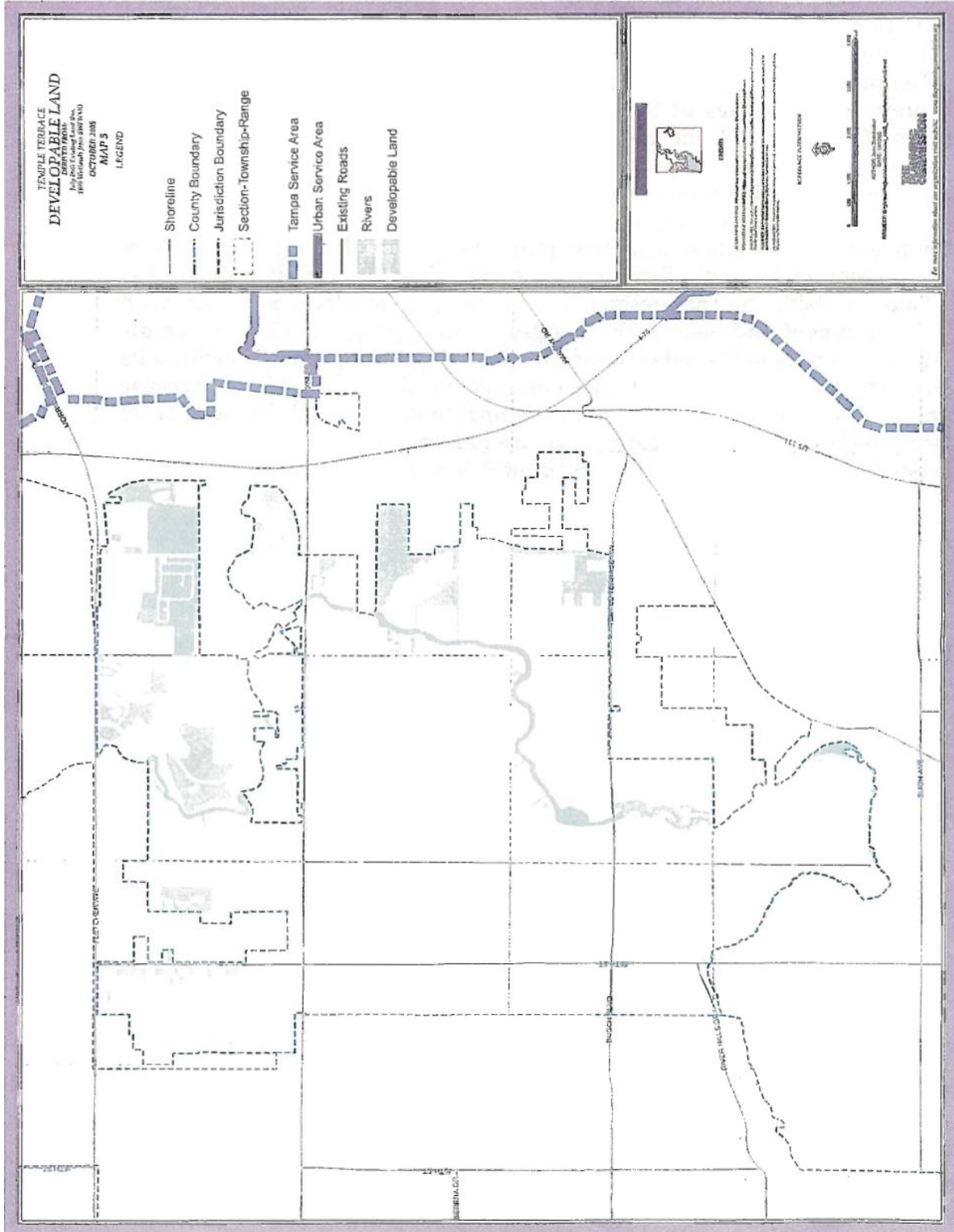
1.03 million square feet of non-residential commercial space of all types for businesses that are not tied to neighborhood-level population growth – industrial, regional commercial and regional service as defined by the Florida Department of Transportation for transportation modeling purposes. With the use of maximum FARs, at the present time Temple Terrace has the equivalent of 5.1 million square feet of vacant land available for non-residential commercial development.

**As with residential development and even with a surplus land supply, the City of Temple Terrace may need to pursue the redevelopment of existing built properties within its existing City limits in order to meet future employment demands. This is because many vacant commercial properties are not developable to their limit because of lot size, regulatory requirements, or impacts on an arterial transportation network that is severely constrained or failing in its LOS on about 50% of its segments.**

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# MAP 5 Developable Land - 2005



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