



imagine
2040



Plant City Comprehensive plan

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Prepared by:



Hillsborough County
City-County
Planning Commission

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Contents

Vision..... 1

People..... 6

Places 16

FUTURE LAND USE..... 17

Plan Categories..... 30*

Relationship to Facilities and Services:..... 38

Relationship to Natural Resources and Features:..... 38

Goals, Objectives, and Policies..... 56*

Strategies for Implementation..... 77*

LU MAP 1 - PLANT CITY VISION MAP..... 93

LU MAP 2 - FUTURE LAND USE MAP..... 94*

LU MAP 3 – WELLHEAD RESOURCE PROTECTION MAP..... 95*

LU MAP 4 – FUTURE LAND USE SCENERIO MAP OF THE NORTHEAST PLANT CITY AREA MASTER PLAN..... 96*

LU MAP 5 – INTERSTATE-4 TECH CORRIDOR OVERLAY MAP..... 97*

LU MAP 6 – SOILS MAP..... 98*

LU MAP 7 – COMMERCIALLY VALUABLE MINERALS MAP..... 99*

LU MAP 8 – 100 YEAR FLOODPLAIN MAP..... 100*

LU MAP 9 – NATURAL RESOURCES, WETLANDS MAP..... 101*

LU MAP 10 – NATURAL SYSTEMS AND LAND USE COVER INVENTORY MAP..... 102*

LU MAP 11 – NATURAL SYSTEMS AND LAND USE COVER INVENTORY MAP..... 103*

PROPERTY RIGHTS 104

MOBILITY..... 104

Goals, Objectives, and Policies..... 114*

Strategies for Implementation..... 121*

MBY MAP 1 – 2010 LOCAL AND FEDERAL FUNCTIONAL CLASSIFICATION..... 150*

MBY MAP 2 – 2010 LEVEL OF SERVICE..... 151

MBY MAP 3 – PEDESTRIAN LEVEL OF SERVICE..... 152

MBY MAP 4 – BICYCLE LEVEL OF SERVICE..... 153

MBY MAP 5 – MULTI-USE TRAILS & SIDEPATHS..... 154

*MBY MAP 6 – NORTHEAST PLANT CITY AREA MASTER PLAN RECOMMENDED IMPROVEMENTS**..... 155

MBY MAP 7 – FUTURE TRANSPORTATION NETWORK..... 156

*MBY MAP 8 – 2040 COST AFFORDABLE PLAN**..... 157

*MBY MAP 9 – 2040 LEVEL OF SERVICE**..... 158

MBY MAP 10 PLANT CITY MOBILITY FEE ZONES..... 159

PUBLIC SCHOOL FACILITIES 160

*Goals, Objectives, and Policies** 160

HOUSING 173

*Goal, Objectives, and Policies** 178

*Strategies for Implementation** 183

PUBLIC FACILITIES 184

Wastewater Sub-Element..... 184

Solid Waste Sub-Element 186

Stormwater Sub-Element 188

Potable Water Sub-Element..... 192

*Goals, Objectives, and Policies**..... 196

Natural Spaces..... 204

ENVIRONMENTAL..... 205

*Goals, Objectives and Policies**..... 214

*Strategies for Implementation** 226

*ENV MAP 1 – MAJOR DRAINAGE BASINS, RIVERS, BAYS, LAKES, & HARBORS** 229

ENV MAP 2 – POTENTIOMETRIC SURFACE CONTOURS OF THE FLORIDAN AQUIFER..... 230

ENV MAP 3 – REPORTED SINKHOLES 231

ENV MAP 4 – AREAS OF NATURAL RECHARGE TO THE FLORIDAN AQUIFER..... 232

*ENV MAP 5 – AREAS SUSCEPTIBLE TO GROUNDWATER CONTAMINATION**..... 233

RECREATION AND OPEN SPACE 234

*Goals, Objectives, and Policies**..... 238

*Strategies for Implementation** 241

Governance and Implementation..... 243

 INTERGOVERNMENTAL COORDINATION 243

*Goals, Objectives, and Policies**..... 251

*Strategies for Implementation** 257

 CAPITAL IMPROVEMENTS 258

*Goals, Objectives, and Policies** 258

*Strategies for Implementation** 264

 DEFINITIONS* 273

** Denotes adopted section*

Vision

INTRODUCTION

Each local government in Florida is required to adopt, maintain and implement a comprehensive plan that, at a minimum meets the requirements prescribed by the State of Florida. In 2011, the State of Florida Legislature made significant changes to the Growth Management Act of 1985. Sections 9J-5 and 9J-11.023, of the Florida Administrative Code were repealed, with portions of both rules incorporated into the Community Planning Act. The new legislation shifts oversight of development from the State to local governments, while giving the state the final say over those development plans that affect regions or sensitive land considered "areas of critical state concern." In essence, more control has been given to the local jurisdictions as to how to best oversee and direct their future growth.

Viewing this as an opportunity, the Planning Commission, with multi-jurisdictional support, has undertaken the task of simultaneously updating the Comprehensive Plans of all four jurisdictions in Hillsborough County, in coordination with the update of the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan. There has been great progress made in the restructuring and streamlining of these plans, largely due to the collaborative efforts among all the jurisdictional staffs, elected officials and reviewing agencies.

One of several new things that came about from this collaborative effort was the development of a County-wide vision map that generally illustrates the course and anticipated growth of Hillsborough County and its representative jurisdictions, including Plant City.

PLAN ORGANIZATION

The general framework of the *Plant City Comprehensive Plan* is comprised of an Introduction and four major components that, when combined, represent the City of Plant City as a whole: PEOPLE, PLACES, NATURAL SPACES and GOVERNANCE. These four components are representative of those fundamental growth management elements required by state law.

Planning for growth and change is a collaborative effort between the jurisdictions, residents, business owners and investors whose activities affect the community. It also includes government providers of services such as education and health, community organizations, developers, authorities, and transportation agencies.

HOW TO USE THE PLAN

This Plan has been structured in a way to practically apply those areas that will be most beneficial to the most users of the Plan. The legal status of the Plan requires that all policies will be considered in making legal determinations of consistency with the Comprehensive Plan, pursuant to State Laws and Statutes. In successful planning for growth, everything is interconnected in context to everything else. A comprehensive plan is

supposed to be a general guide to do just that. One component of the plan cannot be viewed singularly without taking all facets of the plan into consideration. That is the nature and focused intent of a comprehensive plan.

A COMMUNITY VISION

Hillsborough County

Hillsborough County is located in west-central Florida, bounded on the north by Pasco County, the south by Manatee County, the east by Polk County and the west by Pinellas County and Tampa Bay, the largest estuary in Florida. The county contains a total of 1,266.4 square miles. Of this, 1,051 are land; 215.4 are water, with 39.2 miles of coastline along Tampa Bay. Topography ranges from sea level to 160’ inland.

Hillsborough County, represented by Unincorporated Hillsborough County and the municipalities of Tampa, Temple Terrace and Plant City, is Florida’s fourth most populous county with over 1.2 million people and is viewed as the geographic and business center of the region. Hillsborough County is also home to the region’s largest airport, port, university, multiple office districts and significant agricultural lands, making it the economic hub of the Gulf coast. Hillsborough County will continue to be an attractive destination for individuals and families migrating from the Midwest and Northeast United States and Canada, with its mild winters and low cost-of-living.

THE VISION FOR HILLSBOROUGH COUNTY

- A vibrant, diverse, bustling metropolitan area that is the center of an interconnected Tampa Bay region;
- Our community offers choices for its residents, businesses and visitors;
- Urban, suburban or rural areas with the ability to live work and play in the same neighborhood, and;
- Safe reliable and connected transportation systems including walking, biking, driving, transit and goods movement.

The Hillsborough County Vision Map is a composite of accumulated data that graphically depicts a general plan for guiding future growth. The vision map is not regulatory, but rather illustrative in its intent. It is the blueprint used for mapping out the course for future growth using an “at a glance” perspective. The purpose of this vision map is to, in a simple way, graphically show “the big picture” future of Hillsborough County. There is a lot of ‘big picture’ information displayed on the vision map. Geographically, one can see the ‘lay of the land’ illustrating “established” and “transitional” areas that reflect growth potential for jobs and population. In addition, areas proposed for inclusion into the Urban Service area or lands being considered for future annexation into Plant City or Temple Terrace are also reflected. The long-range transportation plan is also represented, including proposed options for future major capacity projects and transit improvements

Focus Hillsborough’s Vision for Future Growth

The Planning Commission got feedback on how participants would like to see the community grow and develop over the next 25 years. The Vision Map on the following page indicates where citizens and planners believe additional growth and higher density should occur and where neighborhoods should remain unchanged and stable. The “heat map” uses 6 colors to indicate where that development should be focused and how intense it should be. The darker the color the higher the intensity and density. The photos and descriptions below indicate the type of development for each intensity level (1-6).

Residential



Areas of Opportunity DOWNTOWN (LEVEL 6)

- A mixture of mid- and high-rise buildings.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses mostly within vertically integrated structures.
- A high variety of rapid transit modes available 24 hours a day.
- A high concentration of employment and commercial services.
- Parking on street, integrated into buildings or separate parking structures.

Commercial

Residential



Areas of Opportunity HIGH INTENSITY URBAN (LEVEL 5)

- High to mid-rise buildings are predominant.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and employment, mostly within vertically integrated structures.
- A variety of transit modes available.
- Parking mostly within structures, with some on street or surface parking available.

Commercial

Residential



Areas of Opportunity URBAN (LEVEL 4)

- Mid-rise buildings, with some opportunities for low-rise structures.
- Most buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and commercial services, within vertically integrated or single use structures.
- Transit available within walking distance.
- Parking on street, integrated into buildings, separate parking structures or surface lots.

Commercial

Residential



Areas of Opportunity HIGH SUBURBAN (LEVEL 3)

- Low-rise buildings, with some opportunities for mid-rise structures.
- Most buildings oriented to surface parking lots
- Mostly single use structures, with some opportunities for vertically integrated buildings.
- Limited transit availability.
- Parking on street or within surface parking lots. Some opportunities for structured parking.

Commercial

Residential

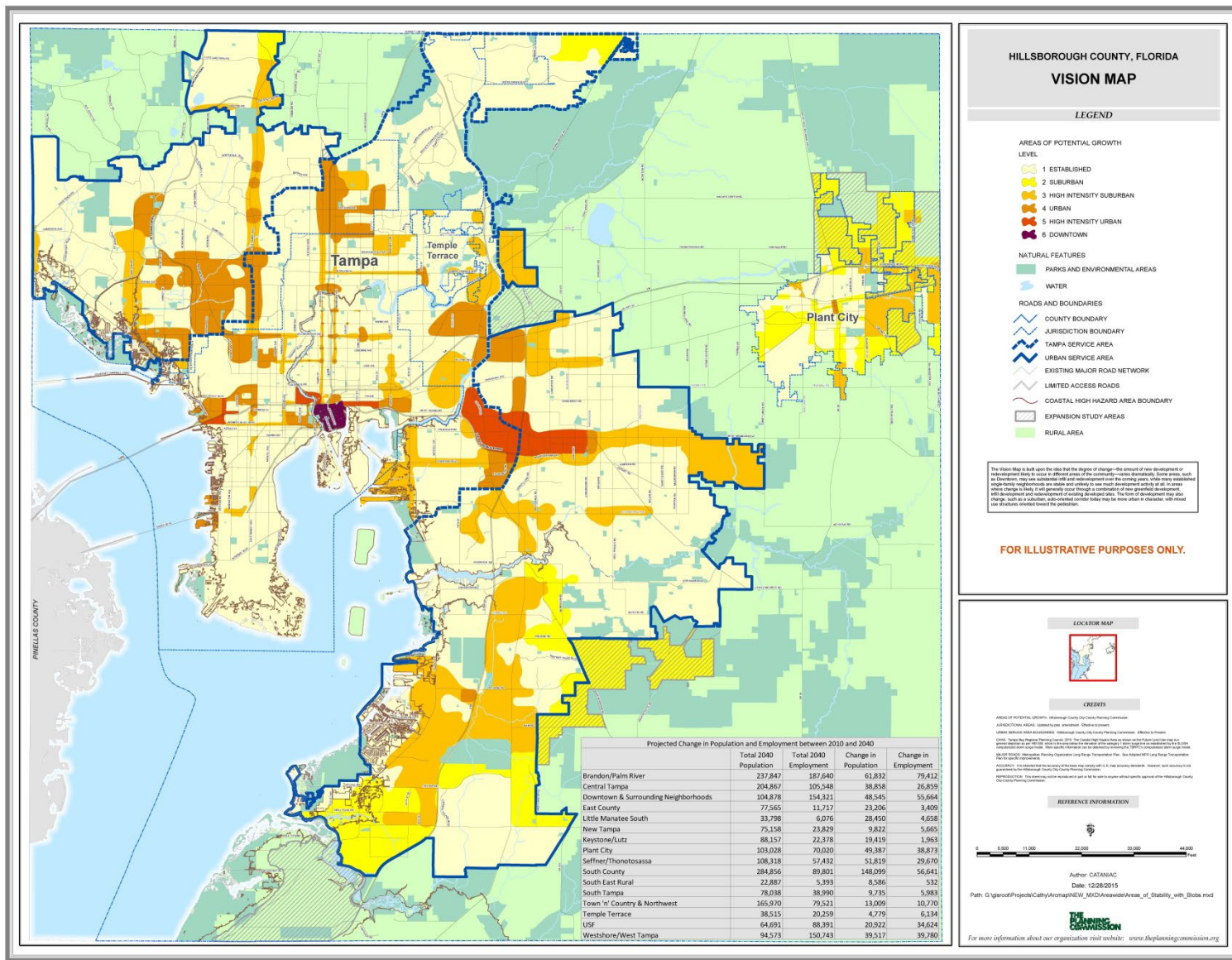


Areas of Opportunity SUBURBAN (LEVEL 2)

- Predominantly low-rise buildings.
- Buildings oriented to surface parking lots
- Mostly single use structures.
- Limited transit available.
- Limited on street parking. Most parking within surface lots.

Commercial

<p>ESTABLISHED AREAS (BASE LEVEL)</p> <p>No Significant Change in Current Development Pattern - Some Infill Anticipated</p>	<p>RURAL AREAS</p> <p>Areas Typically Reserved Agricultural, Agricultural Related Uses and Large Lot Residential Development</p>
<p>EXPANSION STUDY AREAS</p> <p>Areas Identified for Potential, Long Range Expansion of the Urban Service Area Boundary. *Future Study Needed</p>	<p>PARKS AND ENVIRONMENTAL AREAS</p> <p>Existing Land Reserved for Parks, State and Regional Areas, Natural Preservation and Where Development is Not Encouraged</p>

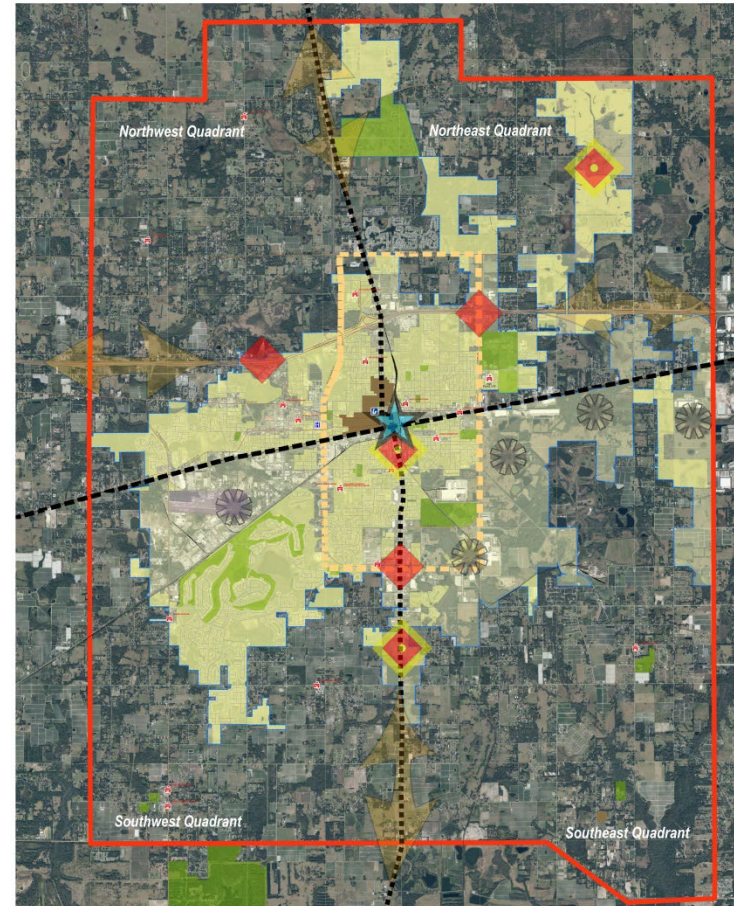


THE VISION FOR PLANT CITY

"Embracing the Future, while Preserving Our Past" is the celebrated vision for the City of Plant City. It captures the residents desire to adapt and plan for expected growth, but protect the enduring "assets" and "hometown charm" of Plant City. To build value into the neighborhoods' that comprise Plant City we must protect the timeless "assets" and "hometown charm" that make the City a special place. To further appreciate the vision of the City of Plant City the reader should reference Land Use Element.

The City of Plant City's Comprehensive Plan is designed to shape the City's future for generations to come. Plant City is a great city to live in, offering a diverse and rich community life that nurtures residents' creativity and entrepreneurial spirit. The Plant City Vision Map is not intended to be detailed, but rather to give general guidance and to further support the policy direction contained within the *Plant City Comprehensive Plan*. The map divides the City into quadrants and highlights commercial activity centers, residential neighborhoods, transportation infrastructure and various community assets.

Plant City Vision Map



People

DEMOGRAPHIC INFORMATION, ECONOMIC TRENDS, POPULATION AND JOB PROJECTIONS

The greatest single asset a town, city or jurisdiction can lay claim to is its **people**. The people who make up these places are the harshest critics, biggest cheerleaders and best ambassadors. In essence, they are the “heartbeat” of the community. The economic health and overall vitality of a jurisdiction is predicated on how well a community and its leaders know what its assets are and develops the necessary measures to preserve and improve upon those assets, so residents, their children and future residents will want to call this place “home” too.

Hillsborough County and its municipalities are appealing to many businesses, investors and people wishing to move here, largely due to its diverse population, low cost of living, mild climate and strategic location to a number of economic engines, in addition to accessible recreational uses, both natural and man-made.

HILLSBOROUGH COUNTY ESTIMATES 2015

	Population	Jobs	Households
Unincorporated County	857,723	355,309	332,326
Tampa	355,850	372,077	145,066
Plant City	40,530	27,397	14,316
Temple Terrace	36,245	7,261	15,292
Total	1,290,348	762,044	507,000

**Planning Commission estimates based on 2010 Census*

CURRENT COMMUNITY PROFILE

Assets

Economic Base

The opportunities afforded Hillsborough County and its municipalities are directly related to its standing as the economic center of the Tampa Bay Region. The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country, and the second largest in Florida according to the US Census 2013 Estimate, which totals over 2.8 million people. Hillsborough County captures most of the region’s office space as well as major business and commercial centers concentrated among the major employment centers: the Tampa Central Business District, the Westshore Commercial District and the University of South Florida. Plant City’s strategic location in eastern Hillsborough County provides for an expanding industrial base and established agricultural hub. In 2013, Hillsborough County employed over 688,000 people with that number projected to increase to over three-quarters of a million by 2021.

Hillsborough County Employment by Industry	
Management	37,817
Business and Financial Operations	46,610
Computer and Mathematical	23,216
Architecture and Engineering	9,574
Life, Physical, and Social Science	4,232
Community and Social Services	8,514
Legal	9,962
Education, Training, and Library	36,391
Arts, Entertainment, Sports, and Media	9,825
Healthcare Practitioners and Technical	37,648
Construction and Extraction	27,179
Healthcare Support	15,573
Office and Administrative Support	125,957
Sales	86,584
Personal Care and Service	18,882
Food Preparation and Serving Related	53,795
Installation, Maintenance, and Repair	28,796
Production	25,409
Transportation and Material-Moving	38,563
Farming, Fishing and Forestry	6,936
Building and Grounds Cleaning	22,759
Protective Services	14,157

Source: Florida Department of Economic Opportunity 2013

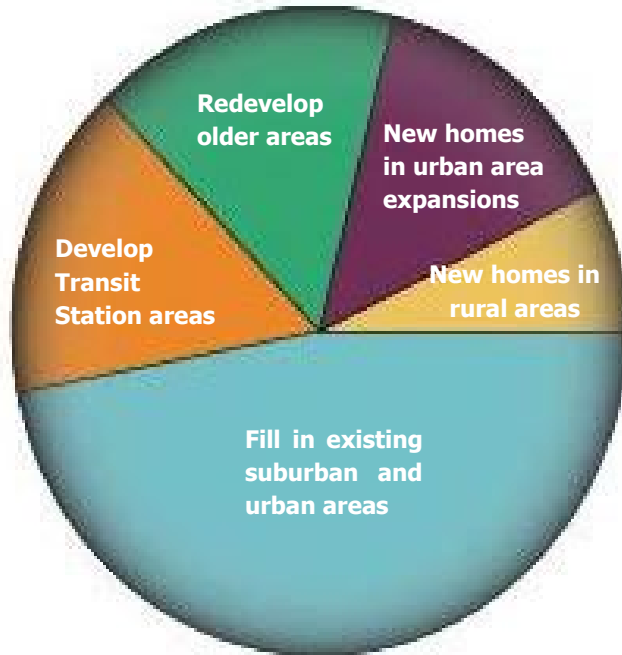
Imagine 2040 Outreach

Looking to 2040, Hillsborough County is projected to increase in population by 600,000 people with an additional 500,000 jobs. Where will they live? What kind of residence will they live in? Where will they work? Where will they play? How will they get there? The Imagine Hillsborough 2040 public outreach process was initiated to help guide the update of the 2040 Long Range Transportation Plan and the Comprehensive Plans for Tampa, Temple Terrace, Plant City and Hillsborough County.

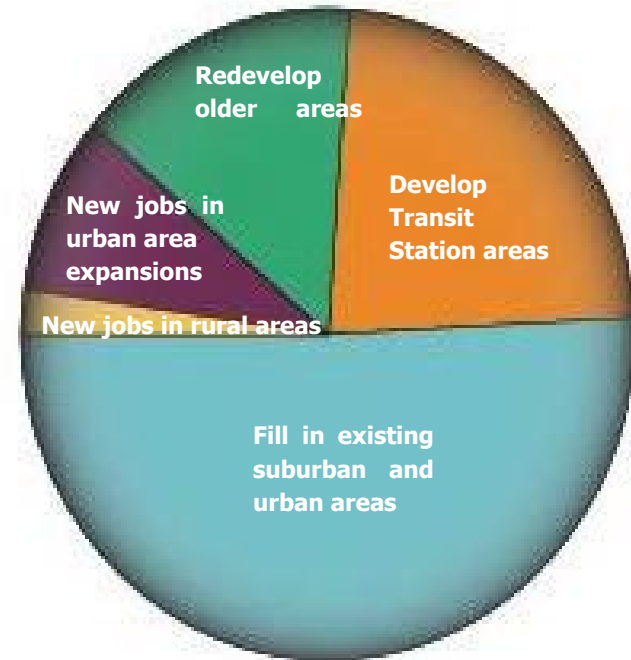
Phase one of the public outreach effort was between August and November of 2013, and had more than 3,500 people respond to an online survey, with an additional 500+ taking a paper survey, offering more than 91,000 opinions. In the survey, three growth strategies were offered: Suburban Dream which showed what would happen if growth continued outward; Bustling Metro, focusing growth within our cities and towns and New Corporate Centers, focusing growth along major highways. Bustling Metro was the choice preferred by most of the stakeholders of Hillsborough County.

Using this scenario and taking the most important elements of the three growth strategies in addition to other statistical information, a county-wide vision map has been created to be used as a tool in guiding development to those areas that can best accommodate growth for businesses and residents.

What you liked



Your Desired Housing Mix



Your Desired Job Centers Growth Mix

Part 2 of the Imagine 2040 outreach started shortly after the 4th of July weekend and ended on Labor Day weekend, 2014. Over 2,400 responses were received during this time frame. The public outreach was coordinated using a series of public meetings and presentations (speakers bureau), in addition to established kiosks throughout Hillsborough County. Concurrent with the presentations, the second part of the Imagine 2040 county-wide survey was administered.

The survey asked respondents to first choose their top three priorities from both a County standpoint and a neighborhood standpoint. This second phase of outreach consisted of sharing what the preferred responses were in Part 1, in addition to conducting an exercise/survey to gauge potential scenarios to capture the big picture that included: building homes near transit; reducing development rules; building job centers; keeping neighborhood choices; encouraging walkable places, and; filling in and reusing spaces developed spaces.

Next, the survey respondents were asked to prioritize their infrastructure including preserving the system, reducing crashes and vulnerability, minimizing traffic for drivers and shippers, and real choices when not driving. Additionally, survey respondents were given a limited budget in which to allocate funds for the infrastructure choices over a 20-year period of spending.

Lastly, the survey respondents were asked to use the remaining budget on "big-ticket" items such as widening of major roads, building express toll lanes, or rapid transit systems.

The medium investment level was the preferred funding level for Preserve the System, Reduce Crashes and Vulnerability, and Minimize Traffic for Drivers and Shippers. The Real Choices When Not Driving was nearly tied for all investment level choices with the low investment level the top rated choice, followed by the medium and high investment levels respectively.

Future Population Trends

Hillsborough County has always been viewed as a microcosm of the nation, similar demographically, in many ways. Now that a direction has been established as to the most preferred locations for future residents and workers with the county-wide vision map, coupled with input from the Imagine 2040 outreach, the following provides information of what groups will be mostly represented.

There are three groups that comprise most of the workforce and consumer base: the Baby Boomers, the Gen-X'ers and the Millennials. Of these three, the Baby Boomers and Millennials will factor the most in societal and economic changes to come, most noticeably in the areas of housing and the labor force, going to 2040 and beyond.

BABY BOOMERS - 1946-1964 (77.3 MILLION)

- For the next 15 years, boomers will be turning 65 at a rate of about 8,000 a day (AARP).
- By 2020, all of the baby boomers will be 55 or older.
- Persons 65 years or older numbered 39.6 million in 2009 (the latest year for which data is available), representing 12.9% of the U.S. population.
- By 2030, there will be about 72.1 million older persons, more than twice their number in 2000 and will represent 19% of the U.S. population.
(source: Administration on Aging, Dept. of Health and Human Services)

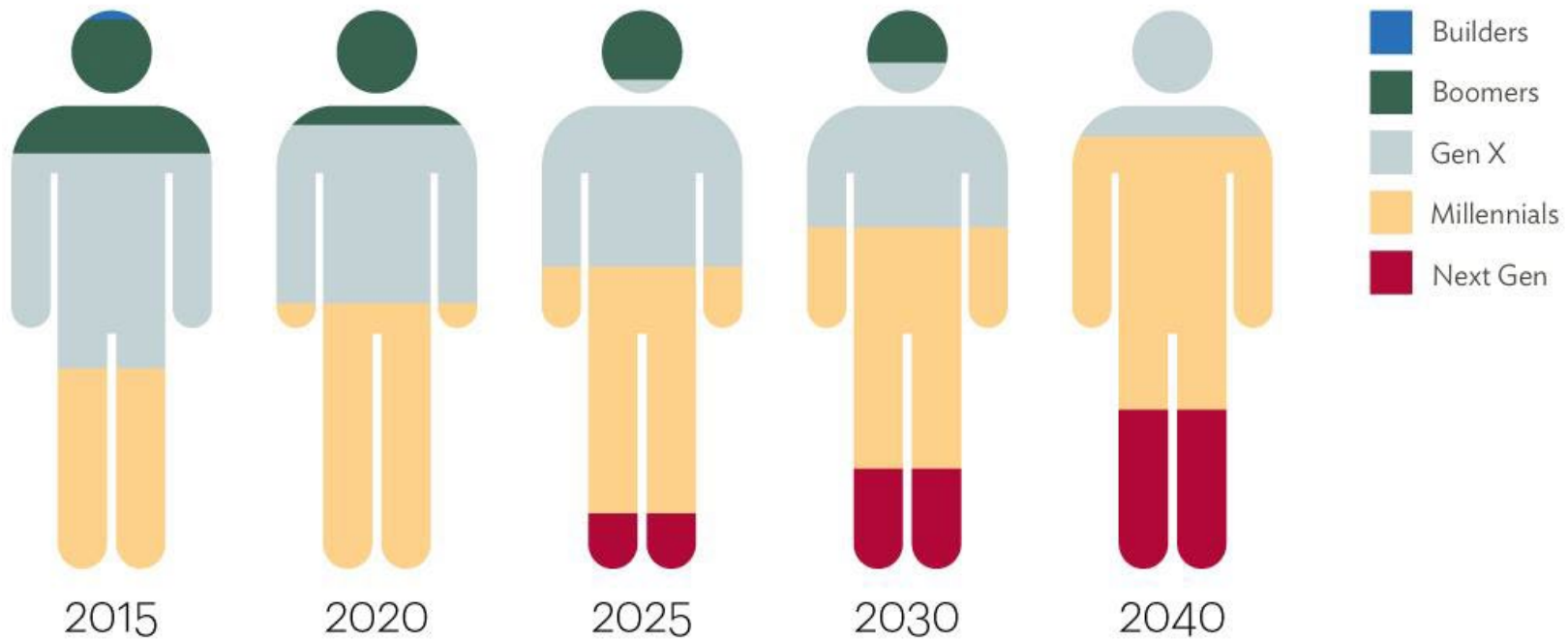
GEN X'ERS – 1965 -1976 (49.6 MILLION)

- In 2009, represented about 16% of the U.S. population.
- By 2030 ages 54-65 and make up 13% of the U.S. population.

MILLENNIALS 1977-1995 (77-80+ MILLION)

- Younger Millennials (18-27) - Older Millennials (28-36).
- Presently represent 24% of the US population.
- According to US Census Bureau, the largest generational cohort in history.
- Most diverse generation, racially and ethnically.
- High entrepreneurial tendencies.
- The “digital” generation.

Millennials will comprise the majority of the workforce by 2025



Source: U.S. Census Bureau

These age groups represent a significant percentage of the working force and resident population that will be part of those 600,000 people and 500,000 jobs arriving between now and 2040.

Housing

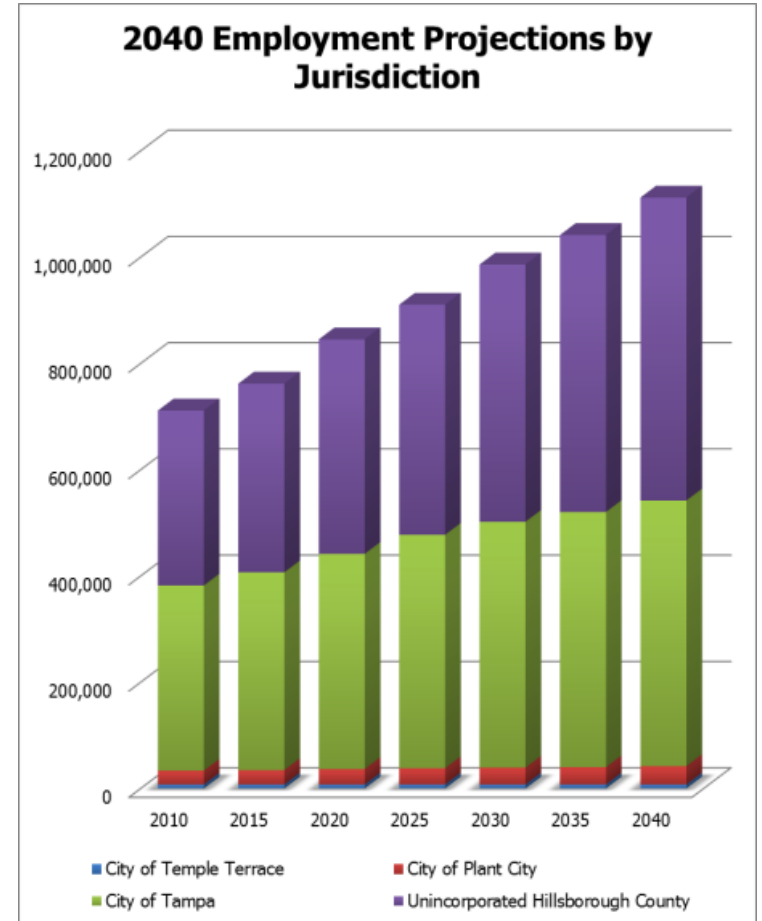
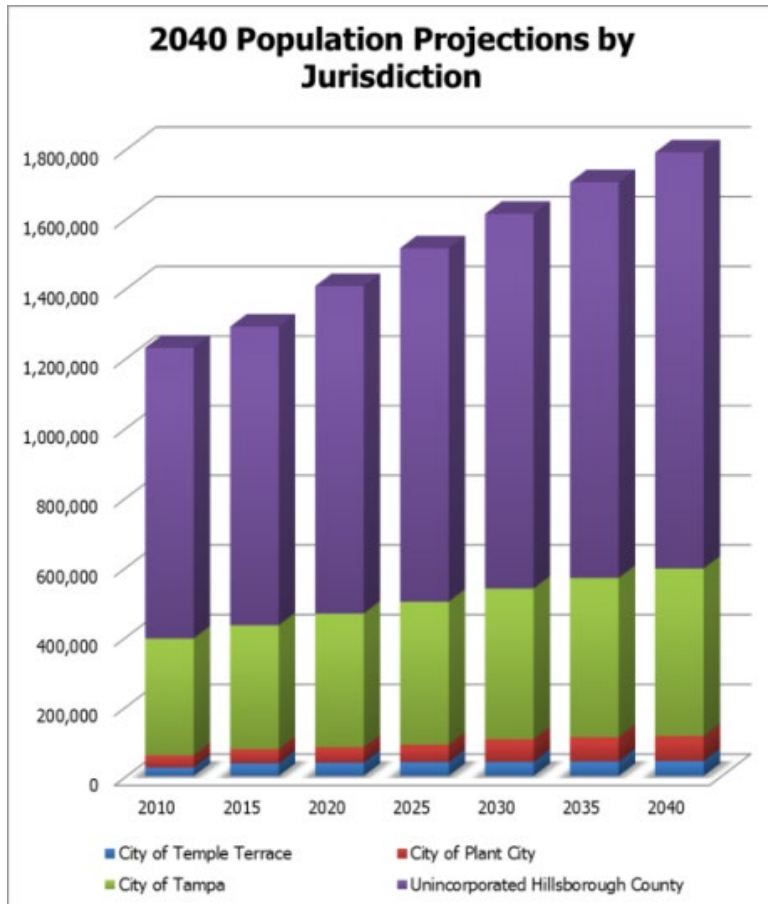
“Aging in Place” is an option most *Baby Boomers* would like to have, mainly because of what their community has to offer (bus stop, grocery store, pharmacy and park were the top rated). Housing options are moving towards Master Planned “Continuing Care” Lifetime Communities, which offer support facilities, and a range of housing options. Other retirement options include assisted living facilities, nursing homes and independent living. A more congregate lifestyle with expanded transit choices offers safety, convenience and accessibility to services.

Many *Millennials*, burdened by economic forces and mounting personal debt (mainly student loans), will be forced to rent out of necessity rather than by choice. They also have postponed marriage and having children to a later time. Millennials are more mobile, are less interested in larger homes and two-thirds of all millennials say access to high quality public transportation is a top three criteria when deciding where to live.

Employment

The projected growth rate of the national labor force will be affected by the aging of the Baby Boomer generation and will grow at a slower rate than it has in several decades. The overall US workforce will continue to shrink as it ages, but the 55+

group will grow, representing almost 25% of the overall total with the younger 16-24 age group decreasing.



CHALLENGES

Infrastructure

Hillsborough County and its municipalities are expanding and maturing at the same time. Investment towards the improvement of aged infrastructure is vital to keep pace with the increased pressure of business and population growth. Funding has been allocated for some needed updates, largely aided by Tax Increment Financing, Capital Investment Taxes and other mechanisms; however, the sources of identified revenue falls short of the expected growth and maintenance over time. The increased development trend has made County and City leaders more aware and vigilant in finding ways to address this need.

Connectivity

The Port, Tampa International Airport, and the Interstate Highway System all contribute significantly to the County and its municipalities' mobility for movement of goods and people. It is clear that the ability to compete globally should be linked to the provision of highly functional transportation options that include managed toll lanes, bus rapid transit and rail.

Jobs

Florida is faced with an average annual wage lower than the national average. Also Metro Tampa Bay's gross domestic product numbers continue to grow, but according to the U.S. Department of Commerce, still lags behind other metro areas that have higher GDP's attained with smaller populations such as Charlotte, Indianapolis and Orlando. Of the top 25 metro

areas, Miami and Tampa Bay were the only two with a median household income under \$50,000. To address this locally, the leaders of the four jurisdictions must continue to work together, identifying targeted businesses and industries that include: financial services, life sciences, manufacturing as well as major distribution centers and national headquarters that will bring economic growth and higher paying jobs. Another area of need is finding qualified people to fill technical jobs. In a competitive job market with advances in communication and information technology, a well-educated, well-trained workforce can live pretty much anywhere they choose.

As the County moves forward, its potential can best be summed up by a closing statement offered by the ULI Institute Advisory Services Panel that visited Hillsborough County in 2012:

By focusing on the most effective ways to leverage the County's considerable economic assets and resources, the community will be able to accomplish much, even in today's uncertain global economic climate. Investment in transportation infrastructure and in restructuring the development approval and comprehensive planning process to provide maximum transparency is especially important.

Hillsborough County is at a critical juncture for its future. The competition for business and development that can lead to economic prosperity has never been greater, as communities throughout the United States must measure up against each other and regions around the globe. Ensuring that a foundation of trust, leadership and

cooperation are inherent in the culture of Hillsborough County's governance will allow the County to be a leader in pursuing innovative economic development opportunities.

Places

Understanding the areas we live in, play in, and move around in.

Building a vibrant community requires the collective vision of the people whom call the area home, utilizing the wisdom and knowledge of those who want what is best now and for future generations, all the while learning from the lessons of our past. Our community has many facets that make life in Plant City unique and inspiring. *Our Places* have special meaning to each of us and yet they have many moving parts which operate together in a seamless fashion to make life in Plant City something to celebrate. A key component of *Our Places* is the relationship between land use and mobility. Understanding and strategically managing the relationship between land use and mobility is critical to maintaining and improving our quality of life. We must understand and advocate that land-use and mobility decisions be made in conjunction with each other. Equally, important are the choices which we make about land use and how these choices affect the way we live, work and play. In order to provide for a variety of land use choices there must be adequate infrastructure to serve the growing needs of Plant City. The provision for proper stormwater management, clean and safe water resources, adequate facilities to accommodate solid waste and wastewater must be planned to ensure that *Our Places* function well. The quality of

infrastructure systems – including transportation, utilities, and telecommunications is an important factor influencing employment, real estate investment and development decisions in communities nationwide. Our community must be prepared to address the long-term operations and maintenance of infrastructure integrating it into the decision making process of growth management.

This Comprehensive Plan provides a flexible framework that can be updated, revised and improved upon over the years to stay relevant to the issues our community must address as well as the ambitions that unincorporated Hillsborough County, the Cities of Tampa, Temple Terrace and Plant City choose to pursue. This Plan can serve as a tool to evaluate new development requests and direct capital improvement expenditures and to provide guidance in public policy in a way that ensures that Plant City continues to be the community that it's citizens desire it to become.

In this Section of the Comprehensive Plan the framework for community building will be established in the goals, objectives and policies that will create the "Places" in which our community of Plant City can thrive and continue to grow as the center of Eastern Hillsborough County. The section is composed of Elements which set forth the policy direction for land use, mobility, housing, schools and infrastructure these components are the building blocks which help define the Places that we live, work and play.

Future Land Use

Introduction

Plant City has a rich history dating back to the mid-1800's. It was incorporated in 1885. Plant City derives its name not from the surrounding agricultural industry, but from the railroad builder, Henry B. Plant. In the historical respective entitled, *"Plant City, Its Origin and History"*, by Quintilla Geer Bruton and David E. Bailey, John Keasler notes:

"...to have Plant City for a home town is, in the first place, to have received a fine gift from life. A valuable present. Something of real worth. And, like all truly worthwhile things, the gift increases in value with the passing of time..."

Originally, the municipality was a large cotton center, but over time changed its focus to strawberries. Today, over three-quarters of the nation's midwinter strawberries come from areas surrounding the City of Plant City. This has brought the jurisdiction national recognition and to acknowledge this important heritage, the municipality holds the annual Florida Strawberry Festival. For those unfamiliar with Plant City, it is located in the northeastern part of Hillsborough County, and abuts the City of Lakeland, which lies to the east in Polk County. Due to its agricultural heritage and industrial development, Plant City is bisected by several railway lines.

Even though the municipality has very rural origins, it has not remained stagnant and has grown significantly over the last ten

years, transitioning from a relatively "Small Town" to a "Mid-Sized City". As of 2010, the population stood at 34,721, which is about a 16.1% jump since 2000. The municipality is becoming more diversified as well. Many of the new residents identify themselves as Hispanic, whose percentage of the total City's population stood at only 1.5% in 1980, rose to 8.3% in 1990, 17.4% in 2000 and now stands at 28.8% in 2010.

Not only is Plant City's population increasing, but it is also dramatically growing in size. In 2000 the community was comprised of approximately 15,229 acres, while today that number stands at 17,953 (2014). Much of these annexed lands are being planned and programmed for future residential and industrial development. Based on these indicators, it is expected that rapid growth will continue over the foreseeable future in the City of Plant City.

In reviewing all the local comments gathered during the public involvement process in 2008/09, and noting the growth that is expected over the next decade, an overarching concept or theme emerged from this effort, which is *"Embracing the Future, while Preserving Our Past."* This theme captures the residents desire to adapt and plan for expected growth, but protect the enduring *"assets"* and *"hometown charm"* of Plant City. This overarching concept or theme was reconfirmed during the latest public outreach campaign entitled *"Imagine 2040"*, which was conducted in 2013/14.

For cities to meet their *"vision"* they must successfully master change and lead; the rewards of these efforts are extraordinary.



It is also a challenging prospect to be resilient in the face of limited resources, and to champion constant change in the marketplace, so the municipality can distinguish itself competitively and move forward to a bright future. Building sustainable value is a constant process of mastering change, while protecting and enhancing the timeless "assets" and "hometown charm" of the City of Plant City. What components make up the "hometown charm" of Plant City? It is a myriad of things, such as the:

- Diversity and Friendliness of its People;
- A Sense of Belonging;
- Historic Downtown and Neighborhoods;
- History, Honoring its Past and Celebrating its Heritage;
- Excellent Hospital, Schools, Fire Protection, Library and Parks;
- Good Business Climate;
- Churches that provide a strong Community Foundation;
- Low Crime Rate, Effective Police Department;
- Historic Schools and other Educational Facilities;
- Center for the surrounding Farming Community, and;
- Good place to raise a Family.

Why is "hometown charm" so important to Plant City? It is the collective image that the citizens of the municipality see themselves as being, it is their identity. The desire is to maintain and build upon this image and this can be accomplished by addressing each of these topical areas and acknowledging this as an important issue in the decision making processes of Plant City.

The Imagine 2040 - *Plant City Comprehensive Plan* can be seen as the blueprint for the continued enhancement of this "hometown charm" and the future development of the City of Plant City. Definitions of land use categories and distribution of those categories on the land use map will result in a development pattern that reflects the goals, objectives and policies of the *Plant City Comprehensive Plan*.

Strategic Guide or Vision for the City of Plant City

Further guidance was provided by the "strategic guide" or "vision" developed and adopted by the Plant City City Commission in 2004 and later updated in 2008, which states:

"Plant City is a diverse and vibrant "hometown" community. People work together to solve problems and ensure a better future for their children. Local businesses grow and prosper through innovation and hard work. Local government makes prudent investments in infrastructure and services. The safety and wellbeing of our citizens is a priority."

Goals to implement this "strategic guide" or "vision" cover such topics as:

- Unique Sense of Place
- Thriving Local Economy
- Superior Education/Skills
- Quality Services & Infrastructure
- Citizen Involvement

COUNTYWIDE AND CITY VISION MAPS



Purpose of a Countywide and City Vision Map "The 'Big Picture'"

Based on the "strategic guide" adopted by the Plant City City Commission, along with interviews with elected and appointed officials, the business community, staff and local residents "vision" maps were developed for the City of Plant City and Hillsborough County. The purpose of these "vision" maps are to, in a very simple way, graphically show "the big picture" of the future of the City of Plant City and Hillsborough County. It is not intended to be detailed, but rather to give general guidance and to further support the policy direction contained within the *Plant City Comprehensive Plan*. These two maps are not an adopted part of the Plan, so it can remain flexible and react to the ever changing conditions that may impact the City of Plant City.

What do the Vision Maps tell us about Plant City?

The "vision" map for Plant City divides the municipality into four major planning quadrants roughly divided by the CSX Railroad tracks (East/West) and Wheeler Street/Collins Street/James L. Redman Parkway (North/South). In the future, these quadrants will help staff prioritize and guide future vision, sector and neighborhood planning efforts in Plant City.

Identified in the center of the "vision" map and acknowledged as the heart of the community is the historic downtown of the City of Plant City. This is where the municipality began in the late 1800s and is the location of numerous business offices, commercial enterprises and civic uses, including Plant City City Hall. Its role as the physical and social center of the community

will continue, which has been further strengthened by numerous provisions within the *Plant City Comprehensive Plan*.

Also depicted are the three major commercial activity centers of the community generally located at the intersection of Alexander Street and James L. Redman Parkway, and the interchanges of Thonotosassa Road and Park Road with Interstate-4. Further commercial development will be directed to these nodes, which are expected to continue to meet the majority of retail and service commercial needs of the residents of Plant City.

As noted elsewhere, Plant City does not want to be a bedroom community for the Cities of Tampa and Lakeland. To ensure job opportunities, located in the southwestern quadrant is the municipality's major industrial park (near build-out), which surrounds Plant City Airport. Although some redevelopment is expected in this area, for the most part, to meet the future needs of the community, industrial development has been planned for and is expected in the southeastern quadrant, primarily located in or near Gregg's Business Center (US 92/Park Road) and along County Line Road.

To offer a greater variety of living and working environments, major mixed use developments have been planned for and are expected in three locations in Plant City. The first, as you enter the municipality from the south, along James L. Redman Parkway from the existing municipal limits to Charlie Griffin Road. Known as the Gateway District it encompasses more than 290 acres. The second, mixed use development is expected in



the Midtown Redevelopment District (85± acres) south of the historic downtown of Plant City. The third, a new village center is envisioned in the northeastern quadrant, located near the intersection of Midway and Charlie Taylor Roads. This location was identified as part of the adopted *Northeast Plant City Area Master Plan*. Each of these mixed use districts are supported by policy direction and the future land use map contained in the *Plant City Comprehensive Plan*.

The whole heart of the municipality is connected by a looped transportation system, which is composed of Alexander Street, Sam Allen Road and Park Road. Additional major transportation corridors include: James L. Redman Parkway/Collins Street/Wheeler Street/Paul Buchman Highway, Baker Street/US 92, Reynolds Street/SR 574 and Interstate-4. Residential neighborhoods have developed in all quadrants of the municipality and those of historical significance are generally located north and west of the Downtown. Most of the existing neighborhoods are at or near build-out; therefore the vast majority of future residential growth is expected in the northeastern quadrant, predominantly located north of Interstate-4. As neighborhoods are the fundamental building block and backbone of Plant City, policy direction has been included to ensure these areas are enhanced and protected from intrusion by non-residential activities. In support of these neighborhoods, parks, schools and other important public facilities are well distributed and conveniently located around the City of Plant City. The Countywide Vision Map builds upon and is consistent with the City’s Vision Map.

EXISTING LAND USE ANALYSIS

Planning Timeframes

A base year of 2010 (Census) and an overall population projection to 2040 are being used to update the *Plant City Comprehensive Plan*. This timeframe and the intermediate year population projections were developed by the Planning Commission and are based on building activity through 2010.

Employment Trends

The municipality’s employment base is distributed between the service, commercial and industrial sectors. Commercial development to the south with industrial growth to the east has enhanced the employment opportunities for the residents of the City of Plant City.

LU TABLE 1 - EMPLOYMENT GROWTH - 2010 TO 2040

Employment Type	Year		Total Change
	2010	2040	
TOTAL	26,313	34,562	8,250

Source: The Planning Commission, 2014

Population Trends

Plant City was incorporated in 1885. A hundred years ago (in 1905), its population stood at only 1,544. Over the last few years population growth has occurred at a fairly high rate, with the U.S. Census indicating that between 2000 and 2010 Plant City experienced a total population change of 4,806. The areas to the northeast, which most recently voluntarily annexed into the municipality, have yet to show any significant population



growth. However, this growth is expected in very short order over the next 5 to 10 years.

Projections for 2040 show that the municipality’s population could increase by much as 36,802. Stated another way, population could increase from 34,721 to 71,523 residents. Population growth is summarized as follows:

LU TABLE 2 - POPULATION GROWTH - 2010 TO 2040

Year	Total Population	Absolute Change
2010 Census	34,721	N/A
2015 Projection	40,530	5,809
2020 Projection	44,146	3,616
2025 Projection	49,740	5,594
2030 Projection	64,555	14,815
2035 Projection	69,113	4,558
2040 Projection	71,523	2,410

Source: *The Planning Commission, 2014*

In addition, the City of Plant City is becoming more diversified. Many new residents identify themselves as Hispanic, whose percentage of the total population stood at only 1.5% in 1980, rose to 8.3% in 1990, continued to increase to 17.4% in 2000 and now stands at 28.8% in 2010.

LU TABLE 3 - RACE/ETHNIC CHANGE - 1980 TO 2010

Race/ Ethnicity	Plant City 1980	Plant City 2010
White Non-Hispanic	72.2%	53.4%
Black Non-Hispanic	25.9%	14.5%

Other Races Non-Hispanic	0.5%	3.2%
Total Hispanic (All Races)	1.5%	28.8%

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

Residential Uses

Plant City is predominantly developed with single family homes, in all quadrants of the municipality, which began with the historic neighborhoods to the north and west of downtown Plant City. In 2010, single family residential uses comprised 17.2 percent of the total land area of Plant City, while, multi-family development comprised only 5.9 percent. However due to rising land and construction costs, several areas of the municipality are now planned for multi-family development. Therefore it is expected that the overall percentage of multifamily complexes will increase significantly by 2040. All housing types accounted for 24.1 percent of the total acreage within Plant City.

Commercial and Industrial Uses

The retail and office center of the municipality is the downtown business district, which is located in the vicinity of the intersection of Collins and Reynolds Streets. Over one hundred years ago, this center was established in this area due to the intersection of two major railroad lines, which are still utilized today, owned and operated by CSX Railroad.

The central business district is subject to the Plant City Community Redevelopment Plan, adopted in 1984. Future development and redevelopment in the downtown area is guided by the Community Redevelopment Agency (the City Commission serves as the Community Redevelopment Agency).



The redevelopment plan anticipates increased office and commercial activity through the attraction of new businesses and rehabilitation of existing structures within the downtown central business district, much of which has already been accomplished by 2010. The *Plant City Comprehensive Plan* has been developed with the consideration of and to further the redevelopment of Downtown.

Additional commercial development has been greatly influenced during the last thirty years due to the location of the interstate system along the northern edge of Plant City. Commercial areas are located at the Interstate-4 interchanges of Thonotosassa Road, Alexander Street, Paul Buchman Highway/Wheeler Street, Park Road and County Line Road. Commercial areas around these interstate interchanges have developed with highway commercial uses such as gas/service stations, restaurants, automobile dealerships and hotels. Vacant land in these areas will continue to allow for additional commercial development to occur near Interstate-4.

Another area of the municipality, which has developed with commercial uses, is located along the Alexander Street, Reynolds Street and Baker Street node in conjunction with South Florida Baptist Hospital. Commercial uses around this area include doctor’s offices, pharmacies, restaurants, banking facilities, and related uses. Commercial uses that support the hospital are encouraged in this area through the South Florida Baptist Hospital Overlay District.

During the late 1970’s and early 1980’s, the City annexed lands in the southwest area of the municipality for a mixed use residential planned unit development known as Walden Lake. This development proved to be very successful, incorporating over 2,000 homes, which was built-out around 2002. In the early 1980’s, the City approved a commercial node at the intersection of Alexander Street and James L. Redman Parkway to provide for general and community commercial activities for Walden Lake and other existing and future neighborhoods on the south side of Plant City.

Industrial land uses are found primarily in the western portion of the municipality, north of Sydney Road, south SR 574, west of Alexander Street. Much of this land area was annexed in the early 1970’s for the specific purpose of allowing development for industrial uses in proximity to Plant City Airport. As this industrial park is near build-out, trends indicate a shift to the east along Park and County Line Roads. Industrial uses developed within the City include light manufacturing and warehouses, while heavy or obnoxious industrial uses are not allowed by Plant City.

Commercial development comprises approximately 4.3 percent and industrial development comprises approximately 9.3 percent of the total land area of Plant City.

Public and Semi-Public Uses

Semi-public uses include privately-owned establishments generally for public use, such as churches, day care centers, private schools, nursing homes, clinics, hospitals, clubs, utilities,



communication and transportation facilities. Public facilities are those facilities, except for recreational facilities, owned and/or operated by a public entity for a public purpose such as public schools, the community college and governmental buildings. Over 21 percent of all land uses in the municipality can be classified as public/semi-public, which includes public building and facilities, utilities, and right-of-ways for transmission lines and roadways within Plant City.

Parks, Recreation and Open Space

The municipality has a well distributed and excellent park system, which has been historically praised by the residents of Plant City. Approximately 1.8 percent of all land uses in the municipality can be classified as parks, recreation and open space. Major facilities include Mike E. Sansone Park, Ellis-Methvin Park, Plant City Stadium and the Otis M. Andrews Sports Complex. Public parks, recreation, cemeteries, and open space, are separated from other public and semi-public uses because of their characteristically low development intensity.

Agriculture

Most lands within the municipality that are in agricultural uses are expected to transition to other uses within the planning horizon year of 2040. Approximately 27.5 percent of the land area falls within this category in Plant City. Uses include general agriculture, citrus groves, row crops, and fenced pasture land. The City has permitted farms, citrus groves and truck farming (row crops) to occur in the least intensive residential areas of the municipality, as part of the Land Development Regulations

(LDRs). These trends are expected to continue with agricultural uses allowed as permitted uses within the City of Plant City.

Natural Environment and Vacant Lands

Approximately 28.9 percent of the total land area can be classified as environmentally sensitive within Plant City. Environmentally sensitive areas (wetlands) and floodplains are mapped, as overlays, on the Future Land Use Map. Environmentally sensitive areas, as well as floodplains are deterrents to development, posing a potential health, safety and welfare problem, as well as a drainage problem, creating the need to properly protect and regulate these important resources for the benefit of the natural environment and the citizens of Plant City.



LU TABLE 4 - EXISTING LAND USE

Existing Land Use	2014 Acreage	Percent of Total	Density/ Intensity Range
Residential	4,318	24.1%	0 to 20 DU/GA
Commercial	769	4.3%	0 to .35 FAR
Industrial	1,678	9.3%	0 to .50 FAR
Agricultural	4,933	27.5%	N/A
Recreational	322	1.8%	0 to .25 FAR
Conservation	90	.5%	N/A
Educational	245	1.4%	0 to .35 FAR
Public/Utilities/ Right-of-Way	3,850	21.4%	0 to .35 FAR
Vacant/ Undeveloped	1,748	9.7%	N/A
Total	17,953	100%	N/A
Environmentally Sensitive	5,195	28.9%	N/A

Source: Property Appraiser Tax Roles, Planning Commission, 2014

GROWTH PATTERNS ANALYSIS

Plant City was incorporated in 1885 and encompassed only one square mile in land area, while today (2014), the municipality encompasses almost twenty-eight square miles. Over 10 percent of the acreage has been annexed during the last ten years alone, mostly to the northeast of Plant City. From 2000 to 2010 over 1,700 acres have voluntarily annexed into the City of Plant City.

This pattern is somewhat different from 1973 and 1974, when the municipality annexed approximately six square miles in the

west and southwest areas of Plant City. Later, during 1987 and 1988, the municipality annexed an additional four square miles in the east and southeast areas of Plant City. The municipality’s growth pattern was influenced by the railroad in its early days, while the agricultural economy and interstate roadway system played a vital role in the recent past through today. Recently, development activities have indicated a future with a more diversified industrial base supplanting a strictly agricultural economy in eastern Hillsborough County.

To promote this, the City has offered its excess capacity in the provision of water and wastewater facilities to foster the diversification. However, the diversification in the economy has brought about a redirection of growth. The City is growing to the south, generating commercial development along James L. Redman Parkway. Industrial growth has all but filled the developable lands in the industrial park on the west side of town, and there is a shift to the east side of Plant City, linking the municipality with the City of Lakeland/Polk County.

Each new development proposal is measured against the City’s abilities to serve it. Major approved developments have been evaluated and it has been determined that there is sufficient potable water and wastewater capacity to serve them. Developments of regional impact such as the Consolidated Minerals Incorporated (a.k.a. Gregg’s Business Center or Lakeside Station Logistics Park) and the Walden Woods industrial Park have both been determined to be within the capacities to be served by the City of Plant City. Overall, roadways level-of-service have been somewhat reduced, but



funding to mitigate these impacts is being collected by local government or the private sector, through such mechanisms as mobility fees set by the Plant City City Commission.

Where once the central business district held command over the retail market, now the shopping centers located on the periphery are attracting the customers in eastern Hillsborough County. Today, the downtown remains the office and finance center, promoted through the Community Redevelopment Agency.

Residentially, the City of Plant City has seen a diversification in its housing types. The traditional detached single family centrally-located dwelling has been augmented by a variety of housing styles that provide for townhomes, cluster developments, zero lot line and apartments. The single family detached dwelling is still the preferred housing type within Plant City.

Throughout the City there is a significant amount of vacant land, predominately east of Park Road. The useable vacant lands are found mostly in the northeast and southeast quadrants of Plant City.

Residential Growth

Plant City continues to experience a high demand for single family building types. This residential character is reflected in the 2010 Census, which reported that a clear majority (66.5%) of all dwelling units in the City were single family units. The dominance of single family building types is expected to

continue through the planning period, although the ratio of single family to multi-family units will decrease somewhat. This is due to rising land and construction costs, as well as the differentials in density between the two dwelling unit types, which allows more multi-family than single family units to be built per acre of available land.

The municipality’s neighborhoods have a predominant single family character. The existing development pattern will be maintained in these areas with some infill encouraged in selected areas. Vacant lands northeast of the municipality can be expected to continue developing with single family uses though higher intensity residential development is expected near the envisioned village center, noted in the Northeast Plant City Area Master Plan.

A trend to increasing multi-family uses will continue where more intense land use programming is expected that result in residential densities up to 20 du/ga. Residential redevelopment will occur as neighborhood infill occurs. Substandard units are scattered throughout the municipality and will be gradually removed or brought up to standard over time through redevelopment and infill housing programs.

Most new residential growth is expected east of Paul Buchman Highway, north of I-4. Residents identified neighborhoods as the backbone and fundamental building block of any good community, and encouraged future development to preserve and enhance the *"hometown charm"* of Plant City.



In this regard, all future land uses must be supported by acceptable provision of facilities and services in compliance with the adopted non-transportation level-of-service standards of Plant City. This plan has coordinated the demands of the future populations with the capabilities and resources available to the municipality; however, as capacities are approached, modifications in infrastructure programs will have to be made by Plant City.

Continued housing demands, coupled with the high cost of available vacant land, along with the rising cost of development, will encourage development of innovative housing projects during the planning period (2040). New developments will include cluster and planned unit developments, apartments and townhouses, as well as the traditional single-family detached homes on suburban lots. The following section describes three innovative residential techniques, which can be expected to develop in increasing numbers over the planning horizon (2040).

Cluster Developments: The cluster pattern of development groups housing sites close together around an access court or cul-de-sac, while the remainder of the tract is left in its natural state as common open space. Introduced with the Radburn plan in 1928, cluster development allows for increased densities on a portion of a site, while providing greater traffic safety, privacy and many amenities not found in traditional subdivisions. Cluster developments are possible on parcels of land as small as one acre and would be compatible with most existing residential areas.

Townhouses and Condominiums: Increasing development costs in single family subdivisions have sparked renewed interest in townhouses and condominiums as an acceptable compromise between detached homes and apartments. The major age groups likely to purchase this type of housing are young couples and the elderly who are seeking suburban amenities at a moderate cost. Architectural and design innovations can, and have, transformed these types of dwelling units from drab, monotonous row houses into attractive homes for rent or ownership.

Planned Developments: The planned development can be used very successfully to "master plan" large tracts of land for a mixture of housing types and non-residential uses. The planned development was an outgrowth of the cluster development concept and retains many of its advantages. The technique has become popular in recent years not only because of the flexibility it allows the development community in responding to changing market conditions, but also because of its requirement for local government involvement in development of the site plan. Planned development site plans can only be developed as approved by the local government and require criteria for overall density, open space, subdivision standards, water supply and wastewater disposal.

Commercial Growth

Commercial development and redevelopment have emerged as important community issues in Plant City. One of the major issues noted in recent public outreach efforts is the municipality does not want to become a bedroom community for the Cities



of Tampa and Lakeland. It is important to offer employment opportunities, especially to young adults, to ensure the deep multi-generational roots are maintained within Plant City. To this end, the municipality has sought to improve employment opportunities through redevelopment programs in Downtown and Midtown, as well as the establishment of the Gateway District, along James L. Redman Parkway.

In the noted redevelopment areas, aging infrastructure has placed increasing demands on local repair and replacement programs. This problem is particularly evident in areas, where existing water and wastewater pipe sizes, traffic congestion and other factors tend to constrain redevelopment potential. Renovation and replacement of this infrastructure will be necessary before substantial increases in development intensity necessary to make redevelopment financially feasible can occur.

Historically, commercial development was concentrated in the downtown with strip commercial infilling along major roadways, such as Collins, Reynolds and Baker Streets. Today, major commercial growth has occurred in the southern area of the municipality, along James L. Redman Parkway where several shopping centers have been developed, near its intersections with Park Road and Alexander Street. To the north along Interstate-4 at the interchanges of County Line Road, Park Road, Paul Buchman Highway/Wheeler Street and Thonotosassa Road, numerous commercial developments have been built and more are planned. These major developments have generated the need to address development and condition issues of the older commercial areas within Plant City.

Plant City has an active downtown revitalization organization in the Community Redevelopment Agency (CRA), which is composed of the members of the Plant City City Commission. The agency was brought into existence to help provide a coordinated direction to maintain the downtown as an active business center of Plant City. The CRA receives its operational and project funding from Plant City and through the monies generated through the tax increment process for Downtown.

Industrial Growth

Plant City has experienced steady industrial growth over the past years with almost total utilization of its industrial park around Plant City Airport. Vacant and developable lands in the eastern side of the municipality will allow for the development of additional industrial uses in Gregg's Business Center (a.k.a. Lakeside Station Logistics Park) and along County Line Road, south of Interstate-4. The municipality encourages industrial uses, which are smokeless, odorless, non-toxic, and generally not a health hazard or a nuisance to adjacent properties in Plant City, Hillsborough County, Lakeland or Polk County. There is adequate potable water and wastewater capacity to serve the projected industrial growth within the municipality and maintain the current adopted levels of service of Plant City.

Mixed-Use Growth

Gregg's Business Center: Plant City's first large scale mixed use development is Gregg's Business Center (a.k.a. Lakeside Station Logistics Park), which is approximately 1,370 acres and located south of US 92 and east of Park Road. In 2002, a Mixed



Use: Residential/ Commercial/Industrial Land Use Plan Category was developed and applied to this site in eastern Plant City.

This category is intended to encourage and provide for large-scale mixed-use planned developments to meet local market demands, as well as those for eastern Hillsborough County and central Florida. Maximum residential densities are established at 12 du/ga. An intensity of up to .35 FAR is allowed for commercial and office uses, while light industrial and research corporate park uses are allowed up to a .50 FAR. To date over 1,000,000 square feet of light industrial uses have been built, with the remainder expected to develop by the horizon year of 2040.

Gateway District: In 2005, as lands within the commercial node of Alexander Street and James L. Redman Parkway neared build-out, an area directly to the south was studied and designated (250+ acres) with a new land use plan category called "*Gateway District*". This new district is designed to create a strong community presence, orientation and image when entering Plant City. Through the requirement of mixed uses, design criteria and access management tools it will foster economic development, promote smooth, safe traffic flow and provide for a sense of arrival on this entry corridor into the City of Plant City. The district is located on both sides of James L. Redman Parkway between Charlie Griffin and Kilgore Roads, and allows up to a .35 FAR and 16 du/ga. To date there has been little activity; however significant commercial and residential development is expected well before the horizon year of this plan, 2040.

Northeast Plant City Area Master Plan: Based on several voluntary annexations and discussions with other large property owners, it is anticipated that the majority of annexations over the next ten to twenty years, will be to the northeast of Plant City. Due to the anticipated expansion into this area and its lack of many public facilities, the municipality proactively developed a "*vision plan*" for this area, which was named the *Northeast Plant City Area Master Plan*. This plan is generally bounded by Knights Griffin Road to the north, the extension of Alexander Street to the west, I-4 or US 92 to the south and Polk County to the east.

The recommendations from this study will assist in the planning and programming of needed public improvements to serve the higher intensities and densities anticipated when these lands voluntarily annex into Plant City. The most important reason to undertake this planning effort was the need to establish a "*vision*" for this area's future development, to ensure that new residents are well integrated into the social fabric of the City of Plant City.

The preferred land use scenario of this study promotes a village center concept, with higher intensity and density mixed uses at its core, while leaving areas in the periphery in a more rural lifestyle in unincorporated Hillsborough County. Rural areas will remain generally north of Knights Griffin Road and in those areas just west of County Line Road, north of Swindell Road. Non-residential uses (industrial and commercial) are envisioned at the three interchanges with Interstate-4, at Paul Buchman Highway, Park Road and County Line Road. Environmentally



sensitive areas will be protected with a land use designation of Natural Preservation.

This preferred land use scenario, which covers some twenty square miles, has been adopted into the *Plant City Comprehensive Plan*. Another key component is the map depicting the recommended roadway network (Phase 1 – 2025) of the Northeast Plant City Area Master Plan, which is part of the adopted map series. Major east-west roadways recommended to be improved include Knights Griffin, Midway and Sam Allen Roads. Along with more in-depth site analysis at the time of annexation, the information contained in both of these maps will be used to generally guide development within northeast Plant City.

Also, as another implementation measure, mechanisms such as a Mobility Fee have been put in place that requires developers to provide the funding to construct needed transportation infrastructure improvements when these areas annex and develop within the City of Plant City.

Midtown Redevelopment Vision Plan: Just south of the Downtown is an area referred to as Midtown. The general size of Midtown is approximately 85± acres and can be described as an area of under-utilized assets, in some cases poorly laid out streets, with many existing buildings in deteriorated condition. Midtown was oriented towards heavy commercial and industrial uses, which do not complement the improvements made in Downtown.

In response to this, Plant City completed and adopted a Midtown Redevelopment Vision Plan in 2007. This plan calls for additional residential multi-family uses to support increases in retail, commercial and office space development. Thus, future redevelopment projects within this area will be consistent [in form, character, intensity and density] with the key elements and other provisions contained within the adopted Midtown Redevelopment Vision Plan.

In the intervening years since its adoption, the City has been working diligently to implement the *Midtown Redevelopment Vision Plan*. For example, to prime and facilitate future development, land has been acquired and assembled; derelict buildings have been removed, along with addressing environmental concerns and stormwater attenuation permitting issues. The creation of the village green and the realignment of Wheeler Street have been completed, which improves the overall transportation system and grid pattern of Midtown.

Late 2013, the City Commission adopted a form based code called the Midtown District [MTD]. The intent of this district is to promote the redevelopment of this area consistent with the principles and neighborhood development pattern set forth in the *Midtown Redevelopment Vision Plan*. The language for the Midtown District articulates the concepts and regulations needed to create the desired building and development pattern for Midtown. The City Commission rezoned Phase 1 (35.5± acres) of the Midtown District on September 22, 2014.



Agricultural

The City supports agricultural uses as they presently exists or when this use comes into the municipality through voluntary annexation. The City accepts its role as the urban center of eastern Hillsborough County and will pursue policies to restrict urban sprawl through a transition from agricultural to a more urban and suburban character that is present in Plant City.

Plan Categories*

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

LU TABLE 5 - FUTURE LAND USE PLAN CATEGORY TOTALS (*ONLY INCLUDED AFFECTED PARTS OF TABLE 5)

Future Land Use Plan Category	Acreage 2014	Percent 2014
Residential - 4	3,536	19.7%
Residential - 6	3,573	19.9%
Residential - 9	0	0%
Residential - 12	1,338	7.4%
Residential - 20	278	1.5%
Mixed Use-Residential/Commercial	310	1.7%
Mixed Use-Residential/Commercial/Ind.	1,367	7.6%
Gateway District	290	1.6%
Light Commercial/Office	59	0.3%
Commercial	1,610	9.0%

Downtown Core	85	0.5%
Industrial	3,820	21.3%
Public/Semi-Public	546	3.1%
Parks, Recreation and Open Space	610	3.4%
Natural Preservation	406	2.3%
Subtotal	17,828	
Transitional Area (Due to Annexation)*	125	0.7%
Total	17,953	100.00%
Environmentally Sensitive Overlay	5,195	28.9%

Source: Planning Commission, 2014.

Per Florida Statutes Chapter 171.062 (2), the annexed areas are subject to the Hillsborough County Comprehensive Plan, in effect at the time of the annexation.

AGRICULTURAL/RESIDENTIAL - 1 (A/R-1)

Description:

These areas recognize the existing rural character of areas, parcels with limited development potential due to environmental constraints (i.e., wetlands, floodplains, etc.) or are currently engaged or have the potential for agricultural production. This category is primarily designed to permit agricultural related activities and limited rural residential development, if in compliance with the goals, objectives, and policies of the Imagine 2040: Plant City Comprehensive Plan and applicable land development regulations of Plant City. Typical uses include farmsteads, ranches, churches, public uses such as parks, large-lot single-family home sites, and uses related to agricultural production.

Relationship to Other Areas of Use:



- A minimum density is not required by A/R-1. Allows the consideration of residential densities up to a maximum of one dwelling unit per gross acre (1 DU/GA).
- The sale of agricultural products produced on site is allowed, if in compliance with applicable land development regulations (i.e., parking, setbacks, etc.) of Plant City.
- Churches (and associated daycares/schools with less than thirty children), public uses and structures used for agricultural production are limited to 30,000 square feet or a .25 floor area ratio (FAR), whichever is less intense, if in compliance with applicable land development regulations (i.e., parking, setbacks, etc.) of Plant City.
- The placement of new mobile homes, mobile home parks or recreational vehicle resorts is not permitted, with the exception of temporary housing used exclusively for seasonal farm labor that complies with applicable land development regulations (i.e., parking, setbacks, buffering, etc.) of Plant City.
- Non-residential structures and farm labor housing shall be buffered and screened from adjacent uses in compliance with the land development regulations of Plant City.
- As these areas tend to be on the periphery of the municipality, when development is proposed in these areas, staff will seek input on land use and transportation issues from Hillsborough County.

- Most of these lands will transition over time to more intense and/or dense suburban and urban land uses once adequate public infrastructure has been provided by Plant City.

Relationship to Facilities and Services:

- Existing, permitted and properly functioning water and wastewater systems for churches, single-family homes and agricultural uses may continue to be used after the associated parcel is annexed into Plant City.
- A new church or one single-family home on a vacant parcel may be permitted with on-site water and wastewater systems, where soil and aquifer capabilities can support such systems, and if there are no water or wastewater services provided or programed (within 250 feet) by Plant City. In cases such as this, when these services become available (within 250 feet), the church or single-family home must connect to the system, if requested by Plant City.
- A parcel subdivided or platted for residential development is only allowed if provided concurrently with water and wastewater services by Plant City.
- Churches and single-family homes must be served by a paved local street system that meets the design and engineering standards of Plant City.
- These areas are located where police, fire protection, and emergency services are or can be provided by Plant City.



Relationship to Natural Resources and Features:

- Environmentally sensitive lands (i.e., wetlands) will be protected per the regulations of all agencies that have local authority, including the Environmental Protection Commission of Hillsborough County and the City of Plant City.
- Development within identified floodplains is discouraged and if allowed must meet the regulations of all agencies that have local authority, including the Southwest Florida Water Management District and the City of Plant City.

AGRICULTURAL/RESIDENTIAL - 2 (A/R-2)

Description:

These areas recognize the existing rural character of areas, parcels with limited development potential due to environmental constraints (i.e., wetlands, floodplains, etc.) or are currently engaged or have the potential for agricultural production. This category is primarily designed to permit agricultural related activities and limited rural residential development, if in compliance with the goals, objectives, and policies of the Imagine 2040: Plant City Comprehensive Plan and applicable land development regulations of Plant City. Typical uses include farmsteads, ranches, churches, public uses such as parks, large-lot single-family home sites, and uses related to agricultural production.

Relationship to Other Areas of Use:

- A minimum density is not required by A/R-2. Allows the consideration of residential densities up to a maximum of two dwelling units per gross acre (2 DU/GA).
- The sale of agricultural products produced on site is allowed, if in compliance with applicable land development regulations (i.e., parking, setbacks, etc.) of Plant City.
- Churches (and associated daycares/schools with less than fifty children), public uses and structures used for agricultural production are limited to 60,000 square feet or a .25 floor area ratio (FAR), whichever is less intense, if in compliance with applicable land development regulations (i.e., parking, setbacks, etc.) of Plant City.
- The placement of new mobile homes, mobile home parks or recreational vehicle resorts is not permitted, with the exception of temporary housing used exclusively for seasonal farm labor that complies with applicable land development regulations (i.e., parking, setbacks, buffering, etc.) of Plant City.
- Non-residential structures and farm labor housing shall be buffered and screened from adjacent uses in compliance with the land development regulations of Plant City.
- As these areas tend to be on the periphery of the municipality, when development is proposed in these areas, staff will seek input on land use and transportation issues from Hillsborough County.



- Most of these lands will transition over time to more intense and/or dense suburban and urban land uses once adequate public infrastructure has been provided by Plant City.

Relationship to Facilities and Services:

- Existing, permitted and properly functioning water and wastewater systems for churches, single-family homes and agricultural uses may continue to be used after the associated parcel is annexed into Plant City.
- A new church or one single-family home on a vacant parcel may be permitted with on-site water and wastewater systems, where soil and aquifer capabilities can support such systems, and if there are no water or wastewater services provided or programed (within 250 feet) by Plant City. In cases such as this, when these services become available (within 250 feet), the church or single-family home must connect to the system, if requested by Plant City.
- A parcel subdivided or platted for residential development is only allowed if provided concurrently with water and wastewater services by Plant City.
- Churches and single-family homes must be served by a paved local street system that meets the design and engineering standards of Plant City. • These areas are located where police, fire protection, and emergency services are or can be provided by Plant City. Relationship to Natural Resources and Features:

- Environmentally sensitive lands (i.e., wetlands) will be protected per the regulations of all agencies that have local authority, including the Environmental Protection Commission of Hillsborough County and the City of Plant City.
- Development within identified floodplains is discouraged and if allowed must meet the regulations of all agencies that have local authority, including the Southwest Florida Water Management District and the City of Plant City.

RESIDENTIAL – 4 (R-4)

Description:

These areas should offer safe, quiet and attractive environments for people to live. An important aim in these areas is to allow individuals to enjoy personal space and time with greater opportunities to 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 residential areas of Plant City.

Single family homes on individual lots are the predominant use in these areas, although other housing and development approaches can also be integrated within Residential-4. Within this plan category densities will be no more than four (4) units per gross acre. Neighborhood parks, scenic open space, and certain small scale institutional uses (e.g. churches) and public facilities serving neighborhood residents are often integral parts of these residential areas. Agricultural uses are supported in



accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Other Areas of Use and the Street System:

- A minimum density is not required by R-4. Lower densities than four units per acre may be required based on an approved master plan, annexation agreement, compatibility with adjacent uses or other issues, which would be implemented through a PD Planned Development District.
- Perimeters should be buffered from other use areas by open space, streets and/or visual screening techniques used in site planning.
- Work, trade and community service activities should be readily accessible via collector and arterial streets. Arterials, however, should be at or beyond the edge of areas designated as Residential-4.
- Local street systems in these areas should be designed to discourage through traffic.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire protection, police and EMS service areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and associated daycare facilities integrated into area and accessible via collector streets.
- Public, semi-public and civic uses (e.g. municipal buildings, schools, churches) may be considered with a maximum intensity of 0.25 FAR in accordance with the development

standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Natural Resources and Features:

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

RESIDENTIAL – 6 (R-6)

Description:

These areas should offer safe, quiet and attractive environments for people to live. An important aim in Residential-6 areas is to allow individuals to enjoy personal space and time with greater opportunities to control their exposure to people and activities outside their home.

Single-family homes on individual lots are the predominant use in these areas, although other housing and development approaches can also be integrated at lower densities. Residential development within Residential-6 will be no more than six (6) units per gross acre. Neighborhood parks, scenic open space, institutional uses (e.g. churches) and public facilities serving neighborhood residents are often integral parts of these residential areas. Convenience commercial establishments can also be accommodated under controlled conditions that protect the basic quality of the residential environment. Mixed use residential developments that are



planned projects designed to serve the local residents may be considered in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.

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 used in site planning.
- Work, trade and community service activities should be readily accessible via collector and arterial streets. Arterials, however, should be at or beyond the edge of areas designated as Residential-6.
- Local street systems in these areas should be designed to discourage through traffic.
- Neighborhood office/commercial uses shall be located only at intersections of arterials, arterials with collectors or collectors and developed at a maximum intensity of 0.25 FAR in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, police and EMS service areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and home daycare facilities integrated into area and accessible via collector streets.

Relationship to Natural Resources and Features:

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

RESIDENTIAL – 9 (R-9)

Description:

These areas should offer safe, quiet and attractive environments for people to live. An important aim in Residential-9 areas is to allow individuals to enjoy personal space and time in a cohesive neighborhood setting.

Single family attached and detached homes on individual lots and multi-family (duplexes, townhouses, and mid-rise apartments) dwellings are the predominant uses in these areas, although other housing and development approaches can also be integrated. Residential-9 will allow no more than nine (9) units per gross acre. Neighborhood parks, scenic open space, and certain institutional uses serving neighborhood residents are often integral parts of these residential areas. Limited neighborhood commercial uses and public facilities (e.g., assisted living facilities and day care centers integrated into the character of the neighborhood) can also be accommodated under controlled conditions that protect the basic quality of the residential environment. Mixed use residential developments that are planned projects designed to serve the local residents may be considered in accordance with the Goals, Objectives,



and Policies of the Comprehensive Plan and applicable Land Development Regulations.

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 used in site planning.
- Major work, trade and community service activities should be readily accessible via collector and arterial streets.
- Local street systems in these areas should be designed to discourage through traffic.
- Neighborhood office/commercial and semi-public uses may be developed at intensities up to 0.35 FAR in appropriate locations in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, police and EMS service areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and home daycare facilities integrated into area and accessible via collector streets.

Relationship to Natural Resources and Features:

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

RESIDENTIAL - 12 (R-12)

Description:

Similar to those in Residential-9, these areas should offer safe, quiet and attractive environments for people to live, with slightly higher densities. An important aim in Residential-12 areas is to allow individuals to enjoy personal space and time in a cohesive neighborhood setting.

Single family attached and detached homes on individual lots and multi-family (duplexes, townhouses, and mid-rise apartments) dwellings are the predominant uses in these areas, although other housing and development approaches can also be integrated. Residential-12 will allow no more than twelve (12) units per gross acre. Neighborhood parks, scenic open space, and certain institutional uses serving neighborhood residents are often integral parts of these residential areas. Limited neighborhood commercial uses and public facilities (e.g., assisted living facilities and day care centers integrated into the character of the neighborhood) can also be accommodated under controlled conditions that protect the basic quality of the residential environment. Mixed use residential developments that are planned projects designed to serve the local residents may be considered in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.



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 used in site planning.
- Major work, trade and community service activities should be readily accessible via collector and arterial streets.
- Local street systems in these areas should be designed to discourage through traffic.
- Neighborhood office/commercial and semi-public uses may be developed at intensities up to 0.35 FAR in appropriate locations in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, police and EMS service areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and home daycare facilities integrated into area and accessible via collector streets.

Relationship to Natural Resources and Features:

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

RESIDENTIAL–16 (R-16)

Description:

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

Housing types are typically townhouses or multi-family dwellings although single family dwellings can also be permitted. Residential-16 will allow no more than sixteen (16) units per gross acre. Some types of neighborhood commercial, institutional and public uses, (e.g., assisted living facilities and day care centers), when limited so as not to distract from the area's primary function and use for residences, can also be accommodated. Mixed use residential developments that are planned development districts designed to serve the local residents may be considered in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.

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 used in site planning.
- These areas should border on or be near collector or arterial streets and should be in close proximity to major community trade and service activities. They should not be located where their traffic would flow along collectors or local roads that pass-through low-density areas leading to trade and service activities.



- Local street systems in these areas should be designed to discourage through traffic. Points of access from the area's local street system to collectors or arterials should be limited.
- Neighborhood office/commercial and semi-public uses developed at intensities up to 0.35 FAR may be allowed in appropriate locations in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, police and EMS service areas.
- Schools, neighborhood recreation and public/semi-public uses accessed via collector or arterial streets. Open space in individual developments should provide some recreational facilities to meet resident needs.

Relationship to Natural Resources and Features:

- Areas where most land is not subject to flooding and where soil conditions are suitable for bearing structures, streets, etc.
- Areas where land contour, tree cover and views can be used in site design to add scenic amenity and diversity to the residential area.

RESIDENTIAL – 20 (R-20)

Description:

These areas should offer safe, quiet and attractive environments for people to live. In exchange for less personal space, the area should offer benefits such as more immediate 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 can also be permitted. Residential-20 will allow no more than twenty (20) units per gross acre. Some types of neighborhood commercial, institutional and public uses, (e.g., assisted living facilities and day care centers), when limited so as not to distract from the area's primary function and use for residences, can also be accommodated. Mixed use residential developments that are planned projects designed to serve the local residents may be considered in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.

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 used in site planning.
- These areas should border on or be near arterial streets and should be in close proximity to major community trade and service activities. They should not be located where their traffic would flow along collectors that pass through low density areas leading to trade and service activities.



- Local street systems in these areas should be designed to discourage through traffic. Points of access from the area's local street system to collectors or arterials should be limited.
- Neighborhood office/commercial and semi-public uses developed at intensities up to 0.35 F.A.R. may be allowed in appropriate locations in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, police and EMS service areas.
- Schools, neighborhood recreation and public/semi-public uses accessed via collector or arterial streets. Open space in individual developments should provide some recreational facilities to meet resident needs.

Relationship to Natural Resources and Features:

- Areas where most land is not subject to flooding and where soil conditions are suitable for bearing structures, streets, etc.
- Areas where land contour, tree cover and views can be used in site design to add scenic amenity and diversity to the residential area.

DOWNTOWN CORE (DC)

Description

This area shall be the center for financial, governmental, retail, office and institutional uses within the City of Plant City. Housing opportunities shall be provided and promoted within

the downtown core. The area shall be urban in character, including intensity and density of land use to encourage pedestrian movement within the downtown core. Developments within the downtown core shall be coordinated with the objectives of the Community Redevelopment Plan.

Relationship to Other Areas of Use and the Street System:

- Non-downtown core traffic should be directed away from the core.
- Adjacent neighborhoods should be integrated into the downtown activities.
- No FAR or density limitations.

Relationship to Facilities and Services:

- Water and wastewater service available or programmed for the area.
- Fire protection available and adequate.
- In fire, police and EMS service areas.
- Public spaces should be provided for leisure opportunities and integrated into overall design.

Relationship to Natural Resources and Features:

- Landscaping and streetscape shall be provided by both public and private interests as part of an overall design concept.
- Soils shall be capable of handling structural intensities.

LIGHT COMMERCIAL/OFFICE (LC/O)

Description:

The Light-Commercial/Office land-use plan category is intended for areas where limited, less-intensive commercial/office uses



are more appropriate than all of the uses permitted in the Commercial land-use plan category due to the area's proximity to residential, institutional, and/or recreational areas. Such a designation may be appropriate in areas of existing, established light commercial/office development, and where single-family residential uses are not anticipated or appropriate. New light commercial/office uses should be considered based on the proposed development's physical attributes, such as bulk and scale compared to surrounding non-commercial uses, level of off-site impacts, including traffic impacts, lighting levels, general noise generation, and/or hours of operation. Parking requirements must be minimal and transportation trip-generation limited.

Non-residential uses are limited to a floor-area ratio (FAR) of 0.35. Where possible joint and/or cross-access agreements between parcels shall be made part of the development approval. When multiple uses are proposed they shall be developed in a cohesive and compatible development pattern. All new development in this designation, which are not already commercially zoned and, therefore, requires rezoning action, shall be rezoned C1-B, C-1C or Planned Developments.

Light Commercial/Office uses are community or neighborhood-serving uses, such as personal service, small office, low-intensity retail, where manufacturing, wholesale distribution, warehousing and mini-storage, outside storage, or other visible signs of intensive-commercial enterprise will not be permitted. Examples of Light-Commercial/Office uses include:

- Professional business offices for low-traffic professions, such as attorneys, accountants, professional engineers, mental-health professionals, small-practice medical offices (not multiple medical-discipline clinics), etc.
- Low-traffic personal-service establishments, such as barber and beauty shops, nail salons, photography studios, dry cleaners, mortgage companies, insurance agents, interior decorators, electronic-equipment repair, shoe repair, daycare centers, etc.
- Low-volume retail stores, such as florists, quick-print shops, cell-phone outlets, bicycle shops, locksmiths, etc.
- Small-scale, limited-seating restaurants and sandwich shops (not fast food and/or drive-through-service establishments).
- Worship-only small religious centers.

Relationship to Other Areas of Use and the Street System

- Does not allow intense commercial uses.
- Perimeters should be buffered from adjacent residential, institutional, and recreational areas.
- Non-residential uses shall be limited to 0.35 FAR.
- Residential densities may be considered up to a maximum of 10 DU/GA.
- Uses shall be limited to light commercial or office uses, which have limited transportation trip-generation attributes and parking requirements, and that have negligible impact on adjacent non-commercial uses.
- Light Commercial/Office areas shall have direct frontage on arterial or collector streets, or shall be accessible from arterial or collector streets via connecting local streets that do not pass through existing or planned residential areas.
- Subject to Access-Management Criteria.



Relationship to Facilities, Services, Natural Resources, and Features:

- Available public facilities.
- In fire, police and EMS service areas.
- Protects Environmental Areas.
- Adheres to all Land Development Regulations.

COMMERCIAL (C)

Description:

These areas contain activities that offer goods and services for residents and businesses of the urban area. Uses can range from individual retail/wholesale sales and office uses to more intense uses such as office complexes, shopping centers, auto dealerships, mixed use developments as well as governmental and public uses. Existing agricultural uses as an interim are provided for and allowed to expand.

Commercial areas should be developed as cohesive units that offer safe and convenient movement from one activity to another. Residential uses may be included as a secondary component of planned developments that provide convenience or specialty retail goods and services for the residents within the project and/or the immediate area.

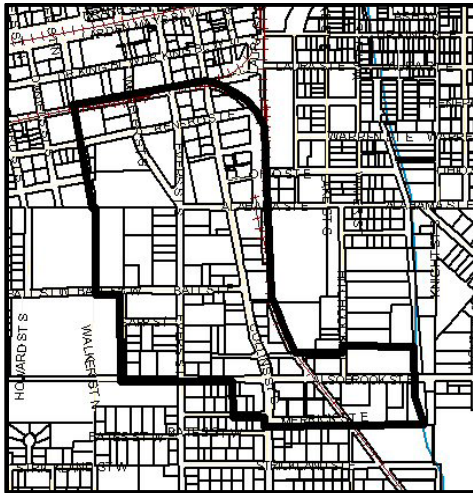
Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and institutional areas by open space, streets and/or visual screening techniques used in site planning.

- Commercial areas shall be accessed from collectors and/or arterials.
- Larger commercial centers offering goods and services for the daily needs of the residents should be in close proximity to medium and high density residential areas to facilitate direct access.
- General commercial uses at intensities up to 0.35 FAR may be allowed in appropriate locations in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations. Development patterns within Midtown [with a MTD Zoning] will be allowed that are consistent with those in the Midtown Redevelopment Vision Plan, which was adopted in June 2007.
- General commercial uses at intensities up to 1.0 FAR may be allowed in appropriate locations (with ¼ of a mile of intersections of arterials and Interstate-4) in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.
- Residential densities up to a maximum of 16 du/ga are allowed, except for those commercial areas located within the Midtown Redevelopment District, where up to an overall maximum of 20 du/ga may be allowed through the use of MTD Zoning. The Midtown Redevelopment District is shown below.

Midtown Redevelopment District





- A proposed development cannot be exclusively residential, but must contain predominantly commercial uses (except within the Midtown Redevelopment District). Non-residential uses must comprise at least 80% of the overall development. (Parcels that don't meet this criterion, but were developed or permitted prior to the adoption of this provision (April 25, 2007) will be considered in compliance with the Plant City Comprehensive Plan.)
- Projects that incorporate a residential component must be developed under a PD Planned Development District except within the Midtown Redevelopment District.
- If residential uses are proposed, a detailed site plan shall be developed that promotes their integration into the overall project, not separation. Compatibility shall be addressed by providing effective alternatives to buffering, such as (but not limited to) building scale and orientation, street alignment, screening, pedestrian connectivity, building

articulation, building heights at the edge of the project and controlled window views.

- Residential uses may be incorporated vertically on the second or third floors without impacting the project's overall floor area ratio (FAR) or affecting the overall calculations for meeting the mix of commercial (80%) to residential (20%).

Relationship to Facilities and Services:

- Public water and wastewater service available or programmed for the area.
- In fire, EMS and police service area.
- Separated from schools and recreation areas by other uses or extensive open space.

Relationship to Natural Resources and Features:

- Well drained areas where soils are suitable for structures, streets and parking.
- Urban runoff must be adequately handled by development.
- Tree cover and scenic views must be considered in commercial areas and maximum retention of these features must be considered.

INDUSTRIAL (I)

Description:

This category is for the provision of areas suitable for industrial activities, and other compatible uses through site plan review that create a minimal degree of impact to the surrounding environment, particularly in terms of non-objectionable levels of noise, vibration, dust and/or odor. New residential development is not allowed to occur within the Industrial Land Use Plan Category.



However, as long as it is in effect, new homes are permitted and existing homes may be maintained and improved within the Robinson Road Neighborhood Protection Overlay District.

Uses allowed within the Industrial Land Use Plan Category, subject to meeting the standards established within the Land Development Regulations, would include:

- **Light Industrial Businesses:** Manufacturing, warehouse/distribution, processing, or product assembly facilities where the use does not create any nuisance, including unreasonable dust, odors, noise, vibration, or glare.
- **Business Park Facilities:** Large-site facilities where a campus-type site layout is desirable. Included as typical uses under this subcategory would be scientific laboratories, research-and-development enterprises, warehouse showrooms with associated sales, corporate headquarters, and technical and medical services establishments and related educational facilities.
- **Site Intensive Commercial Businesses:** Commercial uses which have a propensity to need outside storage for materials and/or products, such as heavy-equipment sales or parking of large-vehicles (including Motor Coach Parks).
- **Service Oriented Non-On-Site Customer Businesses:** Businesses whose main activity is to provide a service at a site other than where the business is located, and which do not have any, or very few, customers or clients coming to the business site. Such businesses include construction and product-servicing businesses, and product-delivery services.
- **Support Commercial Uses:** Limited amounts of convenience commercial uses and business-service commercial uses can be incorporated into these areas when they are developed

as an integrated, internalized and accessory portion of a large-scale project.

- **Indoor Recreation Uses requiring Industrial Scale Buildings:** Indoor recreation uses that are able to demonstrate a special or unique building need [such as, but not limited to, higher than standard ceiling heights, large unobstructed floor areas, etc.] through a Planned Development Zoning District. These uses shall not be located in areas that would be expected to cause conflicts with local truck traffic or in other ways impede the industrial activities of adjacent or nearby businesses.
- **Agricultural Uses:** Existing agricultural uses are supported in accordance with the Goals, Objectives, and Policies of the Comprehensive Plan and applicable Land Development Regulations.
- **Industrially Related Support Uses:** Educational facilities, union halls, and other industrial support-businesses and facilities that provide support and services to industrial businesses.

Relationship to Other Areas of Use and the Street System:

- Industrial areas should be located in proximity to residential areas to provide close proximity to workforce and to provide employment opportunities.
- Perimeters should be buffered from residential and commercial areas by open space, streets, visual screening, or other effective techniques.
- Located on or have direct access to arterials or collector roadways. Access to industrial areas shall not be through existing or planned residential areas.
- Maximum FAR of .5 for industrial uses; convenience commercial uses are limited to a maximum 10% of planned



development square footage in accordance with locational criteria and development standards of the Comprehensive Plan and applicable Land Development Regulations.

Relationship to Facilities and Services:

- Public water and wastewater service must be available or programmed for the area.
- Must be in Fire, EMS and Police Service Areas.
- Separated from schools and recreation areas [this does not include indoor recreation facilities approved via a Planned Development Zoning District] by other uses or an extensive open space buffer.

Relationship to Natural Resources and Features:

- Well drained areas where soils are suitable for structures, streets and parking.
- Runoff must be adequately handled by development.
- Tree cover and scenic views must be considered and maximum retention of these features must be considered.

Relationship to the Robinson Road Neighborhood Protection Overlay District

Description:

The Robinson Road Neighborhood Protection Overlay District is established and delineated on the Future Land Use Map for the purpose of protecting an existing, viable neighborhood, and allowing it to continue to thrive and prosper, until such time as the entire area is someday acquired and redeveloped in accordance to the underlying Industrial Land Use Plan Category.

Development Criteria:

Development shall be in accordance with the existing land use pattern of one home per existing parcel (approximately one dwelling unit per acre). This overlay district provision is intended to allow for the expansion of existing dwelling units, and for the placement of new dwelling units on existing vacant parcels, so long as any and all new development complies with the requirements of one home per existing parcel (approximately 1 du/ac) and applicable Land Development Regulations (LDRs). New industrial development is prohibited and Robinson Road is to be considered a “residential” local street, and non-residential traffic shall not be allowed to access neighboring non-residential parcels via this street.

PUBLIC/SEMI-PUBLIC (P/SP)

Description:

These are activities that provide major community service functions and 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:

- These uses will be integrated into areas with similar land use and transportation characteristics and have access to an efficient road network, public facilities, with a maximum Floor Area Ratio (FAR) of .35.

Relationship to Facilities and Services:

- Should be within fire, EMS, and police service areas.
- Utilities or maintenance facilities that may create noise, odors or glare should be effectively buffered from all other uses.

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 and will not negatively affect the environment.

PARKS, RECREATION, AND OPEN SPACE (ROS)

Description:

These are areas that contain existing and proposed parks and recreational facilities available for public use. Neighborhood and community parks, which exist or are proposed, are 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 so as to most efficiently serve community and neighborhood level recreation and open space needs.
- Parks with active recreational facilities should be adjacent to arterial or collector streets and accessed primarily from

them. Passive or neighborhood serving parks may have access from local streets.

- The maximum FAR shall not exceed .25.

Relationship to Facilities and Services:

- Recreation buildings and facilities should be within fire, police and EMS response area.

Relationship to Natural Resources and Features:

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

Additional Allowed Uses for Privately Owned Lands:

Lands designated as "Parks, Recreation and Open Space" on the Future Land Use Map, which are not owned by the City or by another governmental entity, in addition to the other uses permitted in this category, may be considered for a motor coach park (MCP) via a site-specific development approval. Such approval may be via what is currently referred by the City as a PD Planned Development District, or another site-specific approval as allowed by the Land Development Regulations.

A site shall contain at least five acres to be considered for an MCP. The maximum gross density of a MCP shall be 12 motor coach (MC) sites per gross acre. Use of MC sites by non-motor coaches shall not be allowed, and camping in other than motor coaches shall be prohibited. A transportation impact analysis, as described in the City's Land Development Regulations for PD zoning applications, may be required to be prepared by a City selected consultant, at the expense of the applicant, for any proposed MCP creating 100 or more motor coach sites.



An application for an MCP shall include, if not addressed in the City’s Land Development Regulations, a detailed site plan and accompanying proposed development conditions which shall address, at a minimum, the following:

- Methods to manage the MCP so that it is used only for the temporary lodging of tourists and travelers and is not used for the permanent housing of residents or for the long term parking or storage of any type of motor vehicle, boat, or travel trailer. Temporary storage of motor coaches may be approved for a limited area of a MCP, or prohibited from certain areas or the entire MCP, as part of the site plan review and approval process as established by implementing Land Development Regulations to be adopted by the City. Management methods may include, but shall not be limited to, restrictive covenants, declarations, and/or deed restrictions for the benefit of the City as well as for the owners of property within the MCP.
- Buffering, setback distances, glare-and-noise control features, and other strategies to address the mitigation of compatibility impacts for other uses adjacent to the MCP.
- Transportation issues, to include at a minimum, off-site and site access transportation impacts and an on-site circulation plan to ensure the safe movement of vehicles and pedestrians.
- A minimum of 15% of the MCP’s total area must be provided for outdoor recreational uses (excluding motor coach sites).

In addition to a detailed site plan and accompanying development conditions, the application shall include a contamination control plan that addresses, at a minimum, the prevention and monitoring of potential land and groundwater contamination due to motor coaches, recreational uses of the

site, etc. The contamination control plan shall include a description of how motor coach on-board waste will be disposed. The MCP shall be subject to the approval of the Southwest Florida Water Management District, Florida Department of Environmental Protection, and other agencies which have jurisdiction within the City of Plant City.

A MCP shall be required to connect to municipal utility services, including potable water, wastewater, and reuse water. Vehicular access to an MCP shall be via a road with no less than 12’ wide travel lanes – preferably an arterial or collector road. MCPs shall be subject to all the applicable provisions of the Comprehensive Plan and Plant City’s Code of Ordinances.

For purposes of this section, a "motor coach" is defined as a "Class A" motor home at least 24 feet in length. A motor coach is a self-propelled, completely self-contained vehicle designed to serve as temporary living quarters for travelers and vacationers containing cooking, sleeping, and integrated sanitation facilities, and has a driving compartment which is directly accessible in a walking position from the living quarters. Mobile homes, manufactured homes, and travel trailers, as defined in Section 320.01, F.S., are not motor coaches.

NATURAL PRESERVATION (N):

Description:

To recognize public or privately owned lands of significant environmental importance set aside primarily for conservation purposes. No development is permitted except for facilities determined necessary to serve a caretaker/property manager



or compatible passive recreational/educational development. Educational uses may be limited to those which utilize the natural amenities found on the site (i.e. the study of flora, fauna or wildlife). Natural Preservation (N) designations are generalized, may represent only major systems, are not exhaustive and require on-site evaluation for specific project review to determine actual extent of these Environmentally Sensitive Areas.

Relationship to Other Areas of Uses:

- On-site delineation and evaluation prior to development and site design review will ensure protection of the natural systems of the City of Plant City. If available, approved wetland delineations by state designated environmental reviewing agencies will be utilized to depict natural preservation areas on the Future Land Use Map.
- It is not the intent of this plan category to impose additional restrictions on environmentally sensitive lands above what is required by the Environmental Protection Commission (EPC) of Hillsborough County, Florida Department of Environmental Protection, Southwest Florida Water Management District, U.S Army Corps of Engineers and other environmental agencies which have jurisdiction within Plant City.
- Minimal traffic access points to adjacent uplands may be considered through these areas, as long as there is no reasonable alternative access and the required wetland impact permits receive approval and are appropriately mitigated in accordance with the wetlands rules and procedures of Plant City, Hillsborough County and the State of Florida.

Relationship to Natural Resources and Features:

These areas can effectively be used as open space buffers.

GATEWAY DISTRICT (G)

Intent – The intent of the Gateway District – Future Land Use Plan Category (formerly known as the Mixed Use – Gateway) is to support economic development, reinforce a sense of entry, promote transportation efficiency, and provide a specific location where a mixing of working, shopping, office, lodging and residential uses can occur. The gateway is intended primarily to be more urban in character, with a supportive mix of uses, creating a sense of place and identity when entering Plant City.

General Characteristics – The general characteristics of the Gateway District - Future Land Use Plan Category are:

- Mixed use projects are preferred and encouraged in the Gateway District.
- To promote a sense of community quality and character in Plant City.
- Compatibility shall be established between uses and developments in a mixed use environment. The intent of mixed use is to promote an integration of land uses, not to require separation. Compatibility shall be addressed by providing effective alternatives to buffering, such as building/street alignment and orientation, screening, provisions of bicycle and pedestrian facility continuity, building articulation, and controlled heights and other regulatory tools.



- Projects shall be developed using a Planned Development (Zoning) District, unless otherwise provided for in Plant City’s Zoning Code. Applicants, if requested, shall submit a detailed site plan and building renderings to demonstrate the design concept in response to the intent of the Gateway District.
- Unless the City Commission upon further analysis deems otherwise, when property abutting James L. Redman Parkway north of State Road 60 are annexed into the municipality, such property will transition to the Gateway District pursuant to a Comprehensive Plan Amendment.

Primary Uses – The following uses are allowed within this future land use plan category:

Civic Uses - Public functions under the auspices of a government body and includes offices, public schools and colleges, public hospitals, community centers, libraries, museums, fire and police stations, and courthouses.

Commercial/Office – Retail, office, services, restaurants, clubs and lodging. All commercial uses shall be encouraged to be built on a neighborhood scale and character. Such uses shall have no open storage or off-site impacts (i.e. lighting, noise, etc.).

Housing/Residential – Detached homes, duplexes, triplexes, townhouses, mid-rise apartment buildings and assisted living facilities. Buildings for multi-family residential use may have limited office and retail use, cafes, and live-work uses on the first floor.

General Development Standards – The general development standards for uses within the Gateway District are:

- The maximum density for the land use plan category is sixteen (16) units per acre. In the corridor, residential units shall be integrated with compatible non-residential uses to create a mixed use environment.
- The maximum floor area ratio (FAR) for non-residential uses is 0.35, however, as a bonus residential uses may be incorporated vertically above the first floor without impacting the project’s overall FAR.
- A build-to line, vehicular drive, and/or other features shall be negotiated during the zoning processes of Plant City.
- Properties or projects within the Gateway District shall be interconnected with abutting uses and streets to promote automotive, bicycle and pedestrian linkages.
- Strip commercial development shall be prohibited in the Gateway District.
- Projects will comply with the development and planning parameters as articulated in the Gateway District Supplemental Regulations of the Plant City Zoning Code.

Supporting Transportation Networks – Property owners shall be allowed the option of widening roadways, improving intersections and other transportation improvements to meet the mobility requirements of Plant City. Easements or right-of-ways may be donated for widening and/or provision of infrastructures delivery, due to constrained right-of-way widths within the Gateway District.

As development occurs, the City shall facilitate and encourage the provision of a supporting transportation (vehicular, bicycle and pedestrian) network, to carry traffic and foster



development in the Gateway District. Development agreements may be utilized to assist in creating this supporting transportation network, thereby reducing unnecessary vehicular trips on James L Redman Parkway.

Coordinated Implementation – Intergovernmental coordination, service delivery and infrastructure provision issues need to be addressed in and around the Gateway District. Therefore, to address these issues, coordination needs to continue between the City of Plant City, Hillsborough County and the Florida Department of Transportation. These factors reinforce the need to:

- Work with Hillsborough County staff to evaluate and address land use compatibility issues and transportation impacts, for projects in the Gateway District.
- Continue to coordinate and work with the Florida Department of Transportation in the review process for those developments on the State Road System (i.e. James L. Redman Parkway/SR 39).

MIXED USE – RESIDENTIAL/COMMERCIAL (MU-RC)

Description

This category is intended to encourage and provide for mixed-use planned developments within areas determined to be appropriate for a suitable mix of uses due to existing development patterns, the availability of adequate public facilities, and market demands. The MU-RC area is generally urban in intensity and density of uses, with development

concurring with the provision and timing of non-transportation public facility services necessary to support these intensities and densities.

Permitted Uses:

Uses permitted within this district are residential, retail commercial, office, research and corporate park, recreation (private and public), public and civic uses, and agriculture. Non-residential land uses must be compatible with residential uses through established techniques of transitioning, buffering, and/or separation of incompatible uses.

Residential Density:

A density of up to 12 dwelling units per acre (12 du/ac) is permitted. Clustering of dwelling units may be considered for approval to achieve a mixture of housing types and to preserve open spaces left in a natural state.

Density bonuses and credits may be considered in this category as described elsewhere in the *Plant City Comprehensive Plan*. The residential density allowed is limited further by Goals, Objectives, and Policies and applicable development regulations being complied with, especially those regarding compatibility of the proposed development with both internal and surrounding land uses, existing and/or approved, and with regard to the adequacy and availability of public facilities.

Non-Residential Intensity:

An intensity of up to 0.35 Floor Area Ratio (FAR) shall be allowed for any single or mixed use. All FAR calculations shall



be on the basis of gross acreage as calculated in applicable portions of the Future Land Use Map and applicable Land Development Regulations.

Requirements for the MU-RC Plan Category:

- The minimum size for the MU-RC category is 20 acres.
- The MU-RC category must have direct access to a collector or arterial roadway.
- Public water and wastewater service must be available or available concurrent with development.
- The MU-RC category must be located within fire, police, and EMS service areas.

Rezoning and Site Plan Requirements

Development shall be considered for approval through a planned development rezoning process, which requires, at a minimum, an integrated site plan controlled through site-specific design features and specified development conditions to achieve developments that are compatible with surrounding, and internal, land uses and consistent with the Goals, Objectives, and Policies of the *Plant City Comprehensive Plan*.

- Retail commercial uses must be clustered at intersections with at least one collector street.
- Strip development with separate driveway access for non-residential uses to arterial streets shall be prohibited.
- Governmental uses, schools, neighborhood recreation, and small-scale semi-public uses, such as churches, must be integrated into the site plan and be accessible to residential neighborhoods being served via pedestrian, as well as vehicular, means.

- Perimeters should be buffered from other incompatible use areas by open space, visual screening, and other similar professional planning techniques used in site planning.
- There shall be integrated, multi-modal (vehicular, pedestrian, and bicycle) transportation systems between non-residential and residential areas, and between separated residential areas, to provide internal access between these uses.

Minimum Required and Maximum Allowable Percentages of Land:

- Residential: 65% minimum and 85% maximum.
- Commercial, including office development and research corporate park uses: 15% minimum and 35% maximum.
- The Urban Mixed Use Village Center area of the Northeast Plant City Area Master Plan (Master Plan) is intended to be a mixed use activity center. The extent of the activity center shall include lands within one-quarter mile (except for the northeast quadrant) of the intersection of Midway Road and Charlie Taylor Road. Implementing the objectives of the Master Plan, the activity center is envisioned to reduce vehicle trips on I-4. General retail/residential mixed-use development within the activity center may yield a higher range of commercial/office uses, not to exceed 65%. The percentage of residential uses may be reduced to 35%.
- Properties associated with the development of a new mixed-use activity center (aka sports village) on the northwest corner of Jim Johnson Road and East Park Road may have residential densities up to 24 du/ga and non-residential intensities up to a .75 FAR. The required mix of uses are as follows: Residential – 35% minimum and 85% maximum. Commercial – 15% minimum and 65% maximum.



Calculations for percentages of land shall be based on land used for density/intensity calculations as described in the “Implementation” section of the Comprehensive Plan.

MIXED USE – RESIDENTIAL/ COMMERCIAL/ INDUSTRIAL (MU-RCI)

Description:

This category is intended to encourage and provide for large-scale mixed-use planned developments, which typically are expected to have a long-term build out and/or are areas determined to be appropriate for a suitable mix of uses due to existing development patterns, the availability of adequate public facilities, and market demands. The MU-RCI area is generally urban in intensity and density of uses, with development concurrent with the provision and timing of non-transportation public facility services necessary to support these intensities and densities.

Permitted Uses:

Uses permitted within this district are residential, retail commercial, office uses, research and corporate park uses, light industrial, and agriculture. Non-residential land uses must be compatible with residential uses through established techniques of transitioning, buffering, and/or separation of incompatible uses.

Residential Density:

A density of up to 12 dwelling units per acre (12 du/ac) is permitted. Clustering of dwelling units may be considered for approval to achieve a mixture of housing types and to preserve open spaces left in a natural state.

Density bonuses and credits may be considered in this category as described elsewhere in the *Plant City Comprehensive Plan*. The residential density allowed is limited further by Goals, Objectives, and Policies and applicable development regulations being complied with, especially those regarding compatibility of the proposed development with both internal and surrounding land uses, existing and/or approved, and with regard to the adequacy and availability of public facilities.

Non-Residential Intensity:

An intensity of up to 0.35 Floor Area Ratio (FAR) shall be allowed for commercial and office uses, and up to 0.50 for light industrial, and research and corporate park uses. All FAR calculations shall be on the basis of gross acreage as calculated in applicable portions of the Future Land Use Map and applicable Land Development Regulations.

Requirements for the MU-RCI Plan Category:

- The minimum size for the MU-RCI category is 1000 acres.
- The MU-RCI category must have direct access to an arterial roadway.
- Public water and wastewater service must be available or available concurrent with development.
- The MU-RCI category must be located within fire, police, and EMS service areas.



- The MU-RCI category must be located in an area where it can be demonstrated that environmental damage will not occur.

Rezoning and Site Plan Requirements

Development shall be considered for approval through a planned development rezoning process which requires, at a minimum, an integrated site plan controlled through site-specific design features and specified development conditions to achieve developments that are compatible with surrounding, and internal, land uses and consistent with the Goals, Objectives, and Policies of the *Plant City Comprehensive Plan*.

- Retail commercial uses must be clustered at intersections with at least one collector street. Strip commercial development shall be prohibited.
- Strip development with separate driveway access for non-residential uses to arterial streets shall be prohibited.
- Industrial uses within the mixed-use project must be made compatible with existing and proposed surrounding development. Perimeters should be buffered from other incompatible use areas by open space, visual screening, and other similar professional planning techniques used in site planning.
- Governmental uses, schools, neighborhood recreation, and small-scale semi-public uses, such as churches, must be integrated into the site plan and be accessible to residential neighborhoods being served via pedestrian, as well as vehicular, means.
- There shall be integrated, multi-modal (vehicular, pedestrian, and bicycle) transportation systems between non-residential and residential areas, and between

separated residential areas, to provide internal access between these uses.

Minimum Required and Maximum Allowable Percentages of Land:

- Residential: 10% minimum and 50% maximum
- Commercial, including office development and research corporate park uses: 5% minimum and 35% maximum
- Light-industrial: 45% minimum and 85% maximum

Calculations for percentages of land shall be based on land used for density/intensity calculations as described in the "Implementation" section of the Future Land Use Element.

ENVIRONMENTALLY SENSITIVE AREAS OVERLAY (ESA)

Description:

These are environmentally sensitive lands which are classified as conservation or preservation areas by the Environmental Protection Commission of Hillsborough County, Southwest Florida Water Management District and/or Florida Department of Environmental Protection. In Plant City, these lands generally include those areas that are wetlands and/or within the 100 year flood occurrence. 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 natural systems of Plant City.



Relationship to Natural Resources and Features:

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

FLORIDA STRAWBERRY FESTIVAL SPECIAL USE DISTRICT OVERLAY (FSFSUDO)

Description:

The Florida Strawberry Festival Special Use District Overlay (FSFSUDO) designates the Florida Strawberry Festival (FSF) grounds as a special use. The FSFSUDO includes a designated area that lies beyond the FSF grounds (see Future Land Use Map). This area will allow associated uses that support the FSF. The associated uses shall be temporary and operate concurrent with the schedule of the FSF event. The FSFSUDO does not replace, alter, enhance or mitigate the underlying land use plan categories or the zoning districts except to allow for the special use and associated uses during FSF events. All current development guidelines otherwise remain in effect. The FSFSUDO provides a means for the City to facilitate activities that support the FSF event(s) which have proven to be a major economic booster for the City of Plant City.

Relationship to Other Areas of Use and the Street System:

- Within the FSFSUDO, parking and outside vendors are permitted, as long as the health, safety and access to the FSF events via the roadway network are not compromised.

Relationship to Facilities and Services:

- Adequate fire, police and EMS shall be provided during events.

LAND USE ALLOCATION ANALYSIS

Most of the future land use demands will be for single and multi-family housing and industrial lands in Plant City. The housing demand will be accommodated primarily in the northeast sector of Plant City. The industrial demand will be accommodated within still to be built-out planned developments, and on other vacant and undeveloped land available for industrial uses, along Park and County Line Roads.

Methodology for Analysis

The land capacity is based on the acreages within Plant City, which are currently undeveloped and includes projects which have received development approvals, but are not complete, as of 2010. The analysis does not assume any residential or commercial absorption as a result of redevelopment. Although this plan focuses on redevelopment as part of its Goals, Objectives and Policies, it is not possible to estimate the potential additional absorption these activities may generate since the municipality has not initiated a redevelopment program, except along Laura Street (11± acres) and in the Midtown Redevelopment District (85± acres).

The gross residential capacity assumes maximum development based on the plan category or existing approvals and is adjusted with occupancy rate and right-of-way factors, where appropriate. Plant City's population per household factors for



single family and multi-family units are used to derive the potential population absorption of the remaining residential land. The adopted population projections estimate a future 2040 population of 71,523.

The non-residential analysis is based on available acreages for non-residential uses. Square feet per acre, vacancy rate and employees per square foot factors were used to derive the potential employment generating capacity of the municipality's available commercial and industrial lands. Based on this analysis, an additional 8,249 employees could be added to the employment base of Plant City by 2040.

Availability of Public Facilities

The City of Plant City has adequate potable water, wastewater, solid waste, stormwater and park facilities to meet its projected growth to well beyond the planning horizon year of 2040. The municipality has few areas that are flood prone, to ensure development and redevelopment does not adversely impact these areas, drainage regulations are in place and implemented through the Plant City City Engineer.

However, it is projected that if additional transportation improvements are not planned and programmed, some roadway segments will exceed their desirable level-of-service standard by 2040 [see Mobility Element]. Many of these are "regional facilities", such as U.S. 92 or I-4. Plant City is working closely with both Hillsborough County and FDOT to ensure that these roadway needs are addressed.

Vacant and Undeveloped Lands

A vacant land suitability analysis was conducted to determine if the municipality had sufficient developable vacant land to support its anticipated increase in population and employment to the planning horizon year of 2040. The population and employment projections assume a continuation of population and employment growth, and economic prosperity within the City of Plant City.

This analysis notes that primarily due to voluntary annexations, there are over 6,650 acres of developable land within the current municipal boundaries of Plant City. These lands are concentrated in the recently annexed parcels in the northeast sector of the municipality, most of which is north of I-4. A majority of these lands are available for future residential development; however, some areas that once were seen as sites for future homes are now transitioning to industrial uses. An example is "Lakeside Station", which is about 1,300 acres located east of Park Road. However, these losses are off-set by areas that have more recently annexed into the municipality in the northeast sector of Plant City. To proactively and better plan for this new residential and mixed use development, the municipality has adopted the *Northeast Plant City Area Master Plan*.

Determining the amount of land necessary to accommodate non-residential growth is a complex matter. Plant City's economy cannot be separated from the larger markets of Hillsborough County/Polk County/City of Lakeland. Local shopping centers in the municipality serve non-city residents



and vice versa. Local employment includes commuter employees, as well as persons residing in Plant City. Local market conditions provide the clearest guide to non-residential demand. Currently, the population is adequately served by a wide variety of commercial uses located at key activity nodes in all quadrants of Plant City.

In 2014, there were over 4,000 acres available for non-residential development and of that, over 3,200 acres were earmarked for industrial uses in Plant City. In part, to avoid becoming a bedroom community, the municipality has developed an economic vision or strategy. A component of which is to increase the amount of available vacant industrial lands within the City of Plant City. Lands that are projected to transition from residential and mixed use development to industrial uses are south of Interstate-4, along Park and County Line Roads. There appears to be a pent-up demand for this type of development at this locale, along I-4.

Plant City has adequate residential and non-residential lands to serve its expected population through the planning horizon year of 2040. They envision themselves becoming a mid-sized municipality and need to plan for its surrounding environs. They have begun this effort with the adopted *Northeast Plant City Area Master Plan*.

Need for Redevelopment

The municipality has determined there is a need to redevelop several areas of Plant City. Two of the first areas to be identified for redevelopment were Laura Street and Downtown. Both of

these areas were extensively studied. Policy direction and recommendations were developed and implemented, resulting in the revitalization of these areas as major contributors to the "hometown charm" and character of Plant City.

The latest area to be identified for redevelopment is Midtown. In 2007, the City Commission adopted a vision plan for this area, as the first step in improving 85± acres of under-utilized assets located adjacent to the central business district of Plant City. Through an extensive public-participation process, the area is envisioned as being a very walkable, mixed-use community that promotes the "hometown charm" and southern character of Plant City. A village green will be a magnet to anchor neighborhood businesses and residences within the study area, as well as being a new focal and gathering point for the residents and visitors of Plant City. The Midtown Redevelopment Vision Plan won an Award of Excellence in Master Planning and Urban Design from the Planning Commission.

Based on this background data, the following Goals, Objectives and Policies have been developed over time to ensure a healthy and bright future for the residents of Plant City. Realizing change is inevitable, policy direction has been formulated to promote and enhance the historic "hometown charm" and character of Plant City.



*Goals, Objectives, and Policies**

Neighborhood Conservation

LU 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 TRANSPORTATION NETWORK, WHILE PROTECTING AND PRESERVING THE CHARACTER AND "HOMETOWN CHARM" OF PLANT CITY.

Residential Development

LU Objective 1.1: Continue to maintain adequate land designated for residential uses, which can accommodate the projected population and provide safe, decent, sanitary and affordable housing opportunities for the citizens of Plant City.

LU Policy 1.1.1: Through its land development review and counseling processes, promote infilling of residential development on vacant land designated for residential use on the Future Land Use Map.

LU Policy 1.1.2: Eliminate incompatible land uses or blighting influences from potentially stable, viable residential neighborhoods through active code enforcement and other regulatory measures.

LU Policy 1.1.3: Encourage the development of a wide variety of housing types consistent with the housing needs characteristic of the socio-economic profiles of households

through the provision of varying residential densities in the Comprehensive Plan and Land Development Regulations.

LU Policy 1.1.4: Encourage the development of housing opportunities for low- and moderate-income households, and counsel developers and potential homeowners on the benefits of energy saving systems and appliances to reduce overall household expenses, through the use of federal and local Neighborhood Improvement Programs.

LU Objective 1.2: Permit the development of housing for the elderly in single, multiple or grouped living facilities within Plant City.

LU Policy 1.2.1: Encourage assisted living facility options in character with surrounding neighborhoods through Land Development Regulations.

LU Policy 1.2.2: Encourage development of projects serving the elderly that are accessible to medical services, transportation, and other necessary support systems through locational criteria within the Comprehensive Plan and applicable Land Development Regulations.

LU Policy 1.2.3: 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 Plant City 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% may be considered when it is part of a PD Planned Development District.

LU Policy 1.2.4: Support increased residential densities for developments that provide assisted elderly housing. Increased residential densities shall be in compliance with the adopted policies of the *Plant City Comprehensive Plan*.

LU Objective 1.3: Protect single family residential neighborhoods by requiring that any other land uses within single family areas meet applicable locational criteria.

LU Policy 1.3.1: Higher density residential uses shall be located in close proximity to office and commercial activity centers to minimize the use of the automobile.

LU Policy 1.3.2: Higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods. Recognizing that interstate interchanges are an important and limited resource, commercial and mixed use developments may be considered on a local roadway within 1/3 of a mile of an interchange of Interstate-4. Provided that concurrently, the roadway is improved to meet collector roadway standards, access would not be through an existing or planned residential area and to ensure compatibility with adjacent parcels through such mechanisms as buffering, developed under a PD Planned Development District.

Community Development

LU GOAL 2: TO SUSTAIN THE VIABILITY OF EXISTING AND EMERGING COMMERCIAL AND INDUSTRIAL AREAS TO ACHIEVE AN INTEGRATED LAND USE FABRIC WHICH WILL OFFER A FULL RANGE OF EMPLOYMENT, SHOPPING, AND LEISURE OPPORTUNITIES TO SUPPORT THE RESIDENTIAL AREAS OF PLANT CITY.

Non-Residential Development

LU Objective 2.1: Continue to require all non-residential development to meet applicable locational criteria contained in the Comprehensive Plan and applicable Land Development Regulations.

LU 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.

LU Policy 2.1.2: Locate neighborhood commercial uses at the intersections of collector and/or arterial roads in areas accessible by 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.

LU Policy 2.1.3: Buffer residential uses from the negative impacts of non-residential development (physical, visual, or auditory) through the use of walls, berms, landscaped areas, or distance requirements.



LU Policy 2.1.4: In recognition of their developed intensity that was in place prior to the original adoption of the Plan in 1989, the 1914 High School and the South Florida Baptist Hospital may have up to a 1.0 FAR.

LU Objective 2.2: Infill and redevelop existing commercial areas in lieu of permitting new areas to commercialize.

LU Policy 2.2.1: Encourage the development of shopping nodes rather than scattered unplanned commercial development in order to limit the number of curb cuts and to reduce conflicts in land uses, particularly along collectors and arterials.

LU Policy 2.2.2: Encourage public/private partnership and redevelopment/revitalization strategies for private reinvestment in underutilized commercial areas.

LU Objective 2.3: Preserve the residential integrity of neighborhoods in Plant City by prohibiting intrusion of traffic, parking lot access or other non-essential activity. However, passive non-intrusive uses, such as stormwater retention and wetland mitigation areas in support of commercial and industrial development, may be considered on adjacent or nearby residential lands uses

LU Policy 2.3.1: Protect residential neighborhoods from cut-through non-residential traffic by providing appropriate traffic control mechanisms (e.g. signalization, four-way controls, etc.).

LU Policy 2.3.2: Encourage 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 through the policy direction contained in the Comprehensive Plan and applicable Land Development Regulations.

LU Policy 2.3.3: Prohibit construction of commercial or industrial 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.

LU Objective 2.4: Support commercial activity centers.

LU Policy 2.4.1: Encourage development and redevelopment of the major office and commercial activity centers as pedestrian friendly places (e.g., signage, landscaping, public art, public spaces, etc.).

LU Objective 2.5: Support the downtown, midtown, stadium, community college, hospital, airport and the industrial areas as the major employment and regional attractors of Plant City.

LU Policy 2.5.1: Ensure that adequate water, wastewater, 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 and public/private agreements.

*Enhance "Hometown Charm" -
Vision/Sector/Neighborhood Planning*

LU Objective 2.6: Areas or neighborhoods that are undergoing rapid development, redevelopment, land use transition, becoming blighted or other changing conditions, as staff resources and funding permits, will be studied and governing policies developed with the aim (among other identified issues) of preserving and enhancing the "hometown charm" and character of Plant City.

LU Policy 2.6.1: As resources allow, the City, with the assistance of the Planning Commission, will conduct future Corridor and Select Area Studies, along with Vision, Sector and/or Neighborhood Plans that primarily focus on enhancing these areas to preserve the overall "hometown charm" of Plant City.

LU Policy 2.6.2: As appropriate, implement the recommendations and policy direction of Corridor and Select Area Studies, along with Vision, Sector and/or Neighborhood Plans, such as the *Collins Street Corridor Study*, *Midtown Redevelopment District Vision Plan* and the *Northeast Plant City Area Master Plan*.

LU Policy 2.6.3: The Northeast Plant City Area General Growth and Development Guidelines – The City will coordinate future

growth and development in the northeast quadrant (study area) of the municipality with land uses and the provision of public facilities, in part, through the application of existing policy direction as articulated in the *Comprehensive Plan* that addresses:

- Orderly Extension of Public Facilities;
- Development of a Transportation Network that serves the adopted Land Use Pattern;
- Intergovernmental coordination efforts to ensure integrated Land Use Patterns and the coordinated provision of Transportation and other Public Facilities, and;
- Orderly Annexation and Land Use Growth Patterns.

LU Policy 2.6.4: The Northeast Plant City Area Specific Growth and Development Guidelines - The City will coordinate future growth and development in the northeast quadrant (study area) of the municipality with the provision of public facilities, transportation and land uses, in part, through the application of this policy, which is based on provisions in the *Northeast Plant City Area Master Plan*, which are as follows:

- The City's long term goal is to develop the study area into a thriving and attractive part of the municipality, creating a highly appealing and livable "village" environment in northeast Plant City.
- Land uses within the study area shall be governed by the adopted future land uses maps of either Plant City or Hillsborough County, as appropriate.
- The City adopts the following maps as a general vision for future growth and development - Phase I - Future Land Scenario Map 2025, and Northeast Plant City Master Plan



Recommended Improvements (a.k.a. Phase I - Roadway Network Map 2025). Also, the municipality incorporates, by reference, the Northeast Plant City Area Master Plan (May 2008) as supporting background data and analysis into the Plant City Comprehensive Plan. The conceptual transportation and land use map scenarios are interdependent and allow for future growth and development to occur in part, by establishing a mechanism, i.e. Mobility Fees, to mitigate impacts to Interstate-4 by providing funding for parallel roadway capacity. Development in the area shall be guided by the following concepts:

- Creates a village center that is a mixed-use focal point providing a balance of housing, employment and civic uses, while enhancing opportunities for internal trip capture;
- Clusters residential density;
- Builds a series of greenways that provide an alternative to vehicular travel and recreation opportunities;
- Allows for the continuation of some agricultural uses, and;
- Provides for roadway improvements that creates a parallel road network to Interstate-4.
- Future growth and development will occur incrementally, and as development projects are proposed, each will be assessed to determine how it implements the overall future land and roadway network scenarios. That assessment will include:
 - How much the proposed land use pattern differs from the scenario and why;

- How that difference potentially affects the overall land use scenario and the future ability to establish the mixture of land uses and patterns needed to create a "village";
- The impact on growth assumptions, including the potential effect on the overall transportation scenario and impacts to Interstate-4, and;
- The ability to provide public facilities to future growth areas and any potential costs to Plant City.
- Based on the results of this assessment, the City will determine if it is in the best public interest to proceed with development proposals that differ from the general vision. Circumstances such as present market conditions, public input, availability of roadway funding opportunities, the willingness of a landowner to dedicate land for parks or right-of-way (to name but a few), may present additional circumstances and opportunities that necessitate minor changes to the specific location of land uses and road corridors shown in the general vision.
- Additional coordination of growth and development with transportation.
- Exact location and alignments of the road network as shown on the Phase I - Roadway Network Map 2025 will be identified as properties are developed in those proposed road corridors.
- The City shall consult with the Florida Department of Transportation on any changes to the Phase I - Future Land Scenario Map 2025 or Phase I Roadway Network - 2005 Maps. The City will continue to work with the Metropolitan Planning Organization, Florida Department of Transportation and Hillsborough County through coordination and dialogue to determine exact alignments and pursue funding through the transportation



improvement planning process and other means to implement the envisioned road corridor scenario for northeast Plant City.

- The City will work with Hillsborough County and pursue an intergovernmental coordination mechanism to define responsibilities for road improvements, access and maintenance.

Future Growth - Annexations

LU Objective 2.7: Use the following set of policies as a cohesive strategy to address the issue of future land annexations into Plant City and how they interface with rural land development patterns which remain in unincorporated Hillsborough County.

LU Policy 2.7.1: The future annexation area included on the Vision Map shall be used to plan for the orderly future growth of Plant City. The boundaries of this area generally include lands that may annex into the municipality in the future and are considered to be part of greater Plant City.

LU Policy 2.7.2: Consider entering into agreements with potential property owners seeking annexation and requiring, if appropriate, the dedication of lands for right-of-way for future or expanded roadways and other public facilities.

LU Policy 2.7.3: It is the aim of the City that future annexations will occur in an orderly and logically contiguous pattern from the municipality’s existing jurisdictional boundary lines. To promote this, the City will require that property owners adjoining land proposed for annexation are asked if they

wish to be part of that annexation, if their inclusion will help to achieve this goal. (For example, squaring off a boundary line if there is a small property surrounded on three sides by the municipality’s proposed new jurisdictional boundary line or extending this boundary line to the edge of a major natural or man-made feature.)

Commercial Development

LU GOAL 3: TO PROVIDE A FRAMEWORK WITHIN WHICH COMMERCIAL AREAS ON MAJOR ARTERIALS CAN BE DEVELOPED IN A MANNER WHICH ENHANCES THE CHARACTER (HOMETOWN CHARM) AND AMBIENCE OF PLANT CITY.

LU Objective 3.1: Provide guidelines which encourage clear and efficient patterns of movement and access management on commercial streets through the Land Development Regulations.

LU Policy 3.1.1: Continue to evaluate and implement existing guidelines for the placement of access points from the street onto commercial properties, requiring the minimum number of access points, and encouraging the joint use of access points, and/or auto circulation between commercial areas.

LU Objective 3.2: Provide design standards and incentives for principal entry corridors which affect the placement and massing of new commercial and mixed use structures/projects through the Land Development Regulations.



LU Policy 3.2.1: Through the rezoning and site plan review process, encourage the placement and orientation of buildings to address their relationship with other buildings and the street, the promotion of energy conservation and to produce a comfortable pedestrian environment.

LU Objective 3.3: Continue to provide guidelines and incentives, which establish a well-designed and unified landscape treatment along the entire length of commercial streets.

LU Policy 3.3.1: Encourage generous and consistent landscaped buffers between the street and commercial uses, and across frontages of adjacent properties.

LU Policy 3.3.2: Encourage the generous use of landscaping in parking lots and at building edges, to buffer commercial uses from residential uses.

LU Objective 3.4: Continue to provide guidelines and incentives which produce desirable configurations of parking.

LU Policy 3.4.1: Encourage the design of parking patterns which enhance the safety and convenience of pedestrians, through pedestrian and landscape amenities.

LU Policy 3.4.2: Encourage the design of parking layouts which allow for circulation between properties.

LU Objective 3.5: Provide for Gateway Districts on identified arterials that serve as entries into Plant City.

LU Policy 3.5.1: Projects will comply with the intent and spirit of the Gateway District Supplemental Regulations of the Plant City Zoning Code.

Downtown and Midtown Redevelopment

LU GOAL 4: PROMOTE THE DOWNTOWN AND MIDTOWN AREAS OF PLANT CITY.

LU Objective 4.1: Continue to assess and implement the findings of the Redevelopment Vision Plans for the defined Downtown (Central Business District) and Midtown Area, which will further the Goals, Objectives, and Policies of the *Plant City Comprehensive Plan*.

LU Policy 4.1.1: Periodically review and update the Redevelopment Plans for Downtown and Midtown and update the data of the *Plant City Comprehensive Plan*.

LU Policy 4.1.2: Coordinate with the Hillsborough County City-County Planning Commission, other city and county agencies, and private groups to acquire the best professional and technical planning assistance available when updating the redevelopment plans for Downtown and Midtown.

LU Objective 4.2: Continue to implement incentive programs and urban design guidelines that will promote high quality private and public development in Downtown and Midtown.



LU Policy 4.2.1: Continue to implement landscaping plans adjacent to the arterial road rights-of-way in the redevelopment areas of Plant City.

LU Policy 4.2.2: Continue to encourage high quality site designs through incentives and specific development standards for on-site lighting, perimeter landscaping, and signage.

LU Policy 4.2.3: Continue to require that amenities such as landscaped buffer areas, bikeways and pedestrian walkways be provided in site development plans to promote pedestrian use amenities in site designs.

LU Policy 4.2.4: Where feasible, encourage 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.

LU Policy 4.2.5: Require barrier-free accessibility as design requirement in redevelopment areas to be incorporated into structural designs, landscaped areas, walkways, transportation systems and other amenities.

LU Policy 4.2.6: Promote Downtown and Midtown redevelopment through the use of zoning or other incentives, which will encourage mixed use of residential, office and commercial developments, thereby reducing the number of trips generated through internal capture.

LU Policy 4.2.7: Continue to establish public/private partnerships which will identify, plan, finance, and operate a

system of outstanding community amenities in the Downtown and Midtown.

Historic Preservation

LU GOAL 5: TO PRESERVE AND PROMOTE THE HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES FOR TODAY'S AND THE FUTURE RESIDENTS OF THE CITY OF PLANT CITY.

LU Objective 5.1: Continue to utilize the most accurate and up-to-date data base for the continued identification and preservation of the historical, architectural and cultural resources of the City of Plant City.

LU Policy 5.1.1: Coordinate with the Florida Department of State to promote the historical, architectural, and cultural resources of Plant City.

LU Objective 5.2: Implement ordinances and other programs to protect the historical, architectural and cultural resources of Plant City.

LU Policy 5.2.1: Continue to implement Chapter 38 – Historic Preservation of the Plant City Code of Ordinances.

LU Objective 5.3: Continue to protect the special historic, architectural, aesthetic or cultural resources through the future designation of historic landmarks and districts within Plant City.



LU Policy 5.3.1: Encourage the adaptive use of historic landmarks instead of demolition or destruction through Land Development Regulations, Chapter 38 – Historic Preservation of the Plant City Code of Ordinances and other special ordinances designed to support adaptive reuse in Plant City.

LU Policy 5.3.2: Maintain a high quality of design for infill and new development within historic districts through the adopted Plant City Historic District Design Standards.

LU Policy 5.3.3: Encourage the restoration and rehabilitation of historic landmarks through appropriate incentive programs.

LU Policy 5.3.4: Archaeological sites shall be evaluated for significance using state or federal criteria to determine if they are eligible for listing on the National Register of Historic Places or other appropriate local, regional or state programs. If they are eligible, they shall be either preserved or excavated prior to destruction.

Natural Environment

LU GOAL 6: TO ENSURE PROPER MANAGEMENT AND CONSERVATION OF THE NATURAL ENVIRONMENT OF THE CITY OF PLANT CITY.

LU Objective 6.1: All new development and applicable redevelopment must be coordinated with topographic, soil conditions and meet all applicable environmental regulations of Hillsborough County and the State of Florida.

LU Policy 6.1.1: Regulate land use and development in all areas subject to flooding by prohibiting all development within the 100 year floodplain, which is not in strict conformance with the provisions of the City of Plant City Flood Hazard Ordinance.

LU Policy 6.1.2: Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies.

LU Policy 6.1.3: Maintain a comprehensive wellhead protection program that shall include the determination of wellhead resource protection areas, per Article V - *Wellhead Protection* in Plant City's Code of Ordinances.

LU Policy 6.1.4: Develop strategies to identify and address issues related to climate adaptation in cooperation with EPC, the Planning Commission and other agencies.

LU Policy 6.1.5: To promote job creation, encourage the development of target industries within identified competitive sites and the I-4 Tech Corridor Overlay by considering the potential for mitigating minor impacts to low quality wetlands and other natural resources.

LU Policy 6.1.6: New development in and around existing residential neighborhoods shall consider noise-related impacts and attempt to minimize those impacts on residential communities through landscaping and site design.



Growth Management

LU GOAL 7: MANAGE GROWTH TO DISCOURAGE URBAN SPRAWL, ACHIEVE ENERGY EFFICIENT LAND USE PATTERNS, PROMOTE COMPACT DEVELOPMENT, ENCOURAGE WALKING AND CYCLING, REDUCE GREENHOUSE GAS EMISSIONS AND DELIVER PUBLIC FACILITIES AND SERVICES IN A FISCALLY RESPONSIBLE MANNER IN PLANT CITY.

General Development

LU Objective 7.1: In all actions, urban sprawl shall be discouraged and a compact urban pattern of development shall be provided for in a manner which will promote the conservation of energy resources, the reduction of greenhouse gases, the utilization of existing public infrastructure, and allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner within Plant City.

LU Policy 7.1.1: Permit new development to infill on vacant land within urbanized areas where public facilities are provided and capacity is adequate, or in the case of transportation facilities, if the appropriate mobility fee is paid, through the development review process (including but not limited to rezoning and subdivision reviews). The City shall review the Capital Improvement Program on a yearly basis to determine appropriate areas where replacement or extension of public facilities is warranted.

LU Policy 7.1.2: Permit redevelopment of lands where public facilities are provided and capacity is adequate, or in the case of transportation facilities, if the appropriate mobility fee is paid, through the development review process (including but not limited to rezoning and subdivision reviews).

LU Policy 7.1.3: Permit new development which lies contiguous to existing urbanized lands only if public facilities are available, or in the case of transportation facilities, if the appropriate mobility fee is paid.

LU Policy 7.1.4: Support infill development, the use of master plans (e.g. Midtown Redevelopment Vision Plan, Northeast Plant City Area Master Plan, etc.) and employ mixed-use land use plan categories, as appropriate, during the land development review (map amendments, rezonings, site plans) process to reduce energy consumption, discourage urban sprawl and advance efficient land use patterns in Plant City.

LU Policy 7.1.5: To cultivate entrepreneurs of small, home based businesses, for the consideration of home occupations in residential areas, pursuant to specific performance and compatibility standards set forth in Plant City’s Land Development Code.

LU Objective 7.2: Manage the use of land by approving new development and redevelopment only if the necessary public facilities, or other approved mitigation measures are provided prior to or concurrent with impacts of the development.



LU Policy 7.2.1: Issue no development orders or permits which would result in a reduction of the level of service (LOS) established for public facilities as adopted by the City Commission. In the case of transportation facilities, the impacts to the desirable levels of service may be mitigated through the payment of the appropriate mobility fee.

LU Policy 7.2.2: Locate public facilities and utilities so as to: (a) maximize the efficiency of services provided; (b) minimize their cost; (c) minimize their impacts upon the natural environment; and (d) to promote energy conservation within Plant City.

LU Policy 7.2.3: Concentrate and infill new development on vacant land with priority given to redevelopment areas where facility capacity is available.

LU Policy 7.2.4: Extend public facilities into areas, which are under served or without service in conformance with the *Plant City Comprehensive Plan*.

LU Policy 7.2.5: Implement transportation improvements with minimum land use, social and environmental disruption.

LU Objective 7.3: Ensure that suitable lands and/or easements are available for the provision of utility facilities necessary to support proposed development.

LU Policy 7.3.1: Continue to review and revise, as necessary, Land Development Regulations to include provisions for the

dedication of suitable lands for utility facilities, easements and other public purposes.

LU Policy 7.3.2: Require the dedication of suitable lands for utility facilities to support proposed development as needed, through the development review process, including but not limited to rezonings and subdivision reviews.

Redevelopment Strategies

LU Objective 7.4: Initiate and support public and private redevelopment efforts in the residential and non-residential areas of Plant City.

LU Policy 7.4.1: Adopt redevelopment and revitalization strategies and incentives for private reinvestment in underutilized residential and/or commercial areas where adequate infrastructure to support redevelopment exists.

LU Policy 7.4.2: Use financial and regulatory incentives 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 of Plant City.

LU Policy 7.4.3: Continue to implement plans to facilitate the provision of public facilities in conjunction with the location and timing of neighborhood and commercial redevelopment.

LU Policy 7.4.4: Give priority to neighborhood and commercial redevelopment projects in those areas where conditions of physical, economic, and/or social blight exist.



LU Policy 7.4.5: Development and redevelopment shall be integrated with adjacent land uses through:

- Creation of like uses;
- Creation of complementary uses; or
- Mitigation of adverse impacts.

LU Policy 7.4.6: Emphasize rehabilitation and recycling of existing building stock, when appropriate, and the development of adaptive reuse programs.

LU Policy 7.4.7: Redevelopment projects shall not destroy the existing social/cultural framework and character of the area.

LU Policy 7.4.8: Use community groups to advise and assist the Hillsborough County City-County Planning Commission and the City Commission.

LU Policy 7.4.9: Actively pursue clean non-polluting, non-offensive industrial development in order to diversify the economic base and provide for expanded employment opportunities in Plant City.

Provision of Public Facilities (Non-Transportation) - General Considerations

LU Objective 7.5: Service all new development and redevelopment (including the provision of suitable land for utilities) with potable water, wastewater and stormwater management facilities, solid waste disposal and parks that meet or exceed the adopted levels of service established by the City Commission.

LU Policy 7.5.1: Ensure that the location and timing of new development will be coordinated with the provision of public facilities through the implementation of growth management measures, such as development phasing, programming of public facilities and zoning and subdivision regulations.

LU Policy 7.5.2: 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:

- 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;
- Gas, electric, cable and telephone utility distribution facilities shall be located only as specifically authorized by their franchise agreement with Plant City;
- Water, wastewater or reclaimed water facilities may be considered only if they further the efficient utilization of the water, wastewater or reclaimed water system and are consistent with the Comprehensive Plan, and;
- 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.

LU Policy 7.5.3: Support 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.

LU Policy 7.5.4: 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 public facility systems of Plant City.

LU Policy 7.5.5: Consider the location and timing of new public facility construction in requests for land use plan amendments.

LU Policy 7.5.6: Provide for expected growth by developing public facilities in areas programmed for growth in conjunction with the City's abilities and private sector participation.

Provision of Public Facilities - Transportation

LU Objective 7.6: Service all new development and redevelopment with transportation facilities funded through the mobility fee and other funding sources as identified in the *Plant City Comprehensive Plan*.

LU Policy 7.6.1: Coordinate land use and mobility fees to provide for desirable levels of service.

LU Policy 7.6.2: Maximize arterial capacity by supporting the acquiring and/or protecting of adequate rights-of-way.

LU Policy 7.6.3: Restrict direct access to arterial roadways from development projects when access can be provided via a collector facility or internal road system.

LU Policy 7.6.4: Protect the capacity and integrity of interstate highways as high volume interstate traffic corridors through the development of an adequate arterial and collector support system.

LU Policy 7.6.5: Land use planning efforts shall make a distinction between the land uses that may be considered within areas adjacent to limited access highways but which are not directly accessible to an interchange, and those areas that are directly accessible to an interchange.

LU Policy 7.6.6: Discourage curb cuts and intersections with local streets (non-collectors) on planned arterial roadways through the development review process and utilization of applicable Land Development Regulations.

LU Policy 7.6.7: When lands rezone within the study area of the adopted Northeast Plant City Area Master Plan, a PD Planned Development District shall be required. Parcels in existence and recorded as of July 14, 2008 that are under 10 acres and proposed for residential development or public/civic uses are exempt from the requirement of a PD Planned Development District. Transportation improvements that may be identified through the rezoning process may be mitigated by, but not limited to, payment of mobility fees, proportionate fair share mitigation, right-of-way dedication, or the construction of facilities.

LU Policy 7.6.8: New development will require the payment of mobility fees at the time customarily due in accordance with the



City of Plant City Transportation Mobility Fee Ordinance. The payment of mobility fees may be offset by the construction of certain transportation facilities and/or the dedication of right of way for such facilities, as more specifically provided in the City of Plant City Transportation Mobility Fee Ordinance. Based on economic considerations, the City Commission may enact a temporary moratorium on Mobility Fees to spur local job growth in Plant City.

Agriculture - General Considerations

LU Objective 7.7: Foster the economic viability of existing agricultural activities within and outside of Plant City.

LU Policy 7.7.1: Continue to promote the development and maintenance of the municipality as an agricultural market center through the use of promotional and educational materials fostering agriculture in eastern Hillsborough County.

LU Policy 7.7.2: Where legally appropriate, defer charging an ongoing agriculturally used property for any public water or wastewater line extended through or adjacent to the property until such time as a connection is required based on proposed development.

Agriculture - Compatibility

LU Objective 7.8: Support the compatibility between existing agricultural and non-agricultural uses through the enforcement of appropriate regulatory mechanisms.

LU Policy 7.8.1: Permit the continuation, on-site expansion, and changing of commodities for agricultural uses even as non-agricultural development is introduced around it, provided that the agricultural uses or zoning for agricultural uses existed at the time of the adoption of the *Plant City Comprehensive Plan*.

Land Development Regulations

LU Objective 7.9: Continue to review and revise as necessary all existing and future Land Development Regulations to be consistent with the *Plant City Comprehensive Plan*. All subsequent development approvals shall be consistent with those Land Development Regulations.

LU Policy 7.9.1: Development shall not exceed (except as noted elsewhere for infill or in the I-4 Tech Corridor Overlay) the densities and intensities established and shall be consistent with the *Plant City Comprehensive Plan*.

LU Policy 7.9.2: Developments will comply with the requirements of all Land Development Regulations as established and adopted by the City of Plant City, the State of Florida and the federal government, unless such requirements have been previously waived by those governmental bodies.

LU Policy 7.9.3: As part of the Development Review Committee (DRC) process, the Fire Chief (or Designee) will evaluate new projects for their vulnerability to wildfires and also, as part of this process, annually evaluate the land development code to ensure appropriate criteria, standards,



methodologies and procedures are in place to mitigate the hazards of future wildfires in Plant City.

Intergovernmental Coordination

LU Objective 7.10: Coordinate growth and development with surrounding jurisdictions in order to promote and to protect inter-jurisdictional interests.

LU Policy 7.10.1: Coordinate inter-jurisdictional development review through use of the Environmental Protection Commission of Hillsborough County, the Planning Commission and the Metropolitan Planning Organization.

LU Policy 7.10.2: Encourage the use of joint boards and councils as a means of coordinating the regulation and management of growth and development.

LU Policy 7.10.3: Coordinate with adjacent jurisdictions in the siting of locally unpopular public and private land uses. The City shall participate in negotiation meetings, as needed, which will consider factors such as the area of population served, impacts on land development patterns, natural resources and cost-effectiveness of service delivery.

LU Policy 7.10.4: Coordinate the implementation of the Comprehensive Plan with the activities of state agencies, the Southwest Florida Water Management District and Tampa Bay Water when provisions for public facilities are made within the jurisdiction of Plant City. Coordination shall be implemented through joint boards and councils in order to provide for the

orderly growth and development within the boundaries of Plant City.

Economic Growth

LU GOAL 8: RECOGNIZE THE IMPORTANCE OF A HEALTHY AND VIBRANT LOCAL ECONOMY FOR THE CITIZENS OF OUR MUNICIPALITY, AND SET A DELIBERATE AND THOUGHTFUL DIRECTION AND COURSE OF ACTION FOR BUILDING THE ECONOMY OF PLANT CITY.

LU Objective 8.1: In cooperation with the Plant City Chamber of Commerce, continue to update and implement the Strategic Guide for the City of Plant City.

LU Policy 8.1.1: Identify the City’s economic assets, and how those assets can be used to their fullest potential to increase local economic impacts.

LU Policy 8.1.2: Identify, develop, build and market an image of the City that will be used to ‘sell’ the City to economic investors.

LU Policy 8.1.3: Give first priority to economic opportunities that are linked to existing economic assets.

LU Policy 8.1.4: Be careful of expending resources for economic opportunities that are completely new for the City and can’t be linked to existing economic assets.



LU Policy 8.1.5: Periodically identify global trends, the potential impacts they may have on the local economy and opportunities that could give the City a competitive advantage.

LU Policy 8.1.6: Strive to develop a highly skilled and/or educated work force.

LU Policy 8.1.7: Maintain strong, effective and collaborative local leadership.

LU Policy 8.1.8: Develop and maintain strong ties with regional economic groups that can help build the economy of Plant City.

LU Policy 8.1.9: Invest in infrastructure that will support and attract economic growth to Plant City.

LU Policy 8.1.10: Identify target industries and develop a marketing program to attract these industries to Plant City.

LU Policy 8.1.11: Identify lands suitable for different types of economic activity, rank their suitability and discourage their conversion to other uses.

LU Policy 8.1.12: Develop and maintain a knowledge base of business assistance plans and foster business participation in them.

LU Policy 8.1.13: Recognize that incentives can be useful to target the specific types of industry wanted by Plant City.

LU Policy 8.1.14: Continue using the Chamber of Commerce as the entity to actively seek and develop opportunities for economic growth in Plant City.

LU Policy 8.1.15: One of the implementation strategies the City shall use to attract business and economic investment is to build an appealing and livable city. Some of the elements of an appealing and livable city include: economic opportunity, a sense of place and community, attractiveness, mobility options, feeling of safety, a mix of uses and open spaces.

LU Objective 8.2: Factor economic considerations in local decision making of Plant City.

LU Policy 8.2.1: Include simple qualitative economic assessments in local government decision making as a means to build awareness that most decisions have an economic impact.

LU Policy 8.2.2: The types of local government decisions where it is appropriate to include simple qualitative economic assessments include: capital expenditures, planning, provision of City services and intergovernmental coordination activities.

LU Policy 8.2.3: The information used in a simple qualitative economic assessment shall include at least a subjective weighing of direct and indirect costs and benefits.

LU Policy 8.2.4: Require or include, where appropriate, more complex types of economic analysis such as: risk management,



leverage, direct and indirect economic impact analysis, cost/benefit analysis, competitive analysis and trend analysis.

LU Objective 8.3: Increase the supply of land available for light industrial, research, and office development with the aim of increasing the total number of jobs in the following target industries in Plant City:

- Professional, Scientific & Technical Services;
- Medical, Bioscience and Research Facilities;
- Manufacturing and Distribution Facilities;
- Finance & Insurance Services;
- Management Services, and;
- Administrative & Support Services.

LU Policy 8.3.1: Target Development: Encourage private investment that results in the creation and establishment of “target development” in Plant City. Target developments include one or more of the above listed industries in Objective 8.3.

LU Policy 8.3.2: Overlay: The target industries noted above may be considered within the areas identified on the *Interstate-4 Tech Corridor Overlay*. No future land use map amendment shall be required for development within the mapped areas, provided it is consistent with the policies established under **Objective 8.3** and applicable Land Development Regulations.

- The minimum land area shall be five (5) acres of buildable uplands within or recently annexed into the City of Plant City.

LU Policy 8.3.3: General Guidelines and Standards

Development within the overlay will be guided by three development patterns:

Corporate Village – A master planned mixed-use development under unified ownership or control that combines offices and flex spaces for target industries, with retail, restaurants and lodging as secondary support uses. Retail, restaurants and lodging support uses will be located within buildings or clustered in nodes at the entries of the development. Support uses including retail, hotels, motels and restaurants may not exceed 10% of the total floor area ratio of the Corporate Village. Warehousing and distribution facilities are only allowed as an accessory use. Limited residential development may be located in mixed use buildings or on the periphery of the site in support of target development provided that jobs to housing unit ratio of at least 20 to 1 is maintained, up to 12 du/ga. This pattern allows for a floor area ratio of up to .75, with the implementation of incentives noted in the land development code a maximum floor area ratio of 1.0 may be considered. Also see Exhibit A: Development Patterns.

Corporate Campus/Business Park – A master planned development under unified ownership or control that includes offices and flex spaces for target industries with retail, restaurants and lodging as secondary support uses. Retail, restaurants and lodging support uses will be located within buildings or clustered in nodes at the entries of the




development. Support uses including retail, hotels, motels and restaurants may not exceed 10% of the total floor area ratio of the Corporate Campus/Business Park. This development pattern may be considered in all areas of the I-4 Tech Corridor Overlay. This pattern allows for a floor area ratio of up to .65, with the implementation of incentives noted in the land development code a maximum floor area ratio of .85 may be considered. No new residential development is allowed within the Corporate Campus/Business Park. Also see Exhibit A: Development Patterns.


Industrial Park - A master planned development under unified ownership or control that provides locations for production, ancillary distribution and office uses. This development pattern may be considered in all areas of the I-4 Tech Corridor Overlay. This pattern allows for a floor area ratio of up to .5, with the implementation of incentives noted in the land development code a maximum floor area ratio of .75 may be considered. No new residential development is allowed within the Industrial Park. Also see Exhibit A: Development Patterns.




LU EXHIBIT A - DEVELOPMENT PATTERNS

DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Corporate Village</p>	<p>The corporate village pattern shall be a component of master-planned mixed use areas that combines offices and flex spaces for target industries, with retail, restaurants and lodging as secondary support uses. Limited residential development (up to 12 du/ga) may be located on the periphery of the business site or in mixed use buildings in support of target development. For further details see Plant City Land Development Regulations.</p> <p>FARs range up to 1.0, with the more intensive sites serving as the mixed use village core.</p>	<p>Business uses that are limited to indoor operations can be integrated with neighborhood development. Areas of outdoor production and operations should be limited and concealed from public view where allowed.</p>	



DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Corporate Campus/ Business Park</p>	<p>A development that often is centered around and managed by a single corporate entity, which includes offices and flex spaces for target industries with limited support retail and restaurants located within buildings or clustered in nodes at the entries of the development. For further details see Plant City Land Development Regulations.</p> <p>FARs range up to 0.85.</p> 	<p>Business uses that are limited to indoor operations can be integrated with neighborhood development. Areas of outdoor production and operations should be limited and concealed from public view where allowed.</p>	 



DEVELOPMENT PATTERN	DESCRIPTION	SUITABLE LOCATIONS	IMAGES
<p>Industrial Park</p>	<p>A planned area that provides locations for production, distribution and office uses. For further details see Plant City Land Development Regulations.</p> <p>FARs range up to 0.75.</p>	<p>Suitable in agricultural research areas and in areas where outdoor production and/or operations can be adequately buffered from residential development.</p>	



LU Policy 8.3.4: Phasing Target development shall be encouraged in an orderly growth pattern where water, wastewater and transportation capacity is available or funded (planned in the *Comprehensive Plan*).

LU Policy 8.3.5: Compatible Design Objectives Ensure high-quality development through the standards of the Land Development Regulations that promotes development that is compatible with abutting land uses in Plant City and Hillsborough County. Compatibility shall be achieved through standards that address the landscaping, height, scale, use and design of target development abutting residential development and environmental features. Also, for applicable lands, ensure these targeted developments are compatible and support the overall concepts of the *Northeast Plant City Area Master Plan*. Sustainability shall be encouraged through site and building practices that address low impact development, energy efficient building design/construction, improved mobility, and ecological conservation through an incentive based program outlined in the Land Development Regulations.

LU Policy 8.3.6: Transportation Planning Coordination Coordinate with the Metropolitan Planning Organization (MPO), Hillsborough County and the Florida Department of Transportation (FDOT) in planning for and providing adequate transportation capacity to serve economic growth along I-4 and the adjacent roadway network within Plant City and Hillsborough County.

LU Policy 8.3.7: Workforce Development Coordinate with the University of South Florida (USF), Hillsborough Community College (HCC), the Hillsborough County School District (HCSD) and all other applicable local and state economic development agencies in institutional strategic planning efforts to facilitate the creation of the required workforce to supply target industries and help grow the local economy of Plant City.

LU Policy 8.3.8: Coordinated Development Incentives Coordinate with other public and private agencies and entities to develop a comprehensive toolbox of incentives to encourage target development within appropriate preferred economic development areas as shown on the *Interstate-4 Tech Corridor Overlay*. Base incentives on the achievement of the performance measures implemented by a development or specific business that result in production of jobs in target industries, job training, development of sites for target development, sustainable building development or sustainable site development.

Strategies for Implementation*

General

The primary tools of implementation for the Comprehensive Plan 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 Plant City. 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 Plant City. They include: measures to preserve and enhance the



"*hometown charm*" of the municipality; criteria for calculating development intensities and densities for individual projects; locational criteria and development standards for commercial uses; density credits for infill residential development; and density credits for protection of upland habitat in Plant City.

Future Land Use Map

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, preserve and enhance the "*hometown charm*" of Plant City through the year 2040. The map is adopted for use as an integral part of the Comprehensive Plan. 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 Plant 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 Comprehensive Plan. Additionally, each regulation or regulatory decision and each development proposal shall comply with the overall intent of all applicable provisions within the *Plant City Comprehensive Plan*.

All land use category boundaries on the Future Land Use Map coincide 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 Commission.

Appeal of Interpretation of Text or Map Boundary

An appeal of an interpretation of text or map boundary of the *Plant City Comprehensive Plan* by either the Planning Commission or municipal staff shall be decided by the Plant City City Commission. The request for the appeal shall be provided in writing to the Executive Director of the Planning Commission within 20 days from the date of the initial interpretation having been rendered. To obtain their recommendation, the Executive Director shall refer the request to the Plant City Planning Board and then the Planning Commission. After receiving their recommendations, the appeal shall be heard at the next regularly scheduled meeting of the Plant City City Commission. Based upon its findings of fact and to achieve the purposes of the Plan, the City Commission shall decide to either uphold or not uphold the interpretation of text or map boundary by a simple majority vote.



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 Comprehensive Plan and with the applicable Land Development Regulations.

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 Comprehensive Plan and with the applicable Land Development Regulations.

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 will be 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, providing that such clustering does not contribute to potential flooding, subject to applicable land development regulations including the zoning ordinance of Plant 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 Comprehensive Plan and the applicable Land Development Regulations.

Only non-residential planned development projects may be considered for development approval within the Industrial Land Use Category, except as noted within the Robinson Road



Overlay District. All proposed planned development projects are subject to the Goals, Objectives, and Policies and related provisions of the Comprehensive Plan and the applicable land development regulations, including the provisions of the zoning ordinance of Plant City.

LU Table 7 defines the maximum residential densities allowed within the general land use plan categories under standard development conditions. However, there are circumstances that support an increase in the maximum residential densities. Such exceptions include: (1) density credits in residential areas where infill or an alternative to commercial development is the goal; (2) provisions for increased residential densities for assisted elderly housing; and (3) provisions for increased intensities for other alternative housing types.

LU TABLE 7 - RESIDENTIAL DENSITIES WITHIN FUTURE LAND USE PLAN CATEGORIES (*ONLY INCLUDED AFFECTED PART OF TABLE 6)

Land Use Category	Maximum Residential Density Allowed
Residential - 4	4 du/ga
Residential - 6	6 du/ga
Residential - 9	9 du/ga
Residential - 12	12 du/ga
Residential - 20	20 du/ga
Downtown Core	No Density Limitations
Light Commercial/Office	10 du/ga
Commercial	16 du/ga (20 du/ga in the Midtown Redevelopment Area)
Industrial	No Residential Allowed
Parks, Recreation and Open Space	No Residential Allowed
MU: R/C	12 du/ga
MU: R/C/I	12 du/ga
Gateway District	16 du/ga
Public/Semi-Public	No Residential Allowed
Natural Preservation	No Residential Allowed
Environmentally Sensitive Areas Overlay	No Residential Allowed

** Residential densities are expressed in "dwelling units per gross acre" (du/ga). The densities allowed are the maximum possible; lower densities may be necessitated or required as a result of the application of the zoning ordinance, environmental regulations, or other applicable development regulations.*

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", for the purposes of calculating



overall densities (and intensities) such as the Downtown and the Midtown Redevelopment District. In applying densities to acreages, certain non-residential 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. To better understand the manner in which densities are applied and acreages calculated, it is necessary to define the term "gross residential density".

Gross Residential Density

Gross residential density refers to dwelling units per acre within a given project. A project's total residential acreage, for purposes of calculating its density, includes those lands to be used for residential land uses to which the owner or owner's agent or developer has surface development rights, and includes the following lands within the residential portion(s) of the project to be used for: street and/or their rights-of-ways, utility rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and other public uses, community centers, wellfields, utility substations, and drainage areas. Notwithstanding the above, for purposes of calculating gross residential density, a project's total residential acreage does not include those lands designated as conservation/ preservation and/or water bodies unless as provided for below.

Lands for commercial, office, industrial and other non-residential uses except as listed above, shall not be included in a project's total residential acreage, for purposes of calculating gross residential density. With the exception of lands, which are separated only by roadways, streams, rivers or lakes, no density credit can be transferred from one parcel of land to another when such parcels are physically separated from each other.

All of the following lands and waters shall be included for purposes of calculating gross residential densities provided that, the total acreage for those areas described below does not exceed 25% of the project's total upland residential acreage within each land use plan category on which a project or portions thereof is proposed as provided for above:

- Conservation, Natural Preservation or Environmentally Sensitive Areas, as described in the Definitions, with the exception of natural water bodies.
- Man-made water bodies.

Nothing in this section or in any other language contained in this plan shall be assumed to guarantee approval of maximum gross residential density on any proposed project in any category which permits the consideration of residential development. Approval of residential densities shall be fully subject to other policies contained in this plan on compatibility of surrounding land uses, existing or approved, the adequacy and availability of public facilities, and subject to other applicable Land Development Regulations.



Examples for Calculation of a Project's Total Residential Acreage for Purposes of Calculating Gross Residential Densities:

In an effort to assist interested parties in their own determination of maximum development potential on any area of land, the following examples are provided to illustrate the manner in which lands, water covered lands, and/or private or public facilities become eligible for, or are excluded from, the calculation of total residential acreage for purposes of calculating gross residential density.

Example A

Assume: Total project = 100 acres.
Entire parcel proposed for residential land uses.
10 acres conservation/preservation.
90 acres non-environmentally sensitive lands.

Total residential acreage = 90 non-environmentally sensitive acres plus 10 acres of other creditable lands (note: all 10 acres are creditable because they comprise less than 25% of the 90 acres of non-environmentally sensitive lands).

Total acreage eligible for calculating maximum number of dwelling units permissible = 100 acres.

Example B

Assume: Total project = 100 acres.
50 acres to be developed for non-residential uses.
50 acres to be developed for residential land uses.
16.66 acres in residential portion is conservation.

Total residential acreage = 33.34 non-environmentally sensitive acres (residential area only) plus 8.33 acres (i.e., 25% of 33.34 acres).

Total acreage eligible for calculating maximum number of dwelling units permissible = 41.67 acres.

Permitted gross residential density shall be applied by multiplying the density of the land use category within which the project is located by the total project acreage as computed and described in the examples to determine the maximum number of residential units allowed.

For projects whose boundaries encompass more than one land use category, the process mentioned in the preceding sections will be applied to the project acreage in each respective land use category. In addition, where a project contains areas of more than one of the same land use category, density credits shall be calculated independent of other identical land use category areas. The total number of dwelling units possible under all the above mentioned land use categories will be used as a ceiling for review purposes. This provides maximum design flexibility for those projects, because the location or clustering of those units on the project site need not conform to the land use category boundary on the site as long as the maximum



number of dwelling units permitted for the project is not exceeded.

When a project is being considered for development to include uses other than residential, such as commercial, office, or industrial, only those environmentally sensitive area acreages or portions thereof occurring within the residential part of the project shall be counted for purposes of determining density.

Application of Densities to Lands Fronting Water Bodies

In addition to the restrictions on the calculations of densities and on the prohibition against the use of naturally occurring open water bodies for density credits, the determination of the appropriate levels of density during the development review process for lands fronting on water bodies, as previously defined, shall be further limited to a density level comparable and compatible with other development parcels and lots fronting on lakes and streams. In the case of lakes, comparable and compatible development shall be determined by at least 51% of the land area adjacent to the lake having been developed in a similar fashion. In the case of streams, the 51% development pattern described above shall extend one-half mile from the subject parcel along either side of the stream. The purpose of this restriction is to insure the continuation and protection of the established large lot, lower density residential land uses and character of lands fronting on lakes and streams; and to prevent the application of other provisions in the Comprehensive Plan from being construed as granting higher density uses in those locations.

Application of Non-Residential Intensities

For purposes of calculating the maximum permitted gross building square footage for non-residential uses within a development proposal the following procedure shall apply:

In applying floor area ratios (FAR) to acreages, all residential land use types that fall within a project's boundaries are excluded. Also, only those lands specifically within a project's boundaries may be used for calculating maximum permitted gross building square footage. Notwithstanding the above, no non-residential intensity may be transferred from one parcel of land to another when the parcels are physically separated from each other by any land, except when separated only by roadways, streams, rivers or lakes.

Calculation of gross building square footage for all non-residential uses shall be based upon a site plan. Gross building square footage for non-residential uses in other plan categories, which do not specify a maximum non-residential FAR in their definition, may be based upon a site plan and/or the development potential inherent in the requested or existing zoning district.

Gross Non-Residential Intensity

Gross non-residential intensity refers to gross building square footage of non-residential land use types within a given project or, in the case of mixed use projects, portion(s) of a project. A project's total non-residential acreage, for purposes of calculating its gross non-residential land uses to which the owner or owner's agent or developer has surface development



rights, includes the following land within the non-residential portion(s) of the project to be used for: street and their rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and other public uses, community centers, wellfields, utility substations, and drainage areas.

Lands designated for residential uses shall not be included in a project's total non-residential acreage for purposes of calculating gross non-residential intensity.

Provided that the total acreage for areas described below does not exceed 25% of the project's total upland non-residential acreage within each land use plan category on which those areas being proposed for non-residential uses are located, then all of the following lands and waters shall be counted towards a project's total non-residential acreage for purposes of calculating gross non-residential intensity:

- Conservation, Natural Preservation and Environmentally Sensitive Areas, as described in the Definitions, with the exception of natural water bodies.
- Man-made water bodies.

Where the language in this plan or in applicable development regulations, including but not limited to the adopted zoning code, establishes maximum floor area ratios for non-residential uses, nothing in this section or in any other language contained in this plan, shall be assumed to guarantee approval of maximum gross non-residential intensity on any proposed project. Approval of non-residential intensities shall be fully

subject to other policies contained in this plan on compatibility of surrounding land uses, existing or approved, the adequacy and availability of public facilities, and subject to other development regulations.

Examples for Calculation of a Project's Total Non-Residential Acreage for Purposes of Calculating Gross Non-Residential Intensities:

In an effort to assist interested parties in their own determination of maximum non-residential development potential on any area of land, the following examples illustrate the manner in which land, water-covered lands, and/or private or public facilities become eligible for, or are excluded from, the calculation of gross non-residential intensity.

Example A

Assume: Total project = 100 acres.
Entire parcel proposed for non-residential land uses.
10 acres conservation as defined.
90 acres non-environmentally sensitive.

Total non-residential acreage = 90 non-environmentally sensitive acres plus 10 acres of other creditable lands (note: all 10 acres are eligible for credit because they comprise less than 25% of the 90 acres of non-environmentally sensitive lands).

Total acreage for calculating maximum FAR permissible = 100 acres.

Example B



Assume: Total project = 100 acres.
50 acres to be developed for residential uses.
50 acres to be developed for non-residential uses.
16.66 acres within the non-residential portion is classified as conservation as defined.

Total non-residential acreage = 33.34 acres non-environmentally sensitive plus 8.33 acres environmentally sensitive (i.e., 25% of 33.33 acres).

Total acreage for calculating maximum FAR permissible = 41.67 acres.

Example C

Assume: Total project = 100 acres.
20 acres residential uses proposed.
80 acres non-residential uses proposed.
40 acres within the non-residential portion is classified as conservation as defined.

Total non-residential acreage = 40 non-environmentally sensitive acres (non-residential area only) plus 10 acres environmentally sensitive (i.e., 25% of 40 acres).

Total acreage for calculating maximum FAR permissible = 50 acres.

Implementation and Conformance with City Development Codes

Plant City's land use categories were designed to accommodate the existing zoning framework. Therefore, major revisions to the municipality's development codes will not be necessary as a result of adoption of the *Plant City Comprehensive Plan*.

However, as conditions change, a need for revisions to the zoning code may be necessary. Plant City's development codes are the framework within which the community's goals for neighborhood conservation, community development, commercial development, Downtown and Midtown redevelopment, historic preservation, environmental protection, and growth management will be reached.

Density Credits Residential Density Credits for Infill Development

The maximum level of residential density may be considered by the City Commission, for increase without a plan amendment, subject to the limitations and conditions herein provided, when the purpose of the request for density increase is either to promote residential infill on vacant sites within developed urbanized areas, which are residential in character, or to provide a residential development alternative to strip commercial development.

- These density increases may be requested during the permitting of residential development requiring the submittal and approval of a general development plan as defined in applicable development regulations of Plant City. Such requests shall only be considered for locations shown on the Future Land Use Map as Residential-4 (R-4), Residential-6 (R-6), Residential-9 (R-9), Residential-12 (R-12), Residential-16 (R-16) or as Residential-20 (R-20), and shall be subject to the following limitations or conditions:
- That density in locations shown on the Future Land Use Map as Residential-4 may not be increased higher than 6 dwelling units pre gross acre. Residential-6 may not be



increased higher than 9 dwelling units per gross acre. Residential-9 may not be increased higher than 12 dwelling units per gross acre. Residential-12 may not be increased higher than 16 dwelling units per gross acre. Residential-16 may not be increased higher than 20 dwelling units per gross acre. Residential-20 may not be increased higher than 25 dwelling units per gross acre. Also, the City Commission concurs that the purpose of the request for density increase is to promote residential infill on vacant or redeveloping sites within existing, developed, urbanized areas, which are residential in character, or to provide a residential development alternative to strip commercialization in areas where:

- Strip commercial development presently exists; or
 - There is a trend toward strip commercial development; or
 - Existing zoning lots, although vacant, constitute a potential for the establishment or expansion of strip commercial development.
- In all cases of requests for consideration of density increases pursuant to this section, each of the following shall also be applicable:
 - Nothing in this section shall be construed as guaranteeing the achievement of the density increases, or any portion thereof, provided for in this section; nor shall this section be construed as guaranteeing even the achievement of the maximum density limit, or any portion thereof, established in other sections for the R-4, R-6, R-9, R-12, R-16 and R-20 plan categories. This section shall only be construed as providing for the conditions and limitations under which requests for consideration for density increases may be filed. In no case is the City Commission required to grant

the request, or any portion thereof. However, if a request has met all the conditions, limitations, and requirements of this section, and if the City Commission finds that a request fulfills the stated intent and public purpose of this section, and meets the Goals, Objectives, and Policies of the Plan, the City Commission may then have the option of granting a request for a density increase without a plan amendment, as provided herein, after receiving the recommendation of the Planning Commission staff.

- Any density increase shall be compatible with existing, proposed, or planned surrounding development. Net project densities within a particular project located within surrounding developments shall not be used as a measure of such compatibility. Compatible densities need not be interpreted as "comparable" or "the same as" surrounding developments, if adequate provision for transitioning to higher densities is required and met by, but not limited to, such means as buffering, setbacks, and graduated height restrictions. Notwithstanding the above, any density increase considered under this section is required to be consistent with all applicable provisions contained in the Plant City Comprehensive Plan.
- All applicable development regulations pertaining to any request for higher densities shall be adhered to.
- Nothing in this section shall be construed as creating an argument for increasing intensities for non-residential uses allowed in residential land use categories.

Uplands Density Credit Incentives

Because certain upland forest areas are desirable to protect but do not fall into the same degree of environmental sensitivity as protected wetland areas, a method of providing an incentive for their preservation needed to be considered. The upland forest



communities identified as desirable to be preserved are defined as Sandhill Pine Flatwoods, Sand Pine Scrub, Xeric Hammock and upland Mesic Hammock. The preservation of these upland forest communities would help provide additional wildlife habitat and increase the aesthetic attractiveness of the developments of which they would be a part. Encouraging the conservation of upland forest communities would also assist in the preservation of an important resource that has been difficult to protect.

This density credit incentive provides a mechanism to encourage developers to preserve upland forest communities, but still provide flexibility in cases where conservation would be difficult, and it will designate agency responsibility for determining on-site inspection of significant upland habitats eligible for density credits.

A blanket protection of upland communities would be more difficult than the system of protection established for wetlands. Upland communities often make up a much larger percentage of a development site and are generally located on land that is very suitable for development. Wetlands, in most cases, represent the most difficult sites to develop.

Any acreage used to calculate credit for the upland density credit incentive shall be recorded as a permanent conservation easement on the subdivision plat and lot deed and may not be eligible for any future development rights.

The density credit formula for protection of wetlands would remain as presently defined in the Comprehensive Plan. Wetlands would receive full density credit if they made up less than 25% of a development's upland acreage. A project that contained more than 25% of its acreage in a wetland classification would receive a credit of 25% of the developable upland acreage. Before the upland forest community incentive could be considered the wetland credit must be calculated. The combination of the wetland density credit and the upland density credit incentive can never result in a net density on the developed project acreage of more than double the gross density of the land use category where the development is located.

Example 1:

If a project is in the Residential-4 Land Use Plan Category, which allows consideration of up to 4 dwelling units per gross acre, the net density on the acreage actually being developed could never be higher than 8 dwelling units per net acre with a combination of both wetland and upland density credits.

The density credit incentive for upland forest preservation would provide a 25% extra credit for Sand Hill Pine Flatwoods, Sand Pine Scrub, Xeric Hammock or Mesic Hammock. This 25% density credit incentive would work in the following manner. For any upland forest community 1 acre or greater in size, a 25% bonus density credit incentive would be given for the land that will be designated on the final plat as a conservation area and protected from development. The following examples



illustrate how the density credit incentive could be applied to an actual development:

Project not using Upland Forest Community Density Credit:

Total Project =	100 Acres
Upland Forest Community eligible for Density Credit =	25 Acres
Land Use Plan Category R-4 =	4 d.u. per Gross Acre
Total allowed dwelling units without Upland Forest Community Density Credit: 100 ac x 4 du/ga =	400 Dwelling Units

Same project using Upland Forest Community Density Credit:

Total with Upland Forest Community Density Credit:
 25 ac (upland preservation) x 1.25 (additional 25% credit) =
 31.25 eligible acres for credit x 4 du/ga = 125 Dwelling Units
 75 acres remaining developable land x 4 du/ga =
 300 d.u. + 125 du from density credit incentive =
 425 dwelling units total allowed units per project with upland credit

Therefore an incentive of 25 extra units for saving the 25 acre upland forest community would be given to developer. This would equal a net density of 5.66 units per net acre on developable land. Since this density is less than double gross figure this credit could be considered.

Example 2:

Project not using Upland Forest Community Density Credit:

Total Project =	100 Acres
Upland Forest Community eligible for Density Credit =	50 Acres
Wetlands =	10 Acres
Land Use Plan Category R-4 =	4 d.u. per Gross Acre
Total allowed d.u. without Upland Forest Community Density Credit: 10 acre wetland x 4 d.u. per gross acre =	40 Dwelling Units

(Full density credit is given because wetland makes up less than 25% of project).

90 acre developable land x 4 d.u. per gross acre =	360 Dwelling Units
=	
Total units without upland Forest Community Density Credit =	400 Dwelling Units
Total with Upland Forest Community Density Credit: 50 ac. (upland preservation) x 1.25 (additional 25% credit) = 62.5 eligible acres for credit x 4 (R-4 d.u. per gross acre) =	250 d.u.
10 ac wetland x 4 (R-4 d.u. per gross acre) =	40 d.u.
40 acres developable land x 4 (R-4 d.u. per gross acre) =	160 d.u.
250 d.u. + 40 d.u. + 160 d.u. =	450 Dwelling Units

However, because maximum net density is limited to only 2 times d.u. per gross acre allowed in land use category, total units would be limited to 320 units. (2 x 4, R-4 d.u. per acre) x 40 acres developable = 320 units.



Therefore, maximum upland area that could be protected and still receive maximum density credit would be 35 acres on a 100 acre site with a 10 acre wetland.

Example 3:

Project not using Upland Forest Community Density Credit:

Total Project =	100 Acres
Upland Forest Community eligible for Density Credit =	35 Acres
Wetlands =	10 Acres
Land Use Plan Category R-4 =	4 d.u. per Gross Acre
Total allowed d.u. without upland Forest Community Density Credit: 100 Acres x 4 d.u. per gross acre =	400 Dwelling Units
Total with Upland Forest Community Density Credit = 35 ac (upland preservation) x 1.25 (additional 25% credit) = 43.75 eligible acres for credit x 4 (R-4 d.u. per gross acre) =	175 d.u.
10 ac wetland x 4 (R-4 d.u. per gross acre) =	40 d.u.
55 acres developable land x 4 (R-4) d.u. per gross acre =	220 d.u.
Total units allowed with upland preservation =	40 d.u. + 175 d.u. + 220 d.u. = 435 Dwelling Units

Since maximum net density of developable land is limited to only 2 times du/ga (allowed in land use category) 55 developable acres divided by 435 units = 7.90 units per net developable acre) and therefore, 7.90 units per net developable acre would fall within 8 units per net acre which is double the R-4 allowed gross density and could be allowed for consideration.

In cases where the allowed number of units is a fraction exceeding the whole number, the number will be rounded to the lower whole number. For example, 12.5 units calculated will be interpreted as 12.0 units.

The upland forest density credit incentive provides an encouragement to creative developers who want to take advantage of a method of conservation by providing them an economic incentive for doing so. The limitation of the net density of a project's developable acres to only double the gross density allowed in the development's land use category protects surrounding neighborhoods from densities that might be incompatible.

Locational Criteria and Development Standards for Commercial Uses in Residential and Industrial Land Use Categories

Under the classification system, commercial uses are eligible for consideration in residential land use categories if, among other things, they meet certain "development standards" described in this section. These standards would be applied during the review of proposed rezonings, or during the review of any proposed "development order".

The locational criteria and development standards are not the only factors which would have to be considered for approval of a commercial or office use. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and



zoning regulations would carry more weight than the locational criteria and development standards in the approval of the potential commercial use. The locational criteria and development standards would only designate locations that could be considered, and they in no way guarantee the approval of a particular commercial or office use in a possible node. The following statements explain the policies of the Comprehensive Plan and zoning regulations that will be used to determine whether a commercial use is appropriate that is being considered under the locational criteria and development standards.

Land Use Compatibility

All proposed commercial uses must be compatible with existing surrounding development. Commercial and offices uses that would have a negative or blighting influence on adjacent residential neighborhoods, or individual residences should not be permitted. Any commercial or office development approved must provide proper buffering between adjacent land uses.

Services and Facilities

All proposed commercial or office development must maintain the adopted non-transportation levels of services such as water, wastewater and other services found necessary, or be able to provide these services in a manner consistent with other adopted levels of service within the Comprehensive Plan, zoning regulations, health standards, and other appropriate governmental agencies' policies.

Environmental Considerations

All proposed commercial or office development shall be allowed only in areas where it can be demonstrated that environmental damage will not occur if the applicable development regulations of environmental agencies such as Southwest Florida Water Management District, Environmental Protection Commission of Hillsborough County (EPC) and Florida Department of Environmental Protection (FDEP) are followed.

Transportation

All proposed commercial or office development shall only be allowed at nodes and shall mitigate its transportation impacts through the payment of the appropriate Plant City Mobility Fee.

Development Standards and Locational Criteria

These standards will apply to all retail, office and other commercial uses and are intended to:

- Provide a means of ensuring appropriate commercial development without requiring that all commercial sites be designated on the Future Land Use Map;
- Establish a maximum FAR to ensure that the scale of commercial development is generally consistent with surrounding residential character; and
- Ensure that commercial uses may be considered for approval only where:
 - adequate access can be provided to commercial uses;
 - such uses are located with access to types of roadways which carry vehicular traffic between residential areas, or between residential and non-residential uses;



- their location is directed to appropriate "nodes" and roadways so as to facilitate the determination of areas within which commercial uses may, and may not, be expected to develop in the future, and;
- such uses are located so as to maintain the vehicular capacity of public roads by discouraging linear ("strip") commercial development and the multiple access points which are likely to accompany such linear commercial development. Frontage roads will be located where the City has established a policy for them.

These proposed standards are not, however, the only mechanisms in the plan to be relied on for ensuring that commercial uses are of a type, scale, location, and design, which is best suited for achieving the objectives listed. Policies in the Comprehensive Plan ensure the compatibility of nearby land uses, conserve wetlands and other natural resources, and ensure the adequacy and availability of public facilities and services will also limit location, size and design of commercial uses through the development review and approval process.

Certain existing commercial uses may not demonstrate consistency with either the applicable maximum FAR, or the locational criteria, or both, but may represent viable existing development that should be recognized. However, in all cases, new development must be consistent with the adopted *Plant City Comprehensive Plan*.

These standards for commercial uses are directly linked to the land use classification system by limiting size, and by requiring consistency with certain locational criteria, based on the land

use category within which a commercial use exists or is proposed. The following text indicates the "level" of commercial uses which may be considered under each land use category. Collector and arterial roads shall be defined in accordance with the Comprehensive Plan.

Maximum building square footage per project is 3,000 square feet without a PD Planned Development District approval from Plant City. All proposed commercial uses must be located on property to which primary vehicular access is provided from roadways functionally classified as collector or higher.

The maximum building FAR represents the most intense development potential that may be considered on the parcel. All proposed commercial uses must be located in accordance with the following locational criteria:

Residential Land Use Categories

Residential-6, Residential-9, Residential-12, Residential-16, and Residential-20 (R-6, R-9, R-12, R-16, and R-20) Land Use Categories may have neighborhood commercial development considered according to the following criteria:

Residential-6:

- Nodal development at the intersection of collectors and/or arterials at a maximum linear distance of 250 feet measured from the property line along a collector or arterial;
- Maximum Floor Area Ratio (FAR) of .25



Residential–9, 12, 16 and 20:

- Nodal development at the intersection of collectors and/or arterials at a maximum linear distance of 500 feet measured from the property line along a collector or arterial;
- Maximum Floor Area Ratio (FAR) of .35

Exceeding the maximum nodal distance requirements in a residential land use category may be considered when:

- Seventy five (75) percent of the frontage associated with the use is within the linear frontage of the commercial node, or;
- Fifty (50) percent of the blockface has existing commercial development, or;
- The commercial use is proposed to be developed as an integrated support component of a residential planned development and utilities are available, along with conformance with the urban design criteria established in this Plan and Land Development Regulations.
- The use is a medical office or clinic, associated medical uses that supports or is the South Florida Baptist Hospital. Such use shall be approved as an adopted Planned Development District if:
 - It is within the area described as:
 - Northern Boundary - North right-of-way of Risk Street;
 - Western Boundary - Western right-of-way of Mobley Street;
 - Southern Boundary - Northern right-of-way of CSX Railroad, and
 - Eastern Boundary - A line following the eastern right-of-way of Dort Street, Baranca Street (excluding Lot 14, Block

5, Poinsettia Place to the northern right-of-way of the CSX Railroad.

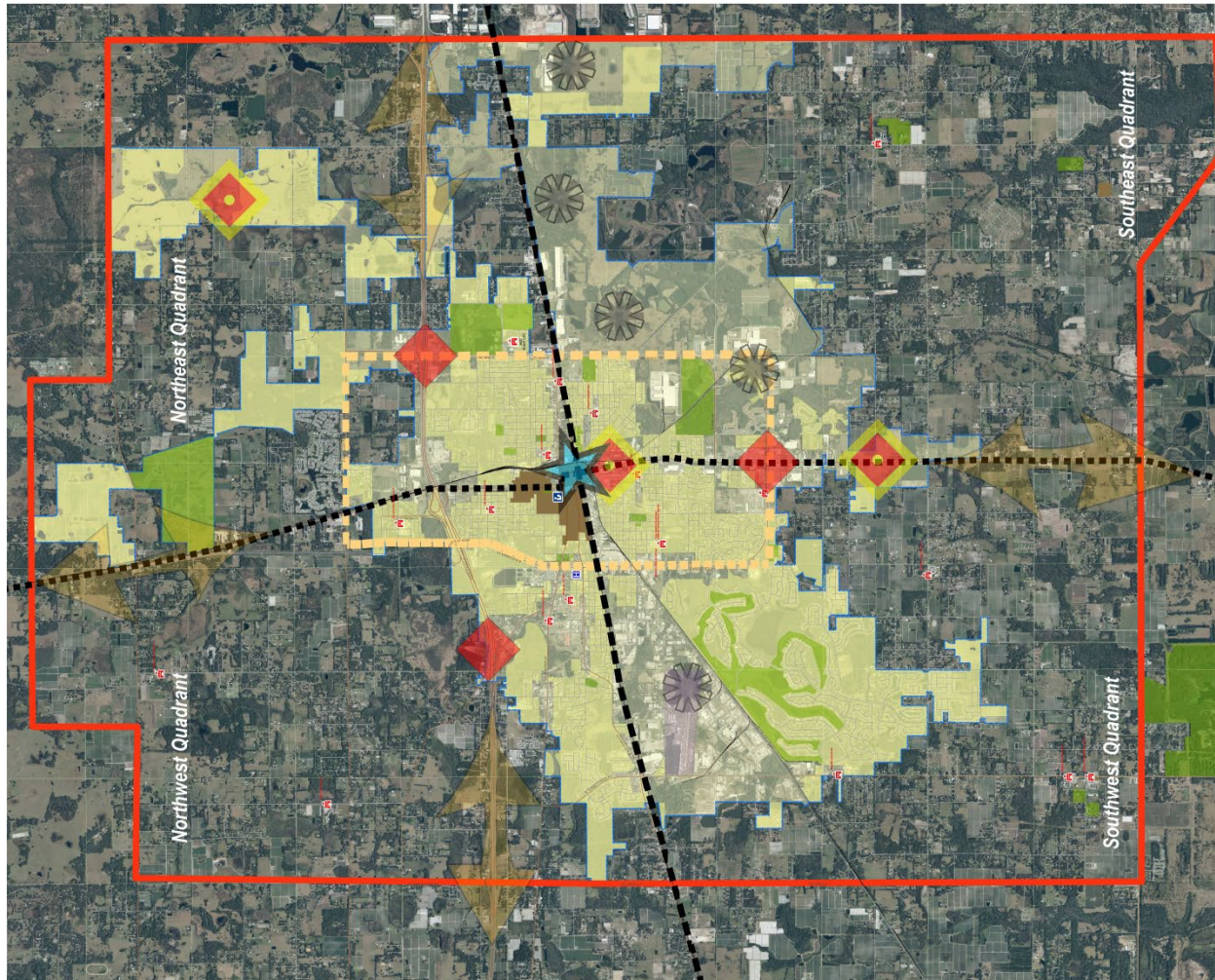
- It supports the infill policies of the Plant City Comprehensive Plan.
- It is generally compatible with the surrounding area in scale, intensity, activity, impact, and is harmonious with the adjacent architectural style.

Industrial Land Use Category

Commercial development in the Industrial Land Use category is limited to ten (10) percent of the development's building square footage.



LU MAP 1 - PLANT CITY VISION MAP



Plant City Vision Map Figure 1

THE PLANNING COMMISSION

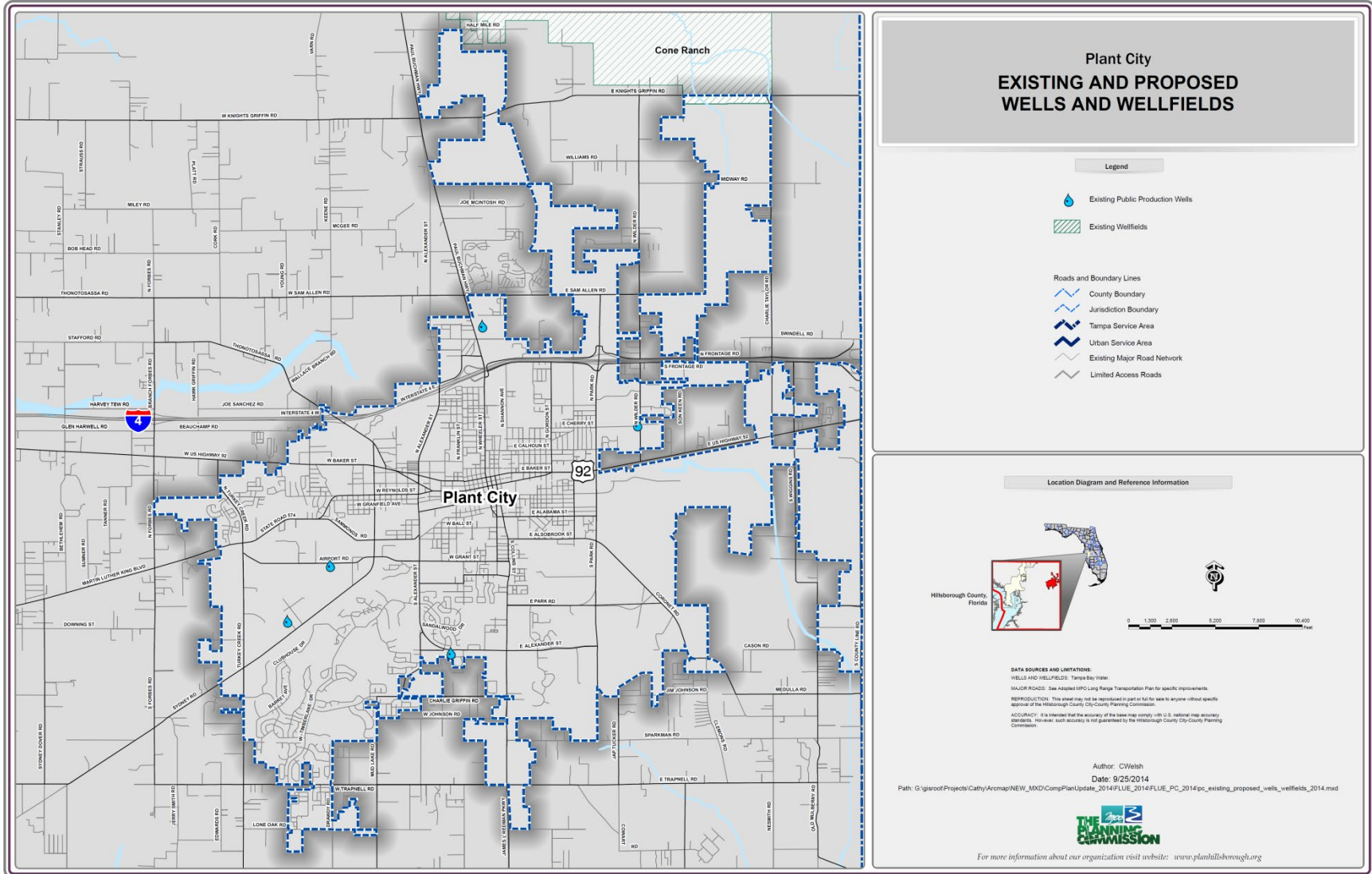
Copyright © The Hillsborough County, FL, County Planning Commission
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 presented on this map is as accurate as possible. The Commission
 does not warrant the accuracy of the information. The Commission
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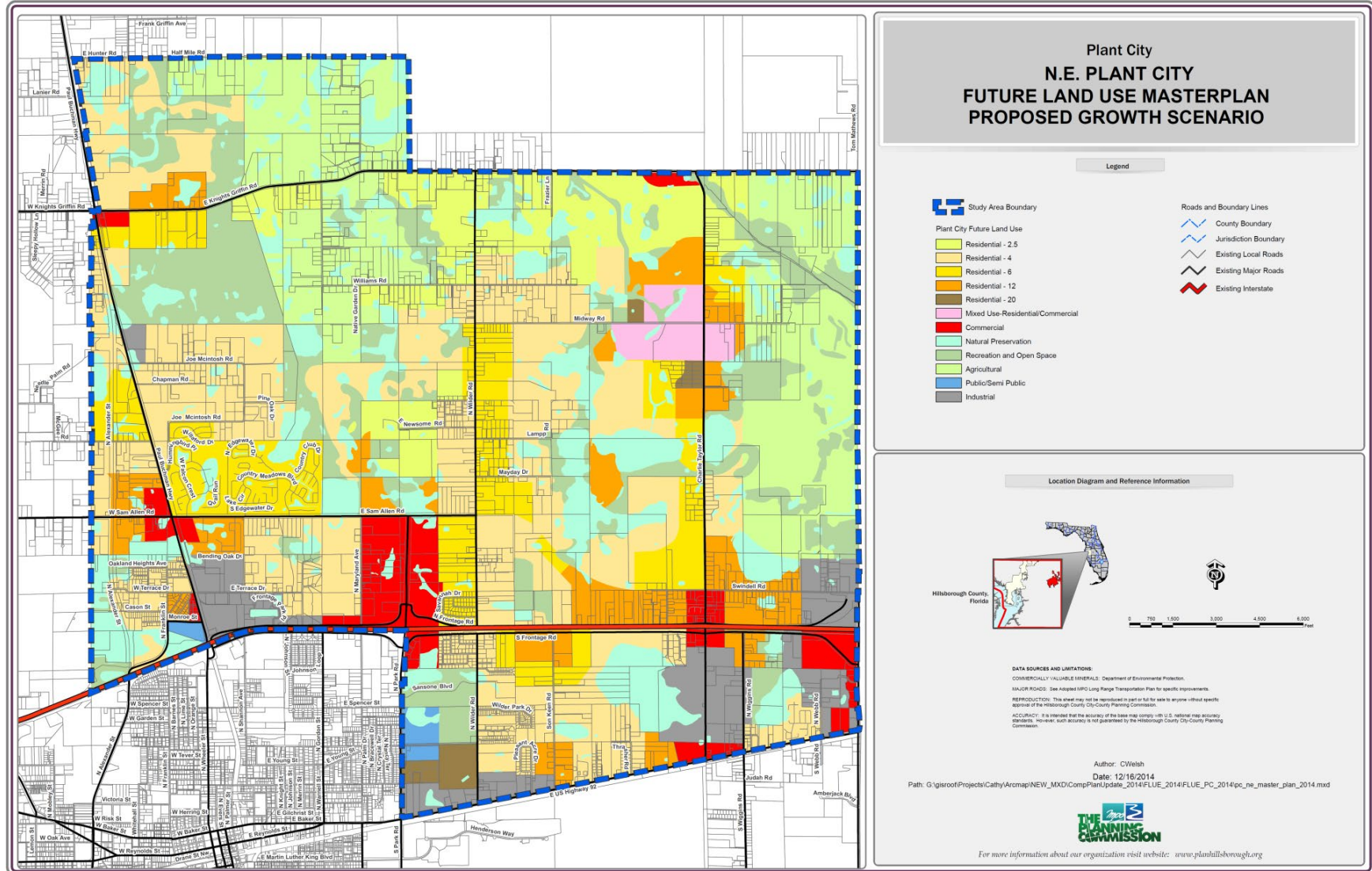
- Commercial Activity Center
- Existing and Emerging Intermodal Area
- Market Use Districts
- Downtown
- Libraries
- Schools
- Park City Airport
- Parks and Open Space
- Residential
- Future Administration Area
- Assessment
- Central Loop
- Quadrant Boundary



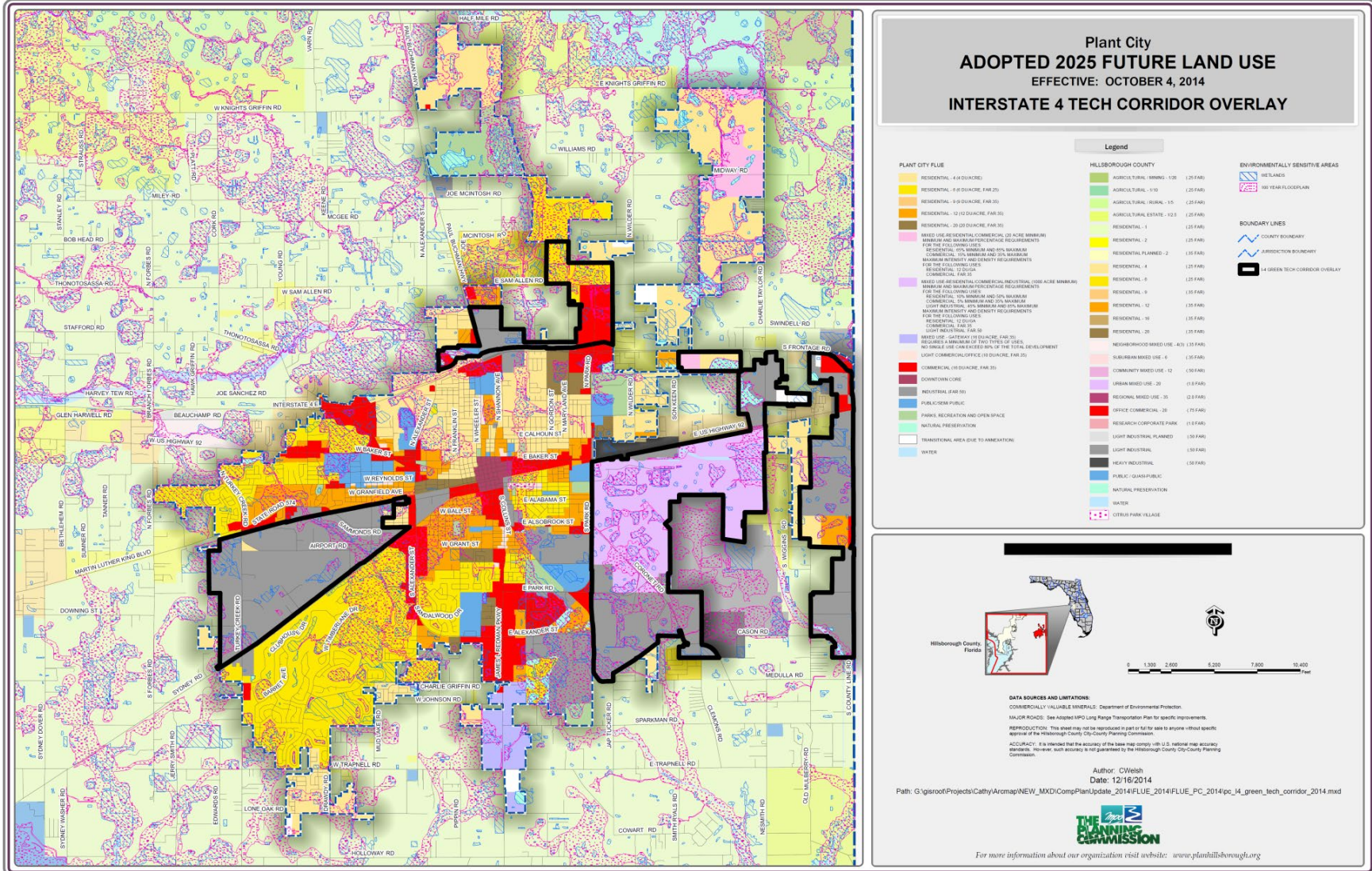
LU MAP 3 – WELLHEAD RESOURCE PROTECTION MAP*



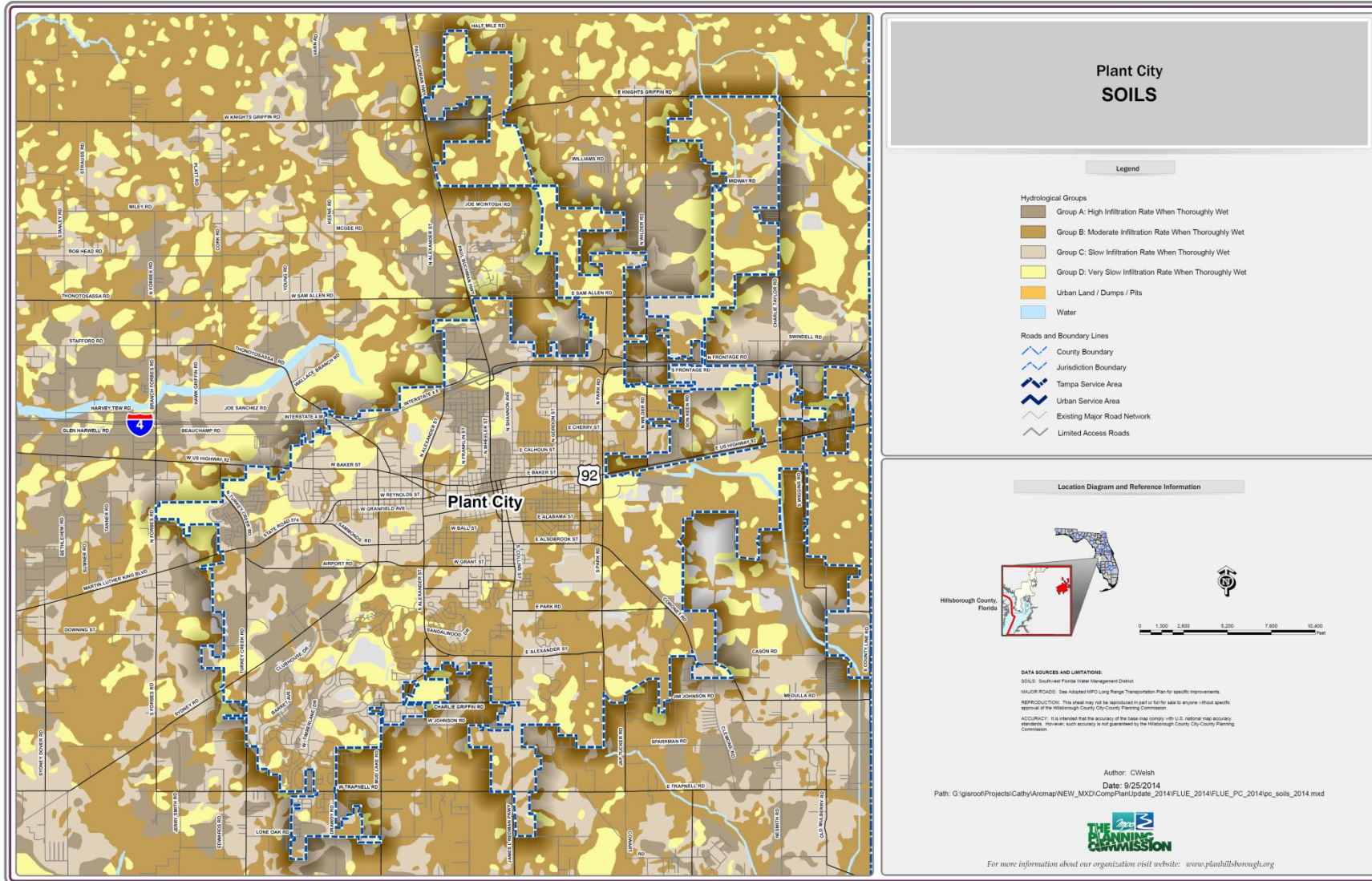
LU MAP 4 – FUTURE LAND USE SCENERIO MAP OF THE NORTHEAST PLANT CITY AREA MASTER PLAN*



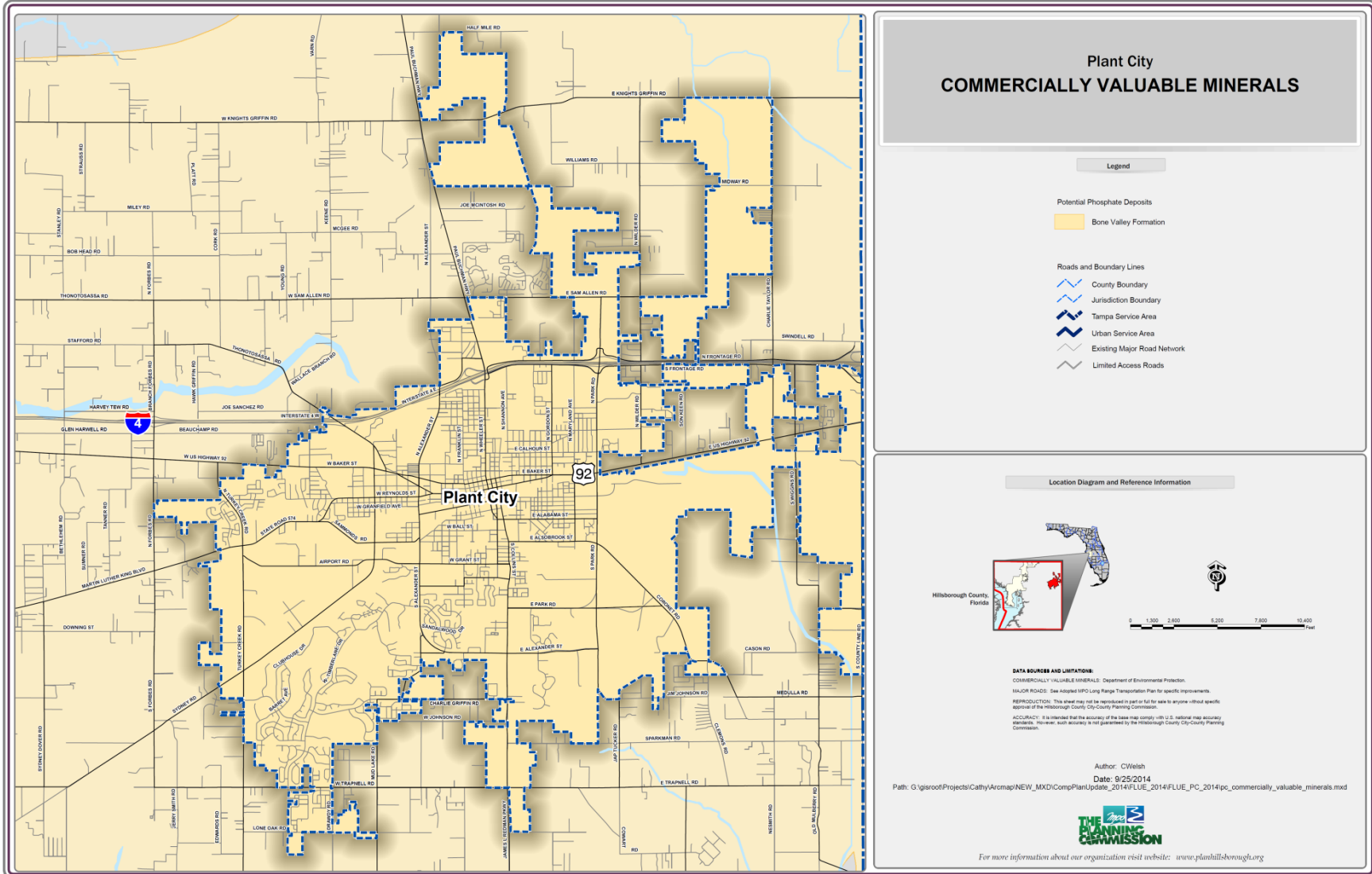
LU MAP 5 – INTERSTATE-4 TECH CORRIDOR OVERLAY MAP*



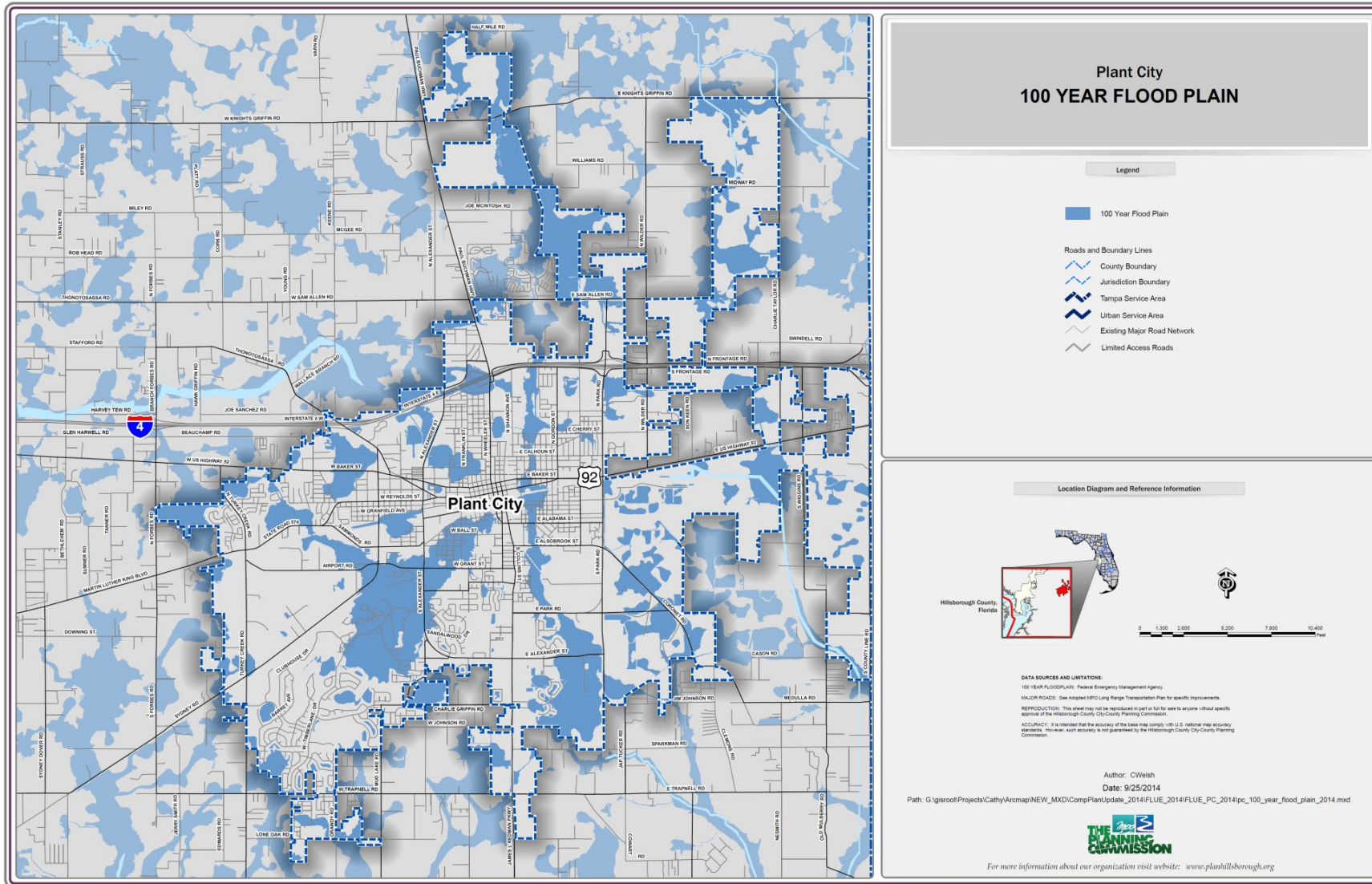
LU MAP 6 – SOILS MAP*



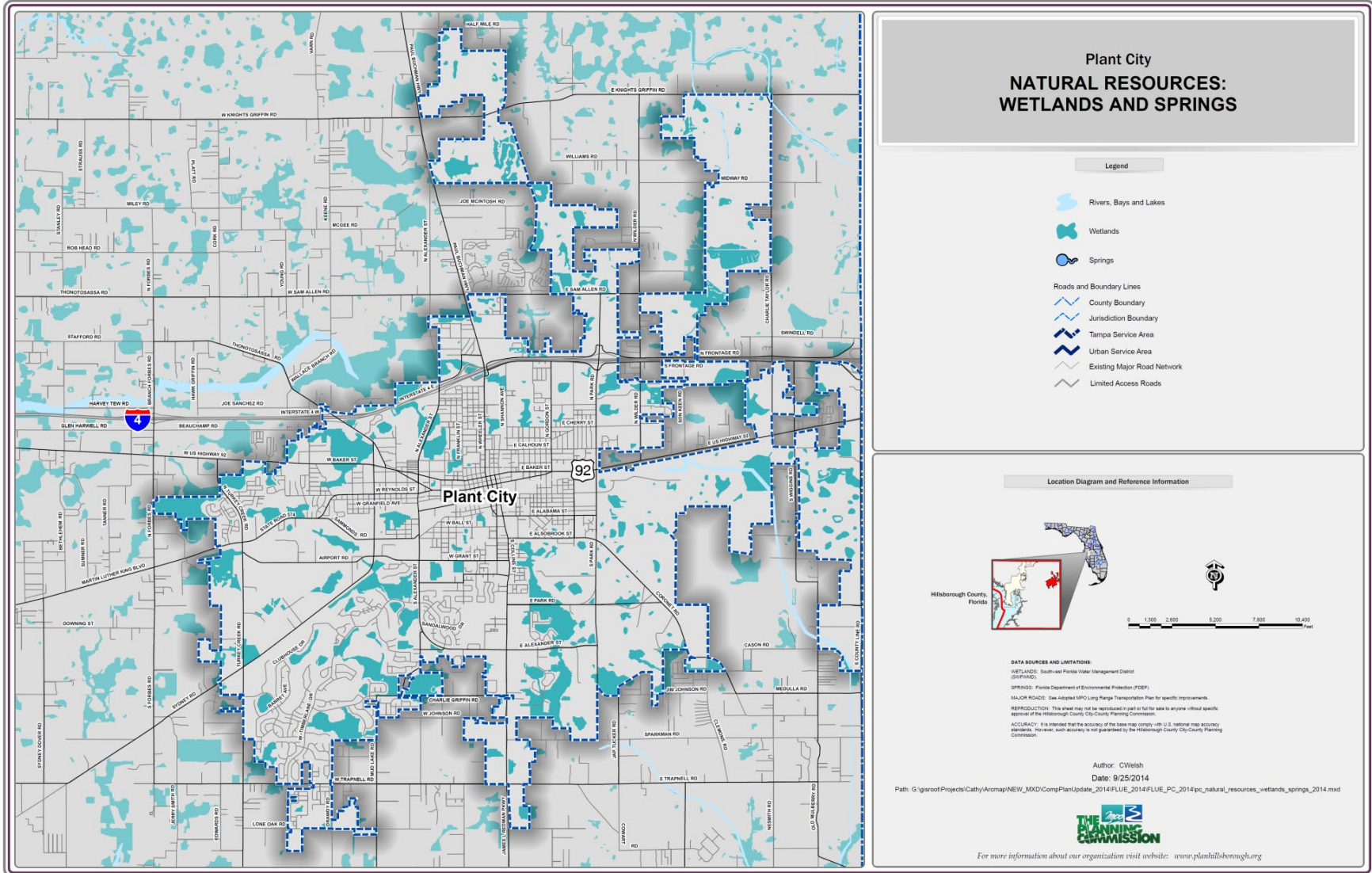
LU MAP 7 – COMMERCIALLY VALUABLE MINERALS MAP*



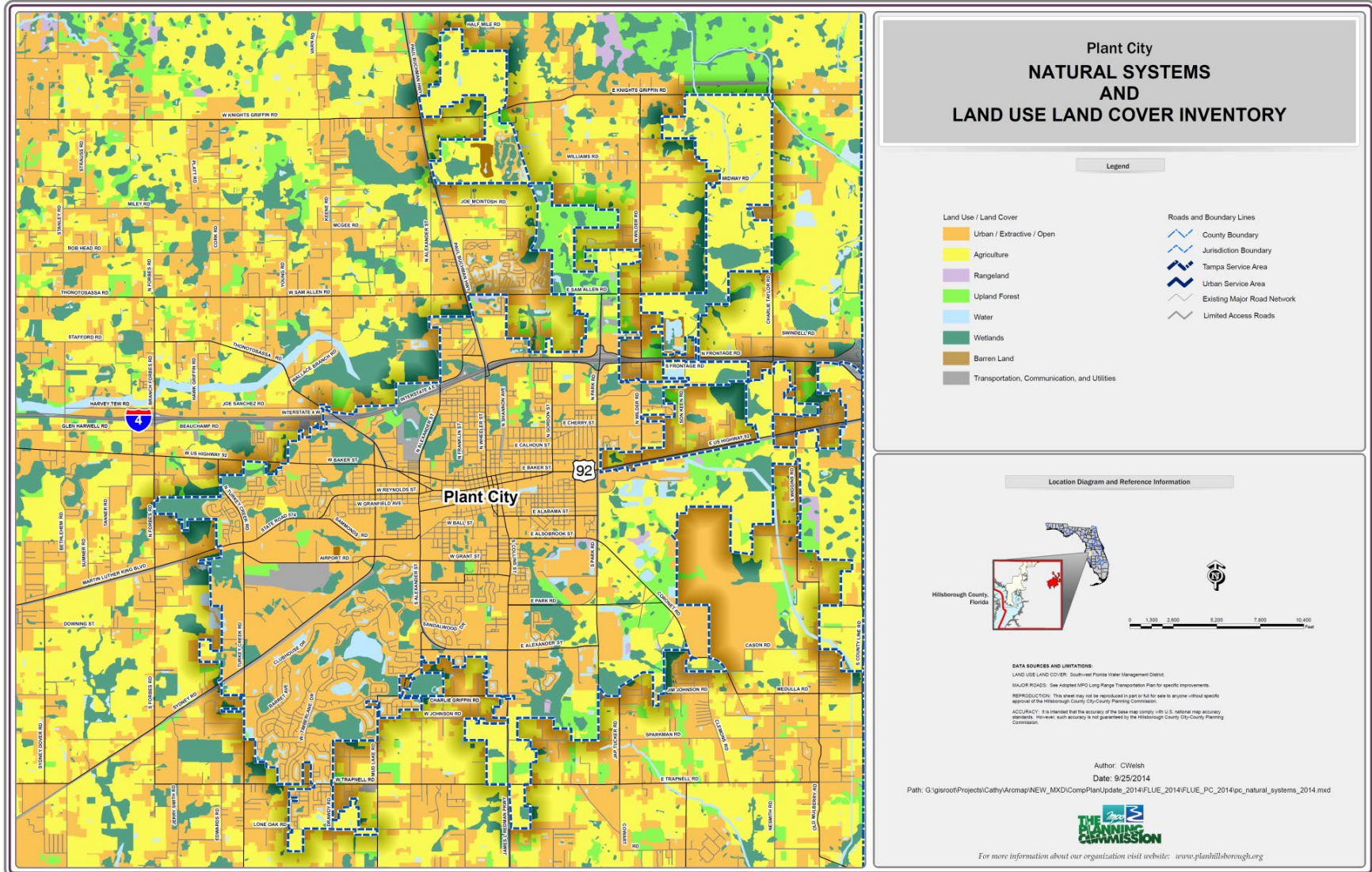
LU MAP 8 – 100 YEAR FLOODPLAIN MAP*



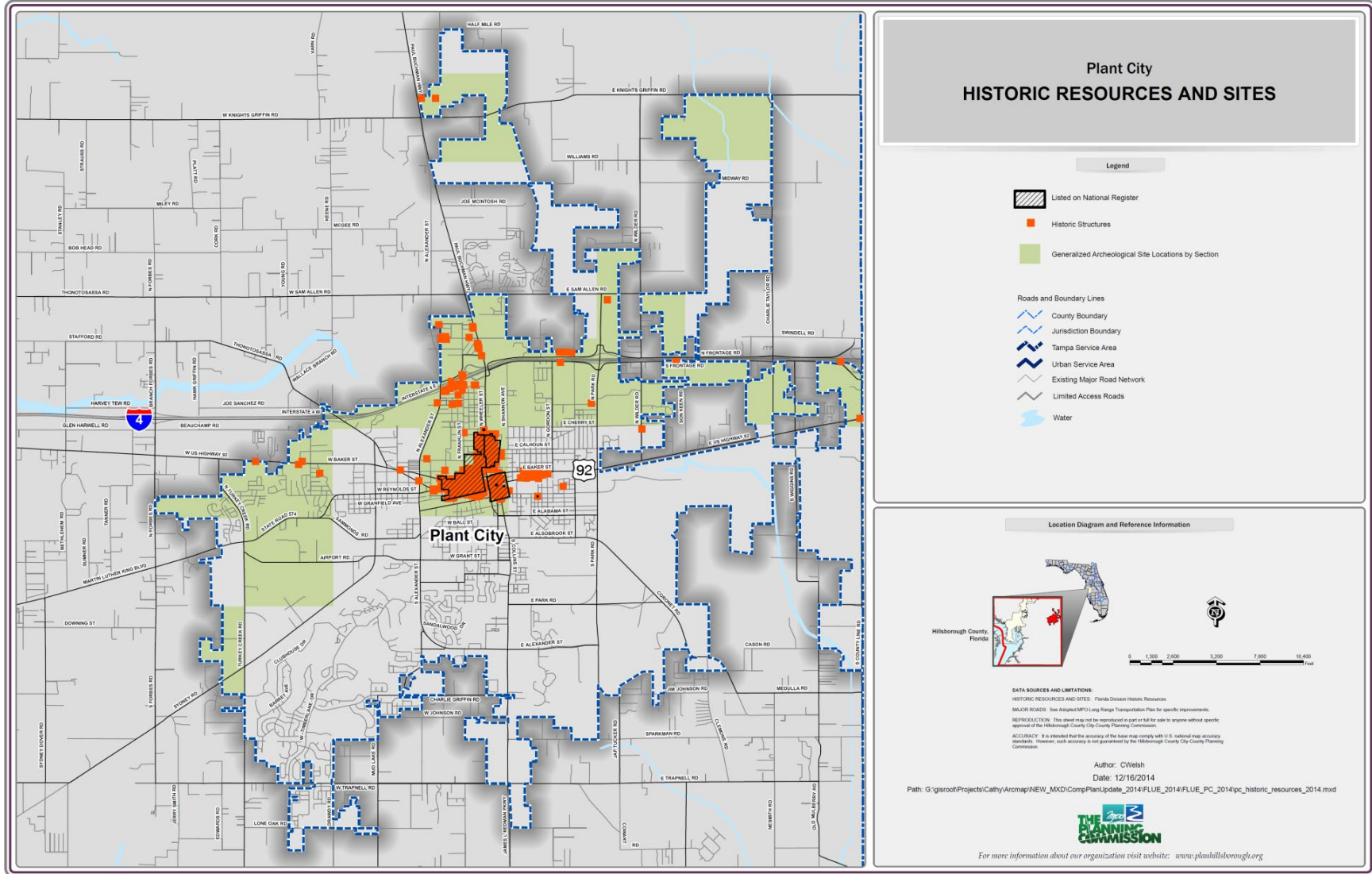
LU MAP 9 – NATURAL RESOURCES, WETLANDS MAP*



LU MAP 10 – NATURAL SYSTEMS AND LAND USE COVER INVENTORY MAP*



LU MAP 11 – NATURAL SYSTEMS AND LAND USE COVER INVENTORY MAP*



Property Rights

Introduction

House Bill 59 (2021), Chapter 2021-195, Laws of Florida, which requires that each local government adopt a property rights element into its comprehensive plan, became effective on July 1, 2021. The inclusion of this element is intended to acknowledge and respect private property rights and to ensure they are considered in the local decision-making processes of the City of Plant City.

Goals, Objectives, and Policies*

PR GOAL 1: ACKNOWLEDGE PRIVATE PROPERTY RIGHTS TO ENSURE THEIR CONSIDERATION IN THE LOCAL DECISION-MAKING PROCESSES OF THE CITY OF PLANT CITY.

PR Objective 1.1: Respect private property rights in the City of Plant City.

PR Policy 1.1.1: The following rights shall be considered in the local decision-making process:

- The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for

the use of any other person, subject to state law and local ordinances.

- The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- The right of a property owner to dispose of his or her property through sale or gift.

Strategies for Implementation*

As with other policy statements in the *Imagine 2040: Plant City Comprehensive Plan*, staff will consider these provisions when advising and formulating their recommendations on land use, zoning and other issues that are to be brought before any governmental entities, including, but not limited to, the Plant City Commission.

Mobility

Introduction

Transportation focuses on the mobility of people, not vehicles, throughout Plant City. The City of Plant City is responsible for constructing, improving, and maintaining transportation facilities - not under the jurisdiction of the Florida Department of Transportation or Hillsborough County - that provide for the mobility needs of its citizens.

The current and future transportation needs for Plant City have been developed in close coordination between the City,



Hillsborough County, the Hillsborough Metropolitan Planning Organization (MPO), and the Florida Department of Transportation (FDOT) as articulated in the 2040 Long Range Transportation Plan (LRTP).

Purpose and Objective

The purpose of the Mobility Element is to plan for the development of a multimodal transportation system, pursuant to Chapter 163, Florida Statutes, (F.S.). The basis for planning the transportation system is the future land use map, since the intensity of future land utilization has an influence on the location and extent of transportation system improvements.

This Comprehensive Plan sets out the vision for Plant City and its residents. The Goals, Objectives, and Policies set forth in the Mobility Element are designed to promote a truly multimodal transportation system that meets the vision that has been established. The Plan includes the construction and expansion of roadways, and the inclusion of bicycle and pedestrian friendly designs in roadway improvements. It is clear that through the proper implementation of the policies, and with the cooperation of other involved governments, the adopted MPO Long Range Transportation Plan Cost Affordable Plan improvements will be in place to provide mobility to the people of Plant City.

Organization

The Mobility Element connects the community's vision for multimodal transportation with future capacity needs identified during the planning process for the 2040 LRTP.

The first section is the **Inventory and Analysis**, which provides information about the existing transportation system of Plant City. The next section is the **Future Needs and Alternatives**, which examines population and development growth projections and estimates potential transportation system improvements necessary to serve future travel demand. The system improvements assessed include those adjacent to the City that are part of the adopted Northeast Plant City Area Master Plan. Future travel demand is based on the land uses shown in the Future Land Use Element. This section also includes strategies for improved linkages between transportation and land use development plans as outlined in the 2040 LRTP.

The final section is **Goals, Objectives and Policies**, which includes measurable objectives and specific action-oriented policies that outline the desirable characteristics of the transportation system. The Objectives serve as measures to gauge progress toward achieving the Goals, and the Policies are guides for actions that will result in achieving the Objectives.

INVENTORY AND ANALYSIS

The Inventory and Analysis identifies the condition of the existing transportation system in Plant City and its adjacent areas by analyzing the operating conditions of those facilities. The inventory and analysis is broken down into the following sections: Highway System, Transportation Disadvantaged System, Intermodal Systems, and Bicycle and Pedestrian System.



Highway System

The existing roadway network for the City of Plant City is shown on MBY Figure 1, 2010 Local and Federal Functional Classification. The primary north-south roads through the City of Plant City are Wheeler Street, Alexander Street, Park Road, Turkey Creek Road, Forbes Road, Collins Street, James L. Redman Parkway, and Thonotosassa Road. The primary east-west routes through Plant City include Interstate-4 with interchanges at, Thonotosassa Road, Alexander Street, Wheeler Street, Park Road, and County Line Road, U.S. 92 (Baker Street), State Route 574 (Reynolds Street), Sammonds Road, and Alsobrook Street. The downtown area is served by Baker Street, Mahoney Street, Reynolds Street, Evers Street, Collins Street, Wheeler Street, and Haines Street.

Inventory of Existing Facilities

An inventory of the existing roadway network was prepared as a basis for examining the existing roadway deficiencies and projecting roadway needs. The inventory of existing roadway facilities shown in MBY Figure 1 are also listed in MBY Table 1.

An inventory of all major roads on the State, County and City roadway network is maintained as the basis for evaluating roadway operating conditions, deficiencies and needs. The information provided in this inventory includes: the jurisdiction having maintenance responsibility; functional classification; roadway segment length; the 2010 lane arrangement; level of service standard; existing roadway capacity; current daily traffic volume; volume to maximum service volume ratio; and level of service.

Data Analysis Methodology

Highway level of service is a concept developed by the Transportation Research Board to identify the quality of roadway operating conditions. The existing LOS for each roadway segment is calculated using the standardized descriptions below and the results are illustrated on MBY Figure 2 and listed in MBY Table 3.

- **LOS A** — Represents free flow. Individual users are virtually unaffected by others in the traffic stream. Vehicles are completely unimpeded in their ability to maneuver and, as a result, freedom to select a desired speed exists. Delay at intersections is minimal.
- **LOS B** — Represents reasonably unimpeded operations. Ability to maneuver and select a desired speed is only slightly restricted and delays are not bothersome.
- **LOS C** — Represents stable flow. The ability to maneuver and select a desired speed is restricted by the presence of others.
- **LOS D** — Represents high-density but stable flow. Speed selection and maneuverability are severely restricted. Small increases in flow may cause substantial delays and significant decreases in operating speed.
- **LOS E** — Represents operating conditions at or near capacity. Freedom to maneuver and select a desired speed is extremely difficult. Attempting to change lanes usually requires another motorist to yield. Small increases in flow will cause operational breakdown.
- **LOS F** — Represents forced flow or breakdown. Severe intersection congestion is likely at critical intersections with long delays resulting. Operations are characterized by stop-and-go waves that are extremely unstable.



The level of service analysis is based on the Generalized Level of Service Volume Tables included in the latest edition of the Florida Department of Transportation Quality/Level of Service Handbook. Also, the tables are based on the latest Highway Capacity Manual, which determines arterial levels of service based on average travel speed.

This Element utilizes peak hour, peak direction levels of service for existing conditions and peak hour levels of service for future conditions. FDOT recommends using the 100th highest hour to meet this requirement. The 100th highest hour approximates a peak hour during the peak season. The level of service analysis used follows the FDOT recommendations. MBY Table 2 lists the level of service standards for state roads.

Roadway Deficiencies

Based on the analysis of existing conditions, none of the major roadways located in and around Plant City are operating at a deficient LOS. Recently however, traffic counts on Interstate-4 have indicated there were periods of time where operating conditions were determined to be deficient.

Existing Needs

While the current conditions indicate that there are no deficient roadways, current projects are ongoing to widen and extend existing roadways in an effort to provide for congestion relief. The most notable project that is included in the current five-year work program is the widening of Sam Allen Road to 4 lanes divided between Paul Buchman Highway (SR 39) and Park Road. In addition, the extension of Alexander Street from

Interstate-4 to Knights Griffin Road has recently been completed.

Transportation Disadvantaged System

The Hillsborough County Board of County Commissioners (BOCC) operates the Sunshine Line, which provides door-to-door paratransit service for the elderly, low income, persons with disabilities and children at high risk based on established eligibility requirements. The BOCC is also designated by the Commission for the Transportation Disadvantaged (CTD) as the Community Transportation Coordinator for Transportation Disadvantaged (TD) services in Hillsborough County. The Hillsborough County Transportation Disadvantaged Coordinating Board (TDCB) produces the *Ride Guide*, an extensive guide to TD services in the county, which is distributed at governmental, social service agencies and non-profit organizations, and is available on-line at <http://www.hillsboroughmpo.org> under "Transportation Disadvantaged".

Intermodal Systems

Plant City Airport Industrial Area

The Plant City Airport Industrial Area is bounded by SR 574 to the north, the CSX railroad line to the south, and Turkey Creek Road to the west and Woodrow Wilson Street to the east. Plant City Airport and Plant City Industrial Park are located within this area.



Land Use: Existing land use is a mixture of light industrial uses. External expansion of this area is constrained by surrounding residential and agricultural uses. Adjacent industrial operations generate a significant amount of freight related truck activity, most of which is directed to the I-4 corridor.

Access: The primary roadway corridors serving the area include Sydney Road/Woodrow Wilson Street, Martin Luther King Boulevard (SR 574), Sammonds Road, and Turkey Creek Road. The Plant City Airport Industrial Park is served by CSX, which have several rail sidings to businesses located in the area. I-4 is accessed via US 92 and Forbes Road.

East Plant City Industrial Area

The East Plant City Industrial Area is located along the Park Road corridor and extends eastward along US 92 to County Line Road.

Land Use: This area has significant industrial growth potential. Also, several large recreational facilities are located within the area, including Plant City Stadium.

Access: Collectively, the industrial activities within this center generate significant heavy truck traffic. A significant portion of this traffic uses Park and County Line Roads to access I-4, while other traffic uses SR 39 and County Line Road to move goods to SR 60.

Plant City Airport

The Hillsborough County Aviation Authority is updating the Plant City Airport Master Plan, last revised in 2003. Although not yet finalized, an updated inventory of existing conditions has been completed. The Plant City Airport (PCM), originally founded in 1948 for the purpose of shipping strawberries, now comprises 195 acres and serves the general aviation needs of eastern Hillsborough County. The PCM is located approximately two miles southwest of the City’s central business district and approximately 1.75 miles south of I-4. There are multiple access roads including I-4, US 92, and State Roads 39, 60, and 574. Access to the airport is considered good.

The runway was last lengthened in 1999 along with the construction of a terminal facility and two hangars constructed, and in 2012, an additional hangar was constructed for aircraft storage. On April 1, 2010, the Hillsborough County Aviation Authority (HCAA) adopted Resolution No. 2010-54, Airport Zoning Regulations for Tampa International, Plant City, Tampa Executive, and Peter O. Knight Airports. The zoning regulations were established to promote aviation safety, to limit the height of structures located within the vicinity and approaches of airports, to discourage land uses that are incompatible with existing and planned airport operations, and to establish administrative procedures for the uniform review of land development proposals.

The Plant City Code of Ordinances (Subpart B, Chapter 102, Division 16) also defines permitted uses, special requirements, and minimum building requirements for the area surrounding



PCM that is zoned Airport Industrial District (M-AP). In addition, the Plant City Code of Ordinances (Subpart B, Chapter 102, Division 8) contains Airport Zoning Regulations that are intended to control the height of structures around PCM, prevent the construction of schools within five miles of the runway centerline, and to prevent the construction of sanitary landfills within 10,000 feet of the nearest point of the runway. Height zoning permits and variances must be obtained from the HCAA.

PCM had 92 based aircraft and 48,921 aircraft operations in 2013. The Federal Aviation Administration's Terminal Area Forecast projections of based aircraft increases this number from 92 to 125 over the next 27 years, representing an annual growth rate of 1.97 percent.

Bicycle and Pedestrian System

On-Road Bicycle and Pedestrian Facilities

Plant City is undergoing a renaissance from a quiet, rural community to a city with residential development and a vibrant, active Downtown. There is diversity in its residents and how they get around the City, with many in the population dependent on walking and cycling. With growing interest in the environment, health, and economy, cycling and walking are being realized as practical modes of travel for access to school, shopping, and parks.

Bicycle and Pedestrian Levels of Service

Bicycle and Pedestrian Level of Service are commonly used as quantitative assessments to describe the *performance* and actual *perception* of a roadway corridor, relating to a pedestrian and bicyclist's comfort level. It is a strong quantitative tool that can be used in prioritization of proposed projects. MBY Figures 3 and 4 also display the bicycle and pedestrian levels of service for roadways in Plant City.

Trails and Sidepaths

Considerable progress has been made throughout Hillsborough County in providing sidewalks and on-road bicycling facilities, but in the last few years, demand has grown for protected bike lanes, which are physically separated from traffic. The separation could be a curb, flexible posts, planters, green boulevard areas, or some other means. Expanding the availability of protected walk/bike facilities could attract a much wider user base.

Trails are completely separated from roads and a sidepath is also paved but is located in a road right-of-way, along one side. There are a few trails in Plant City. Some private developments have recognized the benefits of building a trail network throughout their communities, such as Walden Lake. Public opinion surveys repeatedly show that trails and greenways are in great demand, for economic, health, aesthetic, and environmental reasons. The existing and future trails and sidepaths are shown in the Future Needs and Alternatives section on MBY Figure 5, 2040 Multi-Use Trails & Sidepaths.



The Recreation and Open Space Element includes additional trail opportunities.

Bicycle and Pedestrian Usage and Potential

To see real gains in non-motorized travel, construction of facilities and a better correlation of land use patterns are needed. As the cost of fuel and car maintenance rise, and residents become more interested in the environment and personal health, the trend should show that more people will choose walking and bicycling for their travel purposes.

Crash Data

With the highest traffic fatality rate per capita of all large U.S. counties, Hillsborough has a traffic fatality rate of 12.4 fatalities per 100,000 residents based on 2010 data. Further, Hillsborough ranks 12th in the nation (based on counties with populations exceeding 1 million) for having the most traffic fatalities. The four most common safety emphases area crashes in Florida are those that are caused by aggressive driving, vulnerable road users such as cyclists or pedestrians, at-intersection, or lane departures, all of which Hillsborough County ranks in the top five Florida counties for these type of crashes. In addition, the Tampa Bay region has the highest pedestrian fatality rate in the nation with 3.5 pedestrian fatalities per 100,000 residents.

Although Plant City was not the location of the most severe crashes, clusters of pedestrian and bicycle crashes were indicated at the following locations:

- Park Road between US 92 and I-4;
- Alsobrook Street from SR 39 to Park Road;
- Charlie Griffin from Mud Lake Road to SR 39;
- Alexander Street from US 92 to Baker Street;
- Sam Allen Road from Park Road to Wilder Road;
- Baker Street and Gordon Street, and;
- Thonotosassa Road just north of Baker Street.

FUTURE NEEDS AND ALTERNATIVES

The purpose of this section is to identify the needs of the transportation system for the planning horizon year 2040 and which of those needs can reasonably be expected to be implemented based on current revenue assumptions. Analysis of the projected transportation system was done in compliance with Chapter 163, F.S. Land use determines the volume of traffic generation. The location and extent of the transportation system improvements are based on the future land-uses identified on the Future Land Use Map (FLUM). Future traffic volumes were projected using the Florida Standard Urban Transportation System Model Structure (FSUTMS) developed for the Florida Department of Transportation (FDOT). The model uses daily trip generation rates that are specific to each category of land use.

Future Population, Employment and Land Use Trends

The City of Plant City comprises less than two percent of the entire land area of Hillsborough County. With a population of 34,721 in 2010, which was almost three percent of the County total, projections for Plant City’s population exceed 71,523 by



2040. The City will need an additional 13,320 housing units for those new residents.

Using the employment figures from the 2010 Census and the estimates of future employment that were developed for the MPO's Long Range Transportation Plan (LRTP), total employment in Plant City is expected to grow from a base of 26,313 jobs to 34,562 jobs by 2040.

The impact of this growth is addressed in the FSUTMS model. The model incorporates data such as population growth and employment trends, among other characteristics, and depicts the impact of future travel conditions upon the roadways and transit networks.

From a land use perspective, Plant City like the rest of Hillsborough County is experiencing increased demand for residential uses. As such, the City has undergone recent annexations primarily to the northeast of the City's core, including large areas north of I-4. With current conditions on the Interstate and the expectation that it will only worsen, Plant City undertook the development of the Northeast Plant City Area Master Plan to determine what transportation improvements need to be considered in order to provide an alternative to travel on I-4 as pressure continues for annexations and land use plan changes northeast of Plant City.

The Northeast Plant City Area Master Plan – Phase 1 Future Land Use Scenario - 2025 has been incorporated into the Comprehensive Plan by policy in the Future Land Use Element.

The map illustrating the Master Plan Preferred Transportation Alternative has also been adopted as part of the Mobility Element, as MBY Figure 6.

Year 2040 Transportation System

The 2040 Long Range Transportation Plan takes into account projects planned for in the Florida Department of Transportation's Adopted Work Program and the Capital Improvements Program of the implementing jurisdictions in Hillsborough County. This plan is then used to create an integrated, intermodal transportation system designed to serve future population, employment and land use patterns.

Plant City is included within the Federal Highway Administration's Adjusted Urban Boundary. For this reason the urban level of service standards were used in the roadway analysis for Plant City. Portions of the City, which have recently undergone annexation north of Sam Allen Road and east of Wilder Road are included within the 2010 Urban Area Boundary.

2040 Roadway Network

The Year 2040 highway network for Plant City shown in MBY Figure 7 identifies the future planned corridors and how they are expected to function. MBY Figure 8 shows the 2040 highway network after the projects planned for construction by 2040 are completed. Plant City is seeking to extend several roadways eastward from SR 39 in an attempt to develop a grid network consistent with the Northeast Plant City Area Master Plan.



Future Highway Alternatives Analysis

Even with the improvements that are planned to be in place by 2040 as shown in MBY Figure 8, the growth in traffic that is projected to occur during that same time period will consume the available capacity on several roadways creating deficient conditions. MBY Figure 9 shows traffic volumes over capacity for the 2040 network. MBY Table 4 lists the future inventory of roadway segments and the operating conditions that result from the planned growth and improvements. The roadways of specific importance that are projected to be deficient include: I-4 from Branch Forbes Rd. to County Line; US 92 from Walter Dr. to Woodrow Wilson and Wilder Rd. to County Line Road; Grant St. from Alexander St. to SR 39, Alexander St. from Sammonds Rd. to Baker St., SR 39 from Knights Griffin Rd. to Alabama St., Sydney Rd. from Turkey Creek Rd. to Sammonds Rd., and SR 574 from Dover to Sammonds Rd.

Transit Needs and Alternatives

Planning for Future Transit

As of 2006, Plant City ended transit service, the Strawberry Connector which was funded through grants and general revenue. There is a potential that future transit service may be reinstated in Plant City, but like the Strawberry Connector, it will likely be localized circulator service funded through general revenue. Plant City does not participate in the funding of Hillsborough Area Regional Transit (HART). However, if the City decides to fund the Strawberry Connector again, some coordination with HART is expected, particularly for any

connections to nearby Park and Ride facilities on Dover Road and Thonotosassa Road.

Additional planning efforts are underway by the Tampa Bay Area Regional Transportation Authority (TBARTA). TBARTA is responsible for regional planning across a seven county region including Hillsborough. Current efforts underway include the identification of future rail transit connections as well as a supporting bus network.

Travel Demand Management Planning

Travel Demand Management (TDM) comprises an array of strategies to address peak-hour congestion by reducing demand for road space. By encouraging travelers, especially commuters, to make their trip via some method other than driving alone (bus, carpool, vanpool, bike or walk); not to make the trip at all (telecommute, reduced work week); or to shift travel to off peak hours (flex time hours), TDM planning and implementation can facilitate a more effective transportation network and a healthier community lifestyle.

While TDM programs are implemented in Hillsborough County by a number of agencies working in partnership with the MPO and other local governments, only TBARTA Commuter Services covers the Plant City area. A key component to the success of TBARTA Commuter Services in the implementation of TDM programs is outreach through major employers that encourages voluntary adoption and support of programs like carpooling, vanpooling, telecommuting, or transit-use incentives.



Intermodal Future Needs

The *Tampa Bay Regional Strategic Freight Plan completed in July 2012*, identifies future infrastructure needs for the region’s seaports and inland intermodal terminal facilities. Through an examination of potential future land use activity, opportunities to implement new capital improvements are detailed. Constraints that may affect the provision of these improvements are also identified.

Plant City Airport

The Hillsborough County Aviation Authority is updating the Plant City Airport Master Plan, last done in 2003. The update assesses the development plans for the Plant City Airport over the next 20 years. The focus of the Master Plan is to provide development recommendations that would help the airport become more financially self-sustainable while promoting airfield safety and aviation demand.

Key issues being addressed in the Plant City Master Plan update include to:

- Identify revenue-generating opportunities and development recommendations;
- Review airport land parcels to identify the highest and best use of each;
- Assess operational efficiency, effectiveness and safety;
- Evaluate facility layout for conformance with FAA guidance;
- Review vertical obstacles in comparison to airspace requirements;
- Assess current tenants needs and identify improvements to attract new tenants or expand existing facilities;

- Assist the airport in supporting aviation demand within the Aviation Authorities system of airports;
- Identify areas of environmental concern and provide mitigation options for future development;
- Evaluate long-term development options for general aviation and airport support facilities, and;
- Evaluate the airport’s existing and ultimate runway length requirements to identify improvements necessary to meet demand and/or to entice additional traffic to the airport.

Bicycle and Pedestrian Component

The needed bicycle, pedestrian and trail facilities in Plant City and all of Hillsborough are captured in the 2040 Long Range Transportation Plan under the categories of Reduce Crashes & Vulnerability and Real Choices When Not Driving. The Levels of Service for on-road bikeways and sidewalks is shown on MBY Figures 3 and 4.

In the Crash Reduction Costs & Benefits Tech Memo, illustrative projects for bicycle and pedestrian facilities in Plant City include:

- Alabama St. (Maryland Ave. to Park Rd.) – sidewalks;
- Charlie Taylor Rd. (Knights Griffin Rd. to US 92) – bicycle and pedestrian enhancements;
- Church St. (Gordon St. to Maryland Ave.) – sidewalks;
- Park Rd. at S. Frontage – intersection and pedestrian safety;
- SR39/Collins St. (Park Rd. to Alabama St.) – Complete Street, and;
- Terrace Dr./Procchi St. (Alexander St. to Frontage Rd.) – bicycle and pedestrian enhancements.

Opportune locations for new trails and sidepaths are identified in the Hillsborough County and Tampa Greenways plans,



community plans adopted by Hillsborough County, and the 2040 LRTP. The trail/sidepath investments were prioritized primarily based on population density, with an eye to common-sense connectivity. The county’s 700+ zones were sorted into quintiles based on population density, and trails/sidepaths passing within ¼ mile of a higher density zone received a higher score.

The existing and proposed Trails and Sidepaths identified in MBY Figure 5 and include:

- Mike Sansone Trail;
- Ellis-Methvin Park Trail;
- Future US 92 Trail;
- Strawberry Stadium Trail;
- Sam Allen Road-Park Road Connector, and;
- Wilder Road Connector.

Pedestrian-Supportive Development Review

Each municipality should establish consistent development review policies that require new development proposals to conduct a pedestrian and bicycle accessibility audit of the site as part of the plan submittal and review process. Essentially, the Land Development Codes would require an applicant to identify pedestrian desire lines (e.g., to commercial uses, schools, parks, trail linkages, etc.) within a quarter- to a half-mile of the project site, and identify the supporting facilities and any potential barriers or deficiencies that may reduce optimal access. Incentives to encourage developer mitigation could relate to density bonuses, relief from transportation concurrency, or other mechanisms that support City and County growth management objectives.

*Goals, Objectives, and Policies**

The analysis of existing conditions and future conditions has resulted in a set of issues that must be addressed. The Goals, Objectives, and Policies of the Mobility Element are intended to guide Plant City in implementing an effective transportation network.

MBY GOAL 1: A SAFE, EFFICIENT, ENVIRONMENTALLY SENSITIVE, AND INTEGRATED MULTI-MODAL TRANSPORTATION SYSTEM FOR THE MOVEMENT OF PEOPLE AND GOODS IN THE CITY.

MBY Objective 1.1: Acknowledge the designation of a Transportation Concurrency Exception Area, co-terminus with the City boundaries, and establish desirable level of service standards for the analysis and planning of roadway needs.

MBY Policy 1.1.1: The City is designated a Transportation Concurrency Exception Area, co-terminus with the City boundaries. Within the Transportation Concurrency Exception Area, the requirements of the Concurrency Management System do not apply to transportation facilities.

MBY Policy 1.1.2: The planning peak hour level of service standard for non-state roadways shall be “D” for Collector and Arterial facilities listed in MBY Table 1. The planning peak hour level of service standard for State roadways listed in MBY Table 1 shall be as shown in MBY Table 2. The Level of Service Standards on Strategic Intermodal System facilities and facilities



funded through the Transportation Regional Incentive Program (TRIP) shall be established by the Florida Department of Transportation.

MBY Policy 1.1.3: For regulated roadways identified in the Hillsborough County Comprehensive Plan that are also in MBY Table 1, the City shall continue to coordinate with County staff when requests for development orders or permits that would impact County roadway facilities are received.

MBY Policy 1.1.4: Roads which experience a temporary degradation of level of service due to reconstruction, or construction will be assumed to operate at the level of service existing prior to the temporary degradation.

MBY Policy 1.1.5: Coordinate with Hillsborough County and the Florida Department of Transportation in the planning for investments in major travel corridors.

MBY Policy 1.1.6: Monitor and evaluate the operating level of service on surface transportation facilities in the City, which provide direct access to airport, rail and trucking facilities.

MBY Policy 1.1.7: Concurrent with the beginning of each update cycle, reevaluate the listing of major roadways (MBY Table 1) and submit a proposed update to the Comprehensive Plan to add and/or delete specific roadway segments as may be appropriate.

MBY Objective 1.2: Continue to implement land development regulations that require transportation

system mitigation that support, further, and comply with the Goals, Objectives, and Policies of the Future Land Use Element and which implement the policies outlined below.

MBY Policy 1.2.1: Using professionally accepted techniques, maintain a development review system to evaluate, and identify required mitigation of land use impacts of a development's access point(s) to the transportation system.

MBY Policy 1.2.2: For changes to the land use or transportation plan require the completion of an assessment of the impacts of one upon the other, and identify actions necessary to mitigate any adverse impacts.

MBY Policy 1.2.3: Review all rezonings, plats, site plans, and Developments of Regional Impact applications to ensure consistency with the Comprehensive Plan.

MBY Objective 1.3: Improve the performance of the transportation system and mobility of its residents by constructing the projects identified in the Capital Improvements Element for the transportation facilities under the City's jurisdiction.

MBY Policy 1.3.1: Provide transportation infrastructure to accommodate the impacts of growth consistent with the policies and standards of this Element and the Capital Improvements Element.



MBY Policy 1.3.2: Where monitored by other jurisdictions, establish a systematic traffic counting and level of service monitoring system to identify transportation system deficiencies and to prioritize needed system improvements.

MBY Policy 1.3.3: The Goals, Objectives and Policies in this Element shall implement the transportation system improvements as shown in the City’s Capital Improvement Program and in the adopted MPO Long Range Transportation Plan.

MBY Policy 1.3.4: In order to reduce the impacts of vehicular activity on the Interstate system, encourage the use of frontage roads or other parallel roads for that traffic whose origin and destination is internal to the City.

MBY Policy 1.3.5: Seek opportunities to provide on-road bicycle facilities and multi-use trails in transportation projects in Plant City. Evaluate each roadway improvement project to determine the feasibility of adding these types of facilities to improve the overall efficiency of the transportation system.

MBY Objective 1.4: Continue to coordinate the implementation of the Mobility Element with the plans and programs of unincorporated Hillsborough County, FDOT, the MPO, the TBRPC, and the plans of adjacent jurisdictions.

MBY Policy 1.4.1: Continue to coordinate with Hillsborough County and the Florida Department of Transportation to review

the impacts of land use and transportation decisions which cross jurisdictional boundaries.

MBY Policy 1.4.2: If a decision is made to build a segment of rail transit along Interstate-4, the City shall work cooperatively:

- With the designated transit authority, FDOT and other private agencies involved in the development of the system to ensure that environmental, land use and other impacts associated with the system are fully assessed, evaluated, and mitigated.
- To ensure that the development of the system is consistent with the Comprehensive Plan.

MBY Policy 1.4.3: Coordinate with the Hillsborough County Greenways Committee, the Bicycle/Pedestrian Advisory Committee (BPAC), and other appropriate agencies to identify opportunities for a coordinated trail network.

MBY Policy 1.4.4: Continue coordinating with Polk County and the City of Lakeland for the purposes of conducting multi-jurisdictional transportation impact assessments of new development along County Line Road.

MBY Policy 1.4.5: Coordinate with Hillsborough County, Polk County and the City of Lakeland on implementation of a defined alternative transportation network as shown in the Northeast Plant City Area Master Plan and other community plans as completed.

MBY Policy 1.4.6: Coordinate and support the implementation of transportation strategies, which in part are designed to



reduce greenhouse gas emissions and overall energy consumption.

MBY Objective 1.5: Prioritize local transportation funding sources to increase capacity for existing and new development.

MBY Policy 1.5.1: When using non-Mobility Fee funds, the City shall implement transportation system improvements, to expand capacity and increase system efficiency to serve existing development, prior to expanding transportation system capacity to serve new development.

MBY Policy 1.5.2: Mobility Fee funds, collected from new development, shall be programmed for transportation improvements within the applicable Mobility Fee District of the new development.

MBY Policy 1.5.3: Where appropriate and financially-feasible, sidewalk and bike lane projects will continue to be included in the City's Capital Improvement Program (CIP).

MBY Policy 1.5.4: The issuance of permits for driveway curb cuts and median openings on the State and/or County highway system shall be reviewed and approved by the Florida Department of Transportation and/or Hillsborough County, during the site plan review stage of development, prior to local government issuing construction permits for any development which will directly access the State and/or County Highway System.

MBY Policy 1.5.5: Coordinate with the Hillsborough Area Regional Transit Authority to provide for increased public information within Plant City for nearby Hillsborough Area Regional Transit Authority services.

MBY Policy 1.5.6: Coordinate with the Hillsborough County Community Transportation Coordinator and the Hillsborough County Transportation Disadvantaged Coordinating Board to increase awareness of and where necessary expand transportation disadvantaged service in the Plant City area.

MBY Policy 1.5.7: Coordinate with TBARTA Commuter Services to continue ridesharing programs for Plant City residents.

MBY Objective 1.6: Continue to evaluate and identify opportunities for the acquisition and protection of right-of-way needed for transportation system improvements.

MBY Policy 1.6.1: Continue to coordinate with Hillsborough County on right-of-way preservation/dedication corridors adopted by Hillsborough County.

MBY Policy 1.6.2: The land development regulations shall have provisions for the protection of existing right-of-way from development encroachment (this includes buildings, parking areas, water retention areas, etc.). These regulations shall govern all land development activity which impacts Federal, State, County or local transportation corridors.



MBY Policy 1.6.3: Require developer preservation or dedication of right-of-way for all land development as needed.

MBY Policy 1.6.4: Identify opportunities and be prepared, if funding becomes available, to construct multi-use trail facilities along drainage channels, shorelines and utility/railroad rights-of-way in Plant City.

MBY Objective 1.7: Continue to monitor and review the maintenance needs of transportation infrastructure in order to ensure safe operating conditions, and to avoid costly reconstruction or replacement.

MBY Policy 1.7.1: Maintain existing transportation infrastructure as financially feasible to ensure safe operating conditions, and to avoid costly reconstruction or replacement.

MBY Policy 1.7.2: Consider, and include where appropriate and financially-feasible, improvements to existing roadways such as: signage, re-striping bike lanes during resurfacing, shared-use lanes, sidewalk construction, and appropriate traffic control measures, to increase the safety of pedestrians and bicyclists.

MBY Policy 1.7.3: Where appropriate and financially-feasible, provide pedestrian and bicycle facilities through retrofitting roadways not slated for widening. Priorities for such facilities are identified in the MPO’s Comprehensive Pedestrian and Bicycle Plans.

MBY Policy 1.7.4: Where appropriate and financially-feasible, maintain sidewalks, on-road bikeways, and trails to accommodate adequate and safe walking and bicycling.

MBY Objective 1.8: All transportation system improvements shall be designed with concern for transportation system safety.

MBY Policy 1.8.1: Include appropriate bicycle and pedestrian facilities in the design and construction of all road improvement projects consistent with the latest edition of the Green Book.

MBY Policy 1.8.2: Provide suitable site access, on-site traffic movement, and parking for motorized and non-motorized vehicles in all land development projects.

MBY Objective 1.9: Encourage and support the increased use of alternative modes of transportation by increasing the overall transportation system efficiency and convenience to those users.

MBY Policy 1.9.1: Require new Developments of Regional Impact and other large scale development projects to participate in transportation system management (TSM) strategies, such as carpooling, vanpooling, parking management, flexible work hours, or provision of pedestrian and bicycle facilities.

MBY Policy 1.9.2: Pursue opportunities, in part by identifying needed sidewalk and bike lane connections, to make non-auto



travel a practical mobility option, including in Midtown and Downtown.

MBY Policy 1.9.3: Identify gaps in pedestrian and bicycle infrastructure, barriers to travel, and, where financially-feasible, work towards retrofitting roads lacking facilities to provide for systematic connection.

MBY Policy 1.9.4: Where appropriate, encourage new development and participate, as financially-feasible, in making improvements to the existing streetscape by providing such amenities as suggested in the MPO's Livable Roadways Guidelines.

MBY Policy 1.9.5: Through its Land Development Regulations promote new development, where appropriate, provide support facilities and services for non-motorized commuters such as: showers, lockers, commuter centers, shelters and benches, bicycle lock up facilities, and appropriate lighting.

MBY Policy 1.9.6: Assist in educating the public as to the benefits of walking and cycling, including those benefits related to improving air quality, reducing energy consumption, reducing congestion, saving money, and promoting health and fitness.

MBY Objective 1.10: All transportation system improvements shall be designed to reduce or mitigate adverse impacts on the natural environment.

MBY Policy 1.10.1: Ensure that any expansion of the roadway network can demonstrate improved traffic flow and does not degrade air quality.

MBY Policy 1.10.2: Continue to encourage carpooling, vanpooling, bicycling, and walking as a means of improving air quality by recommending new development to provide facilities, services, or to participate in one or more of the transportation demand management programs provided in the Tampa Bay Area.

MBY Policy 1.10.3: All road construction projects shall meet or exceed the adopted state or local minimum requirements for stormwater retention and treatment.

MBY Policy 1.10.4: Transportation improvements shall be designed to eliminate or mitigate adverse impacts on wetlands and other environmentally sensitive lands.

MBY Objective 1.11: Ensure that Aviation Authority master plans and any amendments relating to the Plant City Airport are consistent with the *Plant City Comprehensive Plan* by reviewing and making recommendations to the Aviation Authority as to their consistency.

MBY Policy 1.11.1: Ensure that the following are consistent with the *Plant City Comprehensive Plan*, particularly by coordinating them with the Future Land Use and Conservation Elements of the Plan:



- The location of future on-site airport facilities and aircraft operations.
- The expansion of existing on-site airport facilities and aircraft operations.
- Provisions ensuring the safe operation of aircraft.

MBY Policy 1.11.2: The construction or expansion of airport facilities shall ensure the consideration and mitigation of impacts on established neighborhoods consistent with applicable federal, state and local regulations.

MBY Policy 1.11.3: Promote compatible land use development consistent with the adopted Aviation Authority’s *Plant City Airport Master Plan* (as revised).

MBY Policy 1.11.4: Review and make recommendations to the Aviation Authority regarding the consistency of any proposed amendments to the *Plant City Airport Master Plan* (as revised).

MBY Objective 1.12: New development near the Plant City Airport shall not include incompatible land use, nor adversely affect aircraft operating procedures relating to Federal Aviation Regular Part 77 Objects Affecting Navigable Airspace (as revised) and Terminal Instrument Procedures (TERPS) surfaces that protect navigational aids of the Plant City Airport runway.

MBY Policy 1.12.1: Coordinate with the Aviation Authority regarding the adoption of zoning regulations that may impact the Plant City Airport, and shall protect the airport from the

development of incompatible land uses and other potential impacts (Examples include: intensity or density of development, structure type, smoke/steam and electromagnetic emission, height or location that are obstructions to air navigation, noise-sensitive land uses, and trees or other wildlife attractors).

MBY Policy 1.12.2: If future noise contours provided by the Aviation Authority, based upon published airport master plans and/or Federal Aviation Regulation Part 150 studies, show noise impacts outside airport boundaries, the City shall avoid development of incompatible land uses like residences, churches, public and private non-aviation-related schools, and hospitals within the area defined by the 65 Day-Night Level (DNL) contours.

MBY Policy 1.12.3: The City of Plant City will continue to maintain and implement their inter-local agreement with the Hillsborough County Aviation Authority to ensure safe and compatible uses in the airport’s environs through a mutually acceptable coordination process, consistent with Chapter 333, Florida Statutes.

MBY Objective 1.13: Balance the need for an economically viable municipal airport in Plant City with the need to minimize potential adverse impacts to public health, safety and welfare through ongoing coordination between the Aviation Authority and Plant City.



MBY Policy 1.13.1: The City and Aviation Authority staff shall meet, as needed, to discuss those topics which are determined to be of importance to the public health, safety and welfare of the citizens of Plant City, including, but not limited to, the following:

- Plans for expansion of the Plant City Airport and coordination of any expansion activity, notwithstanding offsite access improvements which may impact the Plant City Comprehensive Plan, including, but not limited to, the Capital Improvements Element and any other applicable Federal, State or County law, rule or regulation;
- Mitigation measures for adverse structural and non-structural impacts resulting from the development/expansion of airports upon adjacent natural resources and land uses, including residential neighborhoods, and the coordination of any mitigation activities deemed necessary by Federal, State, County, and Local regulations;
- Additional stormwater runoff caused by airport expansion shall be retained on-site and managed in a manner that will not affect off airport properties.

MBY Policy 1.13.2: In coordination with the Aviation Authority, the Chief of the Plant City Fire Department will annually review, and update as necessary, the Plant City emergency preparedness plan as it relates to airport operations, safety and emergency procedures.

Strategies for Implementation*

Fulfilling the Goals, Objectives, and Policies of this Plan will require creative and enforceable implementation strategies.

Chapter 163 of the Florida Statutes requires local governments to develop and enforce land development regulations to implement the policies of this plan document. Plant City, Hillsborough County and FDOT are the implementing agencies for transportation system improvements within and around Plant City.

The Mobility Element draws several conclusions for review. Traffic congestion is a primary issue in the City, and it needs to be addressed through planning. This requires coordination between land use and transportation planning. In addition, technical solutions for relieving congestion and increasing road capacity include synchronized traffic lights, bicycling, ridesharing, and other transportation system management (TSM) strategies.

Financing

Raising revenue for the construction of roadway improvements is one of the largest fiscal challenges facing Plant City. Federal, State, County, and local transportation programs are supported by taxing the user. These user taxes include: motor fuel taxes, or motor vehicle license fees, and tolls. Other sources of revenue include general funds such as ad valorem taxes and sales taxes. Plant City has other transportation finance options available such as proportionate fair share, special assessment fees, development fees, mobility fees, and the Community Investment Tax. Transportation mobility fees allocate part of the cost of facility improvements to new development. In addition, the transportation mobility fee must be expended to benefit the general area of the particular development.



Transportation Mobility Fees

The Plant City Mobility Fee Ordinance requires developers to pay their fair share for roadway improvements. By formula, the ordinance determines the cost of identified improvements and assesses the cost based on additional vehicle miles traveled resulting from a new development. Developers may also be responsible for scheduling and constructing site access improvements. MBY Figure 10 displays the Mobility Fee Zones in Plant City.

Proportionate Fair Share Mitigation

Chapter 163 F.S., provides a method by which the impacts of development on transportation facilities can be mitigated, in certain situations, through the payment of a proportionate fair share, based on the impacts of the development on the transportation system. The methodology used to calculate the amount of the proportionate fair share mitigation was incorporated into the local government’s concurrency management system in November 2006.

Monitoring and Implementation

Level of service monitoring efforts will consist of traffic counts at specific roadway and intersection locations throughout the City. The traffic counts will allow regular analysis of roadway operating conditions, and monitoring of level of service and traffic growth. Roads that are determined to be at, or below, the desirable level of service standard will be noted. Any development having traffic impacts may be evaluated before permits can be issued.

This evaluation will consist of either: a developer-funded traffic analysis reviewed for approval by the City or a City staff analysis of the project. The analysis must contain an examination of existing level of service for major roadway links and intersections adjacent to or within the area of influence of the project. The evaluation may also contain an analysis of level of service for the same links and intersections with the addition of vested traffic (i.e. traffic that will be generated by approved development that has not yet been built) plus project traffic.

Intergovernmental Coordination

Intergovernmental coordination is essential to ensure the cost-efficient provision of transportation system improvements. Many of the planned improvements involve roadway segments that are under the jurisdiction of Hillsborough County or the Florida Department of Transportation. All capital expenditures for providing public transportation service and daily operations within the City are the responsibility of Plant City. The City can implement land use and development regulations that will support public transportation. The Metropolitan Planning Organization (MPO) ensures that proper coordination between all political jurisdictions and governmental agencies provides an efficient and integrated transportation system.

Many policies in this Element provide specific guidance to the City in coordinating transportation plans and improvements with the MPO, FDOT, Hillsborough County, the City of Lakeland and Polk County. Proper coordination between the activities of each jurisdiction and agency complement each other, as well as provide an efficient transportation system.



Relationship to Capital Improvements

The roadway improvements planned will require funding from both the County and the State. As mentioned previously, many of the roadways in need of improvements are the financial responsibility of FDOT or Hillsborough County. As a means of coordinating scheduled improvements, the MPO maintains a five-year transportation improvement program (TIP) which lists improvements to the functionally classified roadways system in Hillsborough County. The TIP identifies projects for each jurisdiction that are financially feasible for funding the proposed improvements. The major roadway improvements are on County or State roads and therefore will be funded by those agencies. The capital improvements program for the City is in the transportation section of the Capital Improvements Element (CIE).

Provision for the Preservation of Rights-of-Way

Protecting and preserving existing and future right-of-way has become very important due to the high cost of land acquisition. Right-of-way often makes up 50% or more of overall roadway construction costs. General revenue funding of roadway improvements is generally fixed at a given level. If a greater portion of this fixed budget is consumed by right-of-way expense, there is less funding available for actual construction, and fewer roadways are built.

Right-of-way protection and preservation is necessary to ensure that adequate land is set aside to provide the necessary facilities, and to keep acquisition costs to a minimum. Future proposed routes are shown in the Northeast Plant City Area Master Plan MBY Figure 6.



MBY TABLE 1 - EXISTING ROADWAY FACILITIES

ON STREET	FROM	TO	JUR	FUNCTIONAL CLASS
AIRPORT RD	TURKEY CREEK RD	ALEXANDER ST	PC	C
ALABAMA ST	EVERS ST	PARK RD	PC	C
ALEXANDER ST	SR 39	BAKER ST	PC	A
ALEXANDER ST	BAKER ST	I-4	CR	A
ALEXANDER ST	JIM JOHNSON RD	SR 39	PC	C
ALEXANDER ST / FRANKLIN ST	I-4	MONROE ST	PC	C
ALEXANDER ST EXT	I-4	SR 39	SR	A
ALSOBROOK ST	SR 39	PARK RD	CR	C
CHARLIE GRIFFIN RD	MUD LAKE RD	JIM JOHNSON	CR	C
CHARLIE TAYLOR RD	US HWY 92	KNIGHTS GRIFFIN RD	CR	C
CORONET RD	MEDULLA RD	PARK RD	CR	C
COUNTY LINE RD	OLD MULBERRY RD	KNIGHTS GRIFFIN RD	CR	C
EVERS ST	GRANT ST	BAKER ST	PC	C
FORBES RD	SYDNEY RD	THONOTOSASSA-SAM ALLEN	CR	C
FORBES RD	TRAPNELL RD	SYDNEY RD	CR	C



MBY TABLE 1 - EXISTING ROADWAY FACILITIES (CONTINUED)

ON STREET	FROM	TO	JUR	FUNCTIONAL CLASS
GORDON ST	US 92	I-4 FRONTAGE RD S	PC	C
GRANT ST	ALEXANDER ST	SR 39	PC	C
I-4	MCINTOSH RD	POLK COUNTY	SR	PA
I-4 FRONTAGE RD N	I-4 FRONTAGE RD S	SWINDELL RD	CR	C
I-4 FRONTAGE RD S	SR 39	COUNTY LINE RD	CR	C
JAP TUCKER RD	TRAPNELL RD	JIM JOHNSON RD	CR	C
JIM JOHNSON RD	JIM JOHNSON	TRAPNELL	CR	C
JIM JOHNSON RD	JAP TUCKER RD	PARK RD	CR	C
KNIGHTS GRIFFIN RD	MCINTOSH RD	POLK COUNTY	CR	A
M L KING BLVD / SR 574	DOVER RD	SAMMONDS RD	SR	PA
M L KING ST	ALEXANDER ST	SR 39	PC	C
MARYLAND ST	ALSOBROOK ST	US HWY 92	PC	C
MEDULLA RD	CORONET RD	COUNTY LINE RD	CR	C
MENDONSA RD/HUNTER ST/PROSSER	ALEXANDER ST	SR 39	PC	C
MIDWAY RD	ALEXANDER ST EXT	COUNTY LINE RD	CR	C
MONROE ST	FRANKLIN ST	SR 39	PC	C
MUD LAKE RD	HOLLOWAY RD	ALEXANDER ST	CR	C



MBY TABLE 1 - EXISTING ROADWAY FACILITIES (CONTINUED)

ON STREET	FROM	TO	JUR	FUNCTIONAL CLASS
OLD MULBERRY RD	COUNTY LINE RD	MEDULLA RD	CR	C
PARK RD	SR 39	PARK RD	CR	A
PARK RD	JIM JOHNSON RD	US 92	CR	A
PARK RD	I-4	SAM ALLEN RD	CR	A
PARK RD	US 92	I-4	SR	A
REYNOLDS ST / SR 574	SAMMONDS RD	US 92 / THONOTOSASSA RD	SR	PA
RICE RD	WIGGINS RD	COUNTY LINE RD	CR	C
ROBERTS RANCH RD	JIM JOHNSON RD	CORONET RD	CR	C
SAM ALLEN RD	FORBES RD	COUNTY LINE RD	CR	C
SAMMONDS RD	SR 574	ALEXANDER ST	PC	C
SMITH-RYALS RD	SR 60	TRAPNELL RD	CR	C
SR 39	SR 60	ALABAMA ST	SR	PA
SR 39	REYNOLDS ST	PASCO COUNTY	SR	PA
SYDNEY DOVER RD	SYDNEY RD	M L KING BLVD / SR 574	CR	C
SYDNEY RD	DOVER RD	SAMMONDS RD	CR	C
THONOTOSASSA RD	MCINTOSH RD	I-4	CR	C
THONOTOSASSA RD	I-4	US 92 / LEMON ST	SR	A



MBY TABLE 1 - EXISTING ROADWAY FACILITIES (CONTINUED)

ON STREET	FROM	TO	JUR	FUNCTIONAL CLASS
TRAPNELL RD	FORBES RD	COUNTY LINE RD	CR	C
TURKEY CREEK RD	SR 60	US HWY 92	CR	A
US 92 / REYNOLDS ST	MOORE'S LAKE RD	COUNTY LINE RD	SR	PA
US HWY 92 / BAKER ST	SR 600	REYNOLDS ST	SR	PA
US HWY 92 / BAKER ST	THONOTOSASSA/LEMON	THONOTOSASSA/MOBLEY	SR	PA
WHEELER ST	EVERS ST	REYNOLDS ST	PC	C
WIGGINS RD	MEDULLA RD	I-4 FRONTAGE RD S	CR	C
WILDER RD	US HWY 92	KNIGHTS-GRIFFIN	CR	C
WOODROW WILSON ST	SAMMONDS RD	THONOTOSASSA RD	PC	C
YMCA PLACE	MUD LAKE RD	ALEXANDER ST	PC	C

Functional Class:
C- Collector
A - Arterial
PA – Principal Arterial



MBY TABLE 2 - LEVEL OF SERVICE STANDARDS FOR STATE ROADS

	SIS and FIHS Facilities		TRIP Funded Facilities and Other State Roads ³	
	Limited Access Highway ⁴ (Freeway)	Controlled Access Highway ⁴	Other Multilane ⁴	Two Lane ⁴
Rural Areas	B	B ¹	B	C
Transitioning Urbanized Areas, Urban Areas, or Communities	C	C	C	C
Urbanized Areas Under 500,000	C(D)	C	D	D
Urbanized Areas Over 500,000	D(E)	D	D	D
Roadways Parallel to Exclusive Transit Facilities	E	E	E	E
Inside TCMA's	D(E) ²	E ²	-- ²	-- ²
Inside TCEAs and MMTDs	-- ²	-- ²	-- ²	-- ²

Level of Service standards inside of parentheses apply to general use lanes only when exclusive through lanes exist.

- 1. For rural two-lane facilities, the standard is C.*
- 2. Means FDOT must be consulted as provided by Florida Statutes, regarding level of service standards set on SIS or TRIP facilities impacted by TCMA's, MMTDs, or TCEAs.*
- 3. Means the level of service standards for non TRIP facilities may be set by local governments.*
- 4. It is recognized that certain roadways (i.e. constrained roadways) will not be expanded by the addition of through lanes for physical, environmental, or policy reasons. In such instances, a variance to the level of service may be sought pursuant to Florida Statutes.*



NOTE: Level of service letter designations are defined in the FDOT 2013 Quality/Level of Service Handbook.

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
AIRPORT RD	TURKEY CREEK RD	ALEXANDER RD	PC	C	2 U	6067	12744	0.48	D	C
ALABAMA ST	EVERS ST	PARK RD	PC	C	2 U	1117	10656	0.1	D	C
ALEXANDER ST	SAMMONDS RD	REYNOLDS RD	PC	A	4 D	28166	35820	0.79	D	C
ALEXANDER ST	MUD LAKE RD	AIRPORT RD	PC	A	4 D	24500	35820	0.68	D	C
ALEXANDER ST	SR 600	BAKER ST	PC	A	4 D	16081	35820	0.45	D	C
ALEXANDER ST	SR 39	MUD LAKE RD	PC	A	4 D	18900	35820	0.53	D	C
ALEXANDER ST	BAKER ST	VICTORIA ST	CR	A	4 D	16081	35820	0.45	D	C
ALEXANDER ST	AIRPORT RD	SAMMONDS RD	PC	A	4 D	28166	35820	0.79	D	C
ALEXANDER ST	REYNOLDS ST	SR 600	PC	A	4 D	16081	35820	0.45	D	C
ALEXANDER ST	VICTORIA ST	I-4	CR	A	4 D	16081	35820	0.45	D	C
ALEXANDER ST	JIM JOHNSON RD	SR 39	PC	C	4 D	17392	35820	0.49	D	C
ALEXANDER ST / FRANKLIN ST	I-4	MONROE ST	PC	C	2 U	2622	10656	0.25	D	C
ALEXANDER ST EXT	I-4	SAM ALLEN RD	SR	A	4 U	0	0	0	D	C
ALEXANDER ST EXT	SAM ALLEN RD	SR 39	SR	A	4 U	0	0	0	C	C
ALSOBROOK ST	SR 39	PARK RD	CR	C	2 U	4806	15930	0.3	D	C
CHARLIE GRIFFIN RD	MUD LAKE RD	SR 39	CR	C	2 U	4990	24200	0.21	D	B
CHARLIE TAYLOR RD	I-4	KNIGHTS GRIFFIN RD	CR	C	2 U	1589	17300	0.09	C	B



MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
CHARLIE TAYLOR RD	US HWY 92	I-4	CR	C	2 U	1147	24200	0.05	D	B
CORONET RD	MEDULLA RD	PARK RD	CR	C	2 U	5193	15930	0.33	D	C
COUNTY LINE RD	RICE RD	I-4	CR	C	4 D	24426	35820	0.68	D	C
COUNTY LINE RD	OLD MULBERRY RD	TRAPNELL RD	CR	C	2 U	20353	17300	1.18	C	D
COUNTY LINE RD	MEDULLA RD	RICE RD	CR	C	4 D	24147	35820	0.67	D	C
COUNTY LINE RD	TRAPNELL RD	MEDULLA RD	CR	C	4 D	24147	49600	0.49	C	B
COUNTY LINE RD	I-4	SWINDELL RD	CR	C	4 D	24426	35820	0.68	D	C
EVERS ST	GRANT ST	WHEELER ST	PC	C	2 U	4141	10656	0.39	D	C
EVERS ST	WHEELER ST	BAKER ST	PC	C	2 U	1095	10656	0.1	D	C
FORBES RD	SYDNEY RD	M L KING BLVD	CR	C	2 U	5096	15120	0.34	C	C
FORBES RD	M L KING BLVD	US HWY 92	CR	C	2 U	0	15120	0	C	A
FORBES RD	I-4	THONOTOSASSA-SAM ALLEN	CR	C	2 U	3258	17000	0.19	C	B
FORBES RD	TRAPNELL RD	SYDNEY RD	CR	C	2 U	5096	17000	0.3	C	B
FORBES RD	US HWY 92	I-4	CR	C	2 U	14079	17000	0.83	C	C
GORDON ST	US 92	I-4 FRONTAGE RD S	PC	C	2 U	800	10656	0.08	D	C
GRANT ST	ALEXANDER RD	SR 39	PC	C	2 U	7812	10656	0.73	D	D



MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
I-4	ALEXANDER ST	PARK RD	SR	PA	6 F	98500	111800	0.88	D	D
I-4	PARK RD	POLK COUNTY	SR	PA	6 F	114500	111800	1.02	D	E
I-4	THONOTOSASSA RD	ALEXANDER ST	SR	PA	6 F	111500	111800	1	D	D
I-4	MCINTOSH RD	BRANCH FORBES RD	SR	PA	6 F	122041	111800	1.09	D	E
I-4	BRANCH FORBES RD	THONOTOSASSA RD	SR	PA	6 F	114500	111800	1.02	D	E
I-4 FRONTAGE RD N	I-4 FRONTAGE RD S	PARK RD	CR	C	2 U	923	12744	0.07	D	C
I-4 FRONTAGE RD N	WILDER RD	SWINDELL RD	CR	C	2 U	1741	10656	0.16	D	C
I-4 FRONTAGE RD N	PARK RD	WILDER RD	CR	C	2 U	1741	13320	0.13	D	C
I-4 FRONTAGE RD S	SR 39	PARK RD	CR	C	2 U	2165	15930	0.14	D	C
I-4 FRONTAGE RD S	PARK RD	WILDER RD	CR	C	2 U	2066	15930	0.13	D	C
I-4 FRONTAGE RD S	WILDER RD	COUNTY LINE RD	CR	C	2 U	2066	12744	0.16	D	C
JAP TUCKER RD	TRAPNELL RD	JIM JOHNSON RD	CR	C	2 U	12748	10656	1.2	D	F
JIM JOHNSON RD	JAP TUCKER RD	ALEXANDER RD	CR	C	2 U	12748	10656	1.2	D	F
JIM JOHNSON RD	ALEXANDER RD	PARK RD	CR	C	4 D	12748	65600	0.19	D	B
KNIGHTS GRIFFIN RD	SR 39	POLK COUNTY	CR	A	2 U	2569	24400	0.11	D	B



KNIGHTS GRIFFIN RD	MCINTOSH RD	SR 39	CR	A	2 U	6500	23100	0.28	D	B
M L KING BLVD / SR 574	DOVER RD	SAMMONDS RD	SR	PA	2 U	9000	14160	0.64	D	C

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
M L KING ST	ALEXANDER ST	SR 39	PC	C	2 U	3390	10656	0.32	D	C
MARYLAND ST	ALSOBROOK ST	US HWY 92	PC	C	2 U	3203	10656	0.3	D	C
MEDULLA RD	CORONET RD	COUNTY LINE RD	CR	C	2 U	5193	24200	0.21	D	B
MENDONSA/HUNTER ST/PROSSER	ALEXNADER ST	SR 39	PC	C	2 U	3760	13320	0.28	D	C
MONROE ST	FRANKLIN ST	SR 39	PC	C	2 U	2622	10656	0.25	D	C
MUD LAKE RD	TRAPNELL RD	ALEXANDER RD	CR	C	2 U	3769	24200	0.16	D	B
MUD LAKE RD	HOLLOWAY RD	TRAPNELL RD	CR	C	2 U	3769	17000	0.22	C	B
OLD MULBERRY RD	COUNTY LINE RD	MEDULLA RD	CR	C	2 U	1901	17000	0.11	C	B
PARK RD	SR 39	PARK RD	CR	A	2 U	3700	24200	0.15	D	B
PARK RD	JIM JOHNSON RD	ALSOBROOK ST	CR	A	4 D	16000	35820	0.45	D	C
PARK RD	ALABAMA ST	US 92	CR	A	4 D	17100	35820	0.48	D	C
PARK RD	I-4	SAM ALLEN RD	CR	A	2 U	8000	15930	0.5	D	C
PARK RD	ALSOBROOK ST	ALABAMA ST	CR	A	4 D	17100	65600	0.26	D	B
PARK RD	I-4 FRONTAGE RD S	I-4	SR	A	4 D	20500	39800	0.52	D	C



PARK RD	US 92	I-4 FRONTAGE RD S	SR	A	6 D	20500	98300	0.21	D	B
REYNOLDS ST / SR 574	ALEXANDER ST	US 92/THONOTOSASSA	SR	PA	2 U	3150	24200	0.13	D	B

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
REYNOLDS ST / SR 574	SAMMONDS RD	WOODROW WILSON ST	SR	PA	2 U	6700	24200	0.28	D	B
REYNOLDS ST / SR 574	WOODROW WILSON ST	ALEXANDER ST	SR	PA	2 U	7000	24200	0.29	D	B
RICE RD	WIGGINS RD	COUNTY LINE RD	CR	C	2 U	1794	24200	0.07	D	B
ROBERTS RANCH RD	JIM JOHNSON RD	CORONET RD	CR	C	2 U	3700	24200	0.15	D	B
SAM ALLEN RD	SR 39	WILDER RD	CR	C	2 U	10000	24200	0.41	D	C
SAM ALLEN RD	FORBES RD	ALEXANDER ST EXT	CR	C	2 U	4315	17000	0.25	C	B
SAM ALLEN RD	ALEXANDER ST EXT	SR 39	CR	C	2 U	4315	24200	0.18	D	B
SAMMONDS RD	WOODROW WILSON	ALEXANDER ST	PC	C	2 U	2434	10656	0.23	D	C
SAMMONDS RD	SR 574	WOODROW WILSON	PC	C	2 U	2434	12744	0.19	D	C
SMITH-RYALS RD	SR 60	TRAPNELL RD	CR	C	2 U	1036	17000	0.06	C	B
SR 39	TRAPNELL RD	CHARLIE GRIFFIN	SR	PA	4 D	16100	32400	0.5	D	D
SR 39	CHARLIE GRIFFIN	ALEXANDER ST	SR	PA	4 D	16100	39800	0.4	D	C
SR 39	SR 60	TRAPNELL RD	SR	PA	4 D	16100	39800	0.4	D	C
SR 39 / COLLINS ST	ALSOBROOK ST	ALABAMA ST	SR	PA	4 D	10200	32400	0.31	D	C



MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
SR 39 / COLLINS ST	PARK RD	GRANT ST	SR	PA	4 D	24500	39800	0.62	D	C
SR 39 / COLLINS ST	REYNOLDS ST	BAKER ST	SR	PA	2 U	5900	11840	0.5	D	D
SR 39 / COLLINS ST	ALABAMA ST	REYNOLDS RD	SR	PA	2 U	10200	11840	0.86	D	D
SR 39 / COLLINS ST	GRANT ST	ALSOBROOK ST	SR	PA	4 D	24500	32400	0.76	D	D
SR 39 / COLLINS ST	ALEXANDER ST	PARK RD	SR	PA	4 D	26500	39800	0.67	D	C
SR 39/PAUL BUCHMAN	MONROE ST	SAM ALLEN RD	SR	PA	2 U	13700	17700	0.77	D	C
SR 39/PAUL BUCHMAN	KNIGHTS-GRIFFIN RD	PASCO COUNTY	SR	PA	2 U	8900	17300	0.51	C	B
SR 39/PAUL BUCHMAN	SAM ALLEN RD	ALEXANDER ST EXT	SR	PA	2 U	13500	17700	0.76	D	C
SR 39/PAUL BUCHMAN	ALEXANDER ST EXT	KNIGHTS-GRIFFIN RD	SR	PA	2 U	13500	14400	0.94	C	C
SR 39 / WHEELER ST	I-4 FRONTAGE RD	I-4	SR	PA	2 U	8500	17700	0.48	D	C
SR 39 / WHEELER ST	REYNOLDS ST	I-4 FRONTAGE RD	SR	PA	2 U	8500	14800	0.57	D	D
SR 39 / WHEELER ST	I-4	MONROE ST	SR	PA	2 U	13500	14800	0.91	D	D



SYDNEY DOVER RD	SYDNEY RD	M L KING BLVD / SR 574	CR	C	2 U	899	17300	0.05	C	B
SYDNEY RD	TURKEY CREEK RD	AIRPORT RD	CR	C	2 U	5070	12744	0.4	D	C
SYDNEY RD	AIRPORT RD	SAMMONDS RD	CR	C	2 U	5070	10656	0.48	D	C
SYDNEY RD	DOVER RD	FORBES RD	CR	C	2 U	4561	17000	0.27	C	B
SYDNEY RD	FORBES RD	TURKEY CREEK RD	CR	C	2 U	3181	12744	0.25	D	C

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
THONOTOSASSA RD	MCINTOSH RD	BRANCH-FORBES RD	CR	C	2 U	2860	17000	0.17	C	B
THONOTOSASSA RD	BRANCH-FORBES RD	I-4	CR	C	2 U	8600	24200	0.36	D	B
THONOTOSASSA RD	I-4	US 92 / LEMON ST	SR	A	4 D	20200	39800	0.51	D	C
TRAPNELL RD	FORBES RD	TURKEY CREEK RD	CR	C	2 U	6768	12096	0.56	C	C
TRAPNELL RD	SR 39	JIM JOHNSON EXT	CR	C	2 U	4749	15120	0.31	C	C
TRAPNELL RD	TURKEY CREEK RD	SR 39	CR	C	2 U	6768	15120	0.45	C	C
TRAPNELL RD	JIM JOHNSON EXT	WIGGINS RD	CR	C	2 U	4749	17000	0.28	C	B
TURKEY CREEK RD	SR 60	TRAPNELL RD	CR	A	2 U	7483	5256	1.42	C	D
TURKEY CREEK RD	TRAPNELL RD	SYDNEY RD	CR	A	2 U	7518	10656	0.71	D	D
TURKEY CREEK RD	SYDNEY RD	US HWY 92	CR	A	2 U	7518	12744	0.59	D	C
US 92 / REYNOLDS ST	US 92/THONOTOSASSA	WHEELER ST	SR	PA	2 O	6700	19440	0.34	D	C



US 92 / REYNOLDS ST	SR 39	BAKER ST	SR	PA	2 O	6100	19440	0.31	D	C
US 92 / REYNOLDS ST	WHEELER ST	SR 39	SR	PA	2 O	8200	19440	0.42	D	C
US 92 / THONOTOSASSA RD	BAKER ST	ALEXANDER ST	SR	PA	2 O	10500	23880	0.44	D	C
US 92 / THONOTOSASSA RD	ALEXANDER ST	REYNOLDS ST	SR	PA	2 O	4700	19440	0.24	D	C
US HWY 92	WOODROW WILSON	THONOTOSASSA RD	SR	PA	2 U	9700	17700	0.55	D	C
US HWY 92	WILDER RD	COUNTY LINE RD	SR	PA	2 U	8500	17700	0.48	D	C

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
US HWY 92	TURKEY CREEK RD	WALTER DR	SR	PA	2 U	12211	17700	0.69	D	C
US HWY 92	REYNOLDS ST	PARK ST	SR	PA	4 D	10800	39800	0.27	D	C
US HWY 92	MOORE'S LAKE RD	FORBES RD	SR	PA	2 U	7800	17700	0.44	D	C
US HWY 92	WALTER DR	WOODROW WILSON	SR	PA	2 U	12211	17700	0.69	D	C
US HWY 92	PARK ST	WILDER RD	SR	PA	2 U	8500	17700	0.48	D	C
US HWY 92	FORBES RD	TURKEY CREEK RD	SR	PA	2 U	12211	17700	0.69	D	C
US HWY 92 / BAKER ST	ALEXANDER ST	WHEELER ST	SR	PA	2 O	7400	19440	0.38	D	C
US HWY 92 / BAKER ST	SR 39	REYNOLDS ST	SR	PA	2 O	6900	19440	0.35	D	C
US HWY 92 / BAKER ST	THONOTOSASSA/LEMON	THONOTOSASSA / MOBLEY ST	SR	PA	2 D	9700	18585	0.52	D	C
US HWY 92 / BAKER ST	WHEELER ST	SR 39	SR	PA	2 O	8500	19440	0.44	D	C



US HWY 92 / BAKER ST	SR 600	ALEXANDER ST	SR	PA	2 O	11000	23880	0.46	D	C
WHEELER ST	EVERS ST	REYNOLDS RD	PC	C	2 U	5387	13320	0.4	D	C
WIGGINS RD	MEDULLA RD	US HWY 92	CR	C	2 U	2641	24200	0.11	D	B
WIGGINS RD	US HWY 92	I-4 FRONTAGE RD S	CR	C	2 U	445	24200	0.02	D	B
WILDER RD	US HWY 92	I-4 FRONTAGE RD S	CR	C	2 U	1700	24200	0.07	D	B
WILDER RD	I-4 FRONTAGE RD N	SAM ALLEN RD	CR	C	2 U	2686	24200	0.11	D	B
WILDER RD	SAM ALLEN RD	KNIGHTS-GRIFFIN	CR	C	2 U	2686	17300	0.16	C	B

MBY TABLE 3 - 2010 EXISTING ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
WOODROW WILSON ST	SAMMONDS RD	THONOTOSASSA RD	PC	C	2 U	3000	10656	0.28	D	C
YMCA PLACE	MUD LAKE RD	ALEXANDER ST	PC	C	2 U	3769	10656	0.35	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
AIRPORT RD	TURKEY CREEK RD	WOODROW WILSON ST	PC	C	2 U	6432	12744	0.5	D	C
AIRPORT RD	WOODROW WILSON ST	ALEXANDER ST	PC	C	2 U	16160	12744	1.27	D	F
ALABAMA ST	SR 39	PARK RD	PC	C	2 U	5000	10656	0.47	D	C



ALABAMA ST	EVERS ST	SR 39	PC	C	2 U	7177	10656	0.67	D	D
ALEXANDER ST	SR 39	MUD LAKE RD	PC	A	4 D	19598	35820	0.55	D	C
ALEXANDER ST	AIRPORT RD	SAMMONDS RD	PC	A	4 D	28692	35820	0.8	D	C
ALEXANDER ST	VICTORIA ST	I-4 FRONTAGE RD S	CR	A	4 D	28808	35820	0.8	D	C
ALEXANDER ST	I-4 FRONTAGE RD S	I-4	CR	A	4 D	27849	35820	0.78	D	C
ALEXANDER ST	MUD LAKE RD	AIRPORT RD	PC	A	4 D	31189	35820	0.87	D	C
ALEXANDER ST	BAKER ST	VICTORIA ST	CR	A	4 D	29574	35820	0.83	D	C
ALEXANDER ST	JIM JOHNSON RD	SR 39	PC	C	4 D	30632	35820	0.86	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
ALEXANDER ST	REYNOLDS ST	SR 600	PC	A	4 D	42335	35820	1.18	D	F
ALEXANDER ST	SR 600	BAKER ST	PC	A	4 D	37264	35820	1.04	D	F
ALEXANDER ST	SAMMONDS RD	M L KING ST	PC	A	4 D	38805	35820	1.08	D	F
ALEXANDER ST	M L KING ST	REYNOLDS ST	PC	A	4 D	43508	35820	1.21	D	F
ALEXANDER ST/ FRANKLIN ST	I-4	MONROE ST	PC	C	2 U	6000	0	0	D	C
ALEXANDER ST EXT	SAM ALLEN RD	MIDWAY RD	SR	A	4 D	19983	39800	0.5	D	C
ALEXANDER ST EXT	MIDWAY RD	SR 39	SR	A	4 D	19994	39800	0.5	D	C



ALEXANDER ST EXT	I-4	SAM ALLEN RD	SR	A	4 D	24891	39800	0.63	D	C
ALSOBROOK ST	SR 39	PARK RD	CR	C	2 U	10995	12744	0.86	D	C
CHARLIE GRIFFIN RD	MUD LAKE RD	SR 39	CR	C	2 U	6000	24200	0.25	D	B
CHARLIE TAYLOR RD	US HWY 92	I-4	CR	C	2 U	2500	24200	0.1	D	B
CHARLIE TAYLOR RD	I-4	KNIGHTS GRIFFIN RD	CR	C	2 U	5826	17300	0.34	C	B
CORONET RD	ROBERTS RANCH RD	PARK RD	CR	C	2 U	10236	12744	0.8	D	C
CORONET RD	MEDULLA RD	ROBERTS RANCH RD	CR	C	2 U	16058	12744	1.26	D	F
COUNTY LINE RD	TRAPNELL RD	MEDULLA RD	CR	C	4 D	30170	49600	0.61	C	B
COUNTY LINE RD	EWELL RD	TRAPNELL RD	CR	C	4 D	26592	49600	0.54	C	B

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
COUNTY LINE RD	RICE RD	US HWY 92	CR	C	4 D	27343	35820	0.76	D	C
COUNTY LINE RD	MEDULLA RD	RICE RD	CR	C	4 D	20975	35820	0.59	D	C
COUNTY LINE RD	I-4 RAMP	I-4	CR	C	4 D	26392	35820	0.74	D	C
COUNTY LINE RD	I-4	SWINDELL RD	CR	C	4 D	21637	35820	0.6	D	C
COUNTY LINE RD	I-4 FRONTAGE RD S	I-4 RAMP	CR	C	4 D	47938	35820	1.34	D	F
COUNTY LINE RD	US HWY 92	I-4 FRONTAGE RD S	CR	C	4 D	48963	35820	1.37	D	F



COUNTY LINE RD	SWINDELL RD	MIDWAY RD	CR	C	2 U	0	0	0	D	N/A
COUNTY LINE RD	MIDWAY RD	KNIGHTS GRIFFIN RD	CR	C	2 U	0	0	0	D	N/A
EVERS ST	WHEELER ST	M L KING ST	PC	C	2 U	2000	10656	0.19	D	C
EVERS ST	REYNOLDS ST	BAKER ST	PC	C	2 U	9000	10656	0.84	D	D
EVERS ST	GRANT ST	WHEELER ST	PC	C	2 U	9000	10656	0.84	D	D
EVERS ST	M L KING ST	REYNOLDS RD	PC	C	2 U	8000	10656	0.75	D	D
FORBES RD	TRAPNELL RD	SYDNEY RD	CR	C	2 U	3526	17000	0.21	C	B
FORBES RD	SYDNEY RD	M L KING BLVD	CR	C	2 U	4456	12096	0.37	C	C
FORBES RD	I-4	THONOTOSASSA RD	CR	C	2 U	11967	24200	0.49	D	C
FORBES RD	M L KING BLVD	US HWY 92	CR	C	2 U	9666	12096	0.8	C	C
FORBES RD	THONOTOSASSA RD	THONOTOSASSA-SAM ALLEN	CR	C	2 U	9216	24200	0.38	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
FORBES RD	US HWY 92	I-4	CR	C	2 U	24799	17000	1.46	C	E
GORDON ST	US 92	I-4 FRONTAGE RD S	PC	C	2 U	2500	10656	0.23	D	C
GRANT ST	EVERS ST	SR 39	PC	C	2 U	16175	10656	1.52	D	F
GRANT ST	ALEXANDER ST	EVERS ST	PC	C	2 U	13481	10656	1.27	D	F
I-4	BRANCH FORBES RD	THONOTOSASSA RD	SR	PA	6 F	159623	93000	1.72	C	F



I-4	PARK RD	POLK COUNTY	SR	PA	6 F	167446	93000	1.8	C	F
I-4	MCINTOSH RD	BRANCH FORBES RD	SR	PA	6 F	154385	93000	1.66	C	F
I-4	ALEXANDER ST	SR 39	SR	PA	6 F	129443	93000	1.39	C	F
I-4	THONOTOSASSA RD	ALEXANDER ST	SR	PA	6 F	146128	93000	1.57	C	F
I-4	SR 39	PARK RD	SR	PA	6 F	149783	93000	1.61	C	F
I-4 FRONTAGE RD N	PARK RD	WILDER RD	CR	C	2 U	4102	10656	0.38	D	C
I-4 FRONTAGE RD N	I-4 FRONTAGE RD N	PARK RD	CR	C	2 U	2376	12744	0.19	D	C
I-4 FRONTAGE RD N	I-4 FRONTAGE RD S	I-4 FRONTAGE RD N	CR	C	2 U	2814	12744	0.22	D	C
I-4 FRONTAGE RD N	WILDER RD	SWINDELL RD	CR	C	2 U	8070	10656	0.76	D	D
I-4 FRONTAGE RD S	I-4 FRONTAGE RD N	PARK RD	CR	C	2 U	9771	12744	0.77	D	C
I-4 FRONTAGE RD S	PARK RD	WILDER RD	CR	C	2 U	9452	12744	0.74	D	C
I-4 FRONTAGE RD S	WILDER RD	COUNTY LINE RD	CR	C	2 U	9572	12744	0.75	D	C
I-4 FRONTAGE RD S	SR 39	I-4 FRONTAGE RD N	CR	C	2 U	13483	12744	1.06	D	F

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
JAP TUCKER RD	TRAPNELL RD	SPARKMAN RD	CR	C	2 U	10000	5256	1.9	C	D
JAP TUCKER RD	SPARKMAN RD	JIM JOHNSON RD	CR	C	2 U	8983	5256	1.71	C	D
JIM JOHNSON RD	ALEXANDER RD	PARK RD	CR	C	4 D	27601	65600	0.42	D	B
JIM JOHNSON RD	JAP TUCKER RD	ALEXANDER RD	CR	C	2 U	14548	10656	1.37	D	F



JIM JOHNSON RD	JIM JOHNSON	TRAPNELL	CR	C	2 U	0	0	0	D	N/A
KNIGHTS GRIFFIN RD	MCINTOSH RD	SR 39	CR	A	2 U	11667	16400	0.71	C	C
KNIGHTS GRIFFIN RD	SR 39	WILDER RD	CR	A	2 U	13654	17300	0.79	C	C
KNIGHTS GRIFFIN RD	WILDER RD	POLK COUNTY	CR	A	2 U	11624	17300	0.67	C	C
M L KING BLVD / SR 574	FORBES RD	TURKEY CREEK RD	SR	PA	2 U	19503	13440	1.45	C	F
M L KING BLVD / SR 574	DOVER RD	SYDNEY DOVER RD	SR	PA	2 U	22104	13440	1.64	C	F
M L KING BLVD / SR 574	TURKEY CREEK RD	SAMMONDS RD	SR	PA	2 U	15143	13440	1.13	C	F
M L KING BLVD / SR 574	SYDNEY DOVER RD	FORBES RD	SR	PA	2 U	22899	13440	1.7	C	F
M L KING ST	ALEXANDER ST	WHEELER ST	PC	C	2 U	5952	10656	0.56	D	D
M L KING ST	WHEELER ST	EVERS ST	PC	C	2 U	9045	10656	0.85	D	D
M L KING ST	EVERS ST	SR 39	PC	C	2 U	9045	10656	0.85	D	D
MARYLAND ST	ALABAMA ST	US HWY 92	PC	C	2 U	2000	10656	0.19	D	C
MARYLAND ST	ALSOBROOK ST	ALABAMA ST	PC	C	2 U	2000	10656	0.19	D	C
MEDULLA RD	CORONET RD	OLD MULBERRY RD	CR	C	2 U	16564	17000	0.97	C	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
MEDULLA RD	OLD MULBERRY RD	COUNTY LINE RD	CR	C	2 U	18430	17000	1.08	C	D
MENDONSA RD / HUNTER ST PROSSER DR	ALEXNADER ST	SR 39	PC	C	2 U	4000	10656	0.38	D	C
MIDWAY RD	WILDER RD	CHARLIE TAYLOR RD	CR	C	2 U	0	0	0	D	N/A



MIDWAY RD	ALEXANDER ST EXT	SR 39	CR	C	2 U	7500	0	0	D	N/A
MIDWAY RD	CHARLIE TAYLOR RD	COUNTY LINE RD	CR	C	2 U	0	0	0	D	N/A
MIDWAY RD	SR 39	WILDER RD	CR	C	2 U	0	0	0	D	N/A
MONROE ST	FRANKLIN ST	SR 39	PC	C	2 U	6000	0	0	D	C
MUD LAKE RD	TRAPNELL RD	CHARLIE GRIFFIN	CR	C	2 U	5424	17000	0.32	C	B
MUD LAKE RD	HOLLOWAY RD	TRAPNELL RD	CR	C	2 U	4038	17000	0.24	C	B
MUD LAKE RD	CHARLIE GRIFFIN	ALEXANDER ST	CR	C	2 U	12431	17000	0.73	C	C
OLD MULBERRY RD	COUNTY LINE RD	TRAPNELL RD	CR	C	2 U	2500	24200	0.1	D	B
OLD MULBERRY RD	TRAPNELL RD	MEDULLA RD	CR	C	2 U	3697	24200	0.15	D	B
PARK RD	PLANT CITY STADIUM	PARK RD	CR	A	2 U	8358	24200	0.35	D	B
PARK RD	US 92	I-4 FRONTAGE RD S	SR	A	6 D	39728	98300	0.4	D	B
PARK RD	ALSOBROOK ST	ALABAMA ST	CR	A	4 D	39304	65600	0.6	D	C
PARK RD	SR 39	PLANT CITY STADIUM	CR	A	2 U	12120	24200	0.5	D	C
PARK RD	JIM JOHNSON RD	ALBERTSONS DR	CR	A	4 D	27881	35820	0.78	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
PARK RD	ALBERTSONS DR	ALSOBROOK ST	CR	A	4 D	29979	35820	0.84	D	C
PARK RD	I-4 FRONTAGE RD S	I-4	SR	A	4 D	43135	39800	1.08	D	F
PARK RD	ALABAMA ST	US 92	CR	A	4 D	39116	35820	1.09	D	F



PARK RD	I-4	SAM ALLEN RD	CR	A	4 D	43530	35820	1.22	D	F
REYNOLDS ST / SR 574	ALEXANDER ST	US 92 / THONOTOSASSA RD	SR	PA	2 U	5445	24200	0.22	D	B
REYNOLDS ST / SR 574	SAMMONDS RD	WOODROW WILSON ST	SR	PA	2 U	15068	24200	0.62	D	C
REYNOLDS ST / SR 574	WOODROW WILSON ST	ALEXANDER ST	SR	PA	2 U	19517	24200	0.81	D	D
RICE RD	WIGGINS RD	COUNTY LINE RD	CR	C	2 U	3000	24200	0.12	D	B
RICE RD	CORONET RD	WIGGINS RD	CR	C	2 U	0	0	0	D	N/A
ROBERTS RANCH RD	JIM JOHNSON RD	CORONET RD	CR	C	2 U	11220	24200	0.46	D	C
SAM ALLEN RD	WILDER RD	CHARLIE TAYLOR RD	CR	C	4 D	0	0	0	D	N/A
SAM ALLEN RD	CHARLIE TAYLOR RD	COUNTY LINE RD	CR	C	4 D	0	0	0	D	N/A
SAM ALLEN RD	ALEXANDER ST EXT	SR 39	CR	C	4 D	25654	65600	0.39	D	B
SAM ALLEN RD	FORBES RD	CORK RD	CR	C	2 U	7576	17000	0.45	C	B
SAM ALLEN RD	SR 39	PARK ST	CR	C	4 D	25502	65600	0.39	D	B
SAM ALLEN RD	CORK RD	ALEXANDER ST EXT	CR	C	2 U	7635	17000	0.45	C	B
SAM ALLEN RD	PARK ST	WILDER RD	CR	C	4 D	27479	24200	1.14	D	B
SAMMONDS RD	SR 574	WOODROW WILSON	PC	C	2 U	637	12744	0.05	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
SAMMONDS RD	WOODROW WILSON	ALEXANDER ST	PC	C	2 U	10767	10656	1.01	D	E
SMITH-RYALS RD	SR 60	TRAPNELL RD	CR	C	2 U	7747	17000	0.46	C	B



SR 39	SR 60	TRAPNELL RD	SR	PA	4 D	37455	0	0	B	C
SR 39	CHARLIE GRIFFIN	ALEXANDER ST	SR	PA	4 D	40542	39800	1.02	D	F
SR 39	TRAPNELL RD	CHARLIE GRIFFIN	SR	PA	4 D	39341	32400	1.21	D	F
SR 39 / COLLINS ST	PARK RD	GRANT ST	SR	PA	4 D	21786	39800	0.55	D	C
SR 39 / COLLINS ST	ALEXANDER ST	PARK RD	SR	PA	4 D	20941	39800	0.53	D	C
SR 39 / COLLINS ST	GRANT ST	ALSOBROOK ST	SR	PA	4 D	23052	32400	0.71	D	D
SR 39 / COLLINS ST	ALSOBROOK ST	ALABAMA ST	SR	PA	4 D	22030	32400	0.68	D	D
SR 39 / COLLINS ST	REYNOLDS ST	BAKER ST	SR	PA	2 U	7894	11840	0.67	D	D
SR 39 / COLLINS ST	ALABAMA ST	M L KING ST	SR	PA	2 U	15400	11840	1.3	D	F
SR 39 / COLLINS ST	M L KING ST	REYNOLDS ST	SR	PA	2 U	16569	11840	1.4	D	F
SR 39 / PAUL BUCHMAN HWY	KNIGHTS-GRIFFIN RD	PASCO COUNTY	SR	PA	2 U	27074	17300	1.56	C	E
SR 39 / PAUL BUCHMAN HWY	SAM ALLEN RD	ALEXANDER ST EXT	SR	PA	2 U	16057	14160	1.13	D	F
SR 39 / PAUL BUCHMAN HWY	ALEXANDER ST EXT	KNIGHTS-GRIFFIN RD	SR	PA	2 U	31509	16200	1.94	D	F
SR 39 / PAUL BUCHMAN HWY	MONROE ST	SAM ALLEN RD	SR	PA	2 U	18678	14160	1.32	D	F

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
SR 39 / WHEELER ST	BAKER ST	I-4 FRONTAGE RD	SR	PA	2 U	13932	11840	1.18	D	F



SR 39 / WHEELER ST	I-4	MONROE ST	SR	PA	2 U	19861	11840	1.68	D	F
SR 39 / WHEELER ST	REYNOLDS ST	BAKER ST	SR	PA	2 U	13978	11840	1.18	D	F
SR 39 / WHEELER ST	I-4 FRONTAGE RD	I-4	SR	PA	2 U	19352	14160	1.37	D	F
SYDNEY DOVER RD	SYDNEY RD	M L KING BLVD / SR 574	CR	C	2 U	3500	24400	0.14	D	B
SYDNEY RD	DOVER RD	FORBES RD	CR	C	2 U	12342	17000	0.73	C	C
SYDNEY RD	FORBES RD	TURKEY CREEK RD	CR	C	2 U	9727	12744	0.76	D	C
SYDNEY RD	TURKEY CREEK RD	AIRPORT RD	CR	C	2 U	17638	12744	1.38	D	F
SYDNEY RD	AIRPORT RD	SAMMONDS RD	CR	C	2 U	12624	10656	1.18	D	F
THONOTOSASSA RD	I-4	WOODROW WILSON	SR	A	4 D	30635	39800	0.77	D	C
THONOTOSASSA RD	BRANCH-FORBES RD	WALLACE BRANCH	CR	C	2 U	10985	24200	0.45	D	C
THONOTOSASSA RD	WOODROW WILSON	US 92 / LEMON ST	SR	A	4 D	27233	39800	0.68	D	C
THONOTOSASSA RD	WALLACE BRANCH	I-4	CR	C	2 U	12441	24200	0.51	D	C
THONOTOSASSA RD	MCINTOSH RD	BRANCH-FORBES RD	CR	C	2 U	14975	17000	0.88	C	C
TRAPNELL RD	SMITH-RYALS RD	WIGGINS RD	CR	C	2 U	3701	24200	0.15	D	B
TRAPNELL RD	JIM JOHNSON EXT	JAP TUCKER RD	CR	C	2 U	3224	24200	0.13	D	B
TRAPNELL RD	JAP TUCKER RD	SMITH-RYALS RD	CR	C	2 U	5446	24200	0.23	D	B
TRAPNELL RD	SR 39	JIM JOHNSON EXT	CR	C	2 U	5059	15930	0.32	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
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TRAPNELL RD	TURKEY CREEK RD	MUDLAKE RD	CR	C	2 U	5553	12744	0.44	D	C
TRAPNELL RD	MUDLAKE RD	SR 39	CR	C	2 U	3483	12744	0.27	D	C
TRAPNELL RD	FORBES RD	TURKEY CREEK RD	CR	C	2 U	3526	12744	0.28	D	C
TRAPNELL RD	WIGGINS RD	COUNTY LINE RD	CR	C	2 U	0	0	0	D	N/A
TURKEY CREEK RD	SR 574	US HWY 92	CR	A	2 U	8140	12744	0.64	D	C
TURKEY CREEK RD	SYDNEY RD	AIRPORT RD	CR	A	2 U	9042	12744	0.71	D	C
TURKEY CREEK RD	SR 60	TRAPNELL RD	CR	A	2 U	6182	10656	0.58	D	D
TURKEY CREEK RD	TRAPNELL RD	SYDNEY RD	CR	A	2 U	8625	10656	0.81	D	D
TURKEY CREEK RD	AIRPORT RD	SR 574	CR	A	2 U	19950	12744	1.57	D	F
US 92 / REYNOLDS ST	WHEELER ST	EVERS ST	SR	PA	2 O	17415	19440	0.9	D	D
US 92 / REYNOLDS ST	EVERS ST	SR 39	SR	PA	2 O	17291	19440	0.89	D	D
US 92 / REYNOLDS ST	US 92 / THONOTOSASSA RD	WHEELER ST	SR	PA	2 O	14759	19440	0.76	D	D
US 92 / REYNOLDS ST	SR 39	BAKER ST	SR	PA	2 O	15258	19440	0.78	D	D
US 92 / THONOTOSASSA RD	BAKER ST	ALEXANDER ST	SR	PA	2 O	18013	23880	0.75	D	C
US 92 / THONOTOSASSA RD	ALEXANDER ST	REYNOLDS ST	SR	PA	2 O	9478	19440	0.49	D	D
US HWY 92	PARK ST	WILDER RD	SR	PA	4 D	36611	39800	0.92	D	C

MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)



ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
US HWY 92	WOODROW WILSON	THONOTOSASSA RD	SR	PA	2 U	12210	17700	0.69	D	C
US HWY 92	TURKEY CREEK RD	WALTER DR	SR	PA	2 U	14556	17700	0.82	D	C
US HWY 92	REYNOLDS ST	PARK ST	SR	PA	4 D	32527	39800	0.82	D	C
US HWY 92	MOORE'S LAKE RD	FORBES RD	SR	PA	2 U	20746	17700	1.17	D	F
US HWY 92	WALTER DR	WOODROW WILSON	SR	PA	2 U	19305	17700	1.09	D	F
US HWY 92	FORBES RD	TURKEY CREEK RD	SR	PA	2 U	19223	17700	1.09	D	F
US HWY 92	WILDER RD	COUNTY LINE RD	SR	PA	4 D	41075	39800	1.03	D	F
US HWY 92 / BAKER ST	SR 600	ALEXANDER ST	SR	PA	2 O	17921	23880	0.75	D	C
US HWY 92 / BAKER ST	SR 39	REYNOLDS ST	SR	PA	2 O	14817	19440	0.76	D	D
US HWY 92 / BAKER ST	WHEELER ST	EVERS ST	SR	PA	2 O	16386	19440	0.84	D	D
US HWY 92 / BAKER ST	EVERS ST	SR 39	SR	PA	2 O	16177	19440	0.83	D	D
US HWY 92 / BAKER ST	ALEXANDER ST	WHEELER ST	SR	PA	2 O	14282	19440	0.73	D	D
US HWY 92 / BAKER ST	THONOTOSASSA/LEMON	THONOTOSASSA/MOBLEY	SR	PA	2 D	35457	17700	2	D	F
WHEELER ST	M L KING ST	REYNOLDS ST	PC	C	2 U	11400	13320	0.86	D	D
WHEELER ST	EVERS ST	M L KING ST	PC	C	2 U	8358	10656	0.78	D	D
WIGGINS RD	MEDULLA RD	RICE RD	CR	C	2 U	2939	24200	0.12	D	B
WIGGINS RD	RICE RD	US HWY 92	CR	C	2 U	6271	24200	0.26	D	B
WIGGINS RD	US HWY 92	I-4 FRONTAGE RD S	CR	C	2 U	445	24200	0.02	D	B

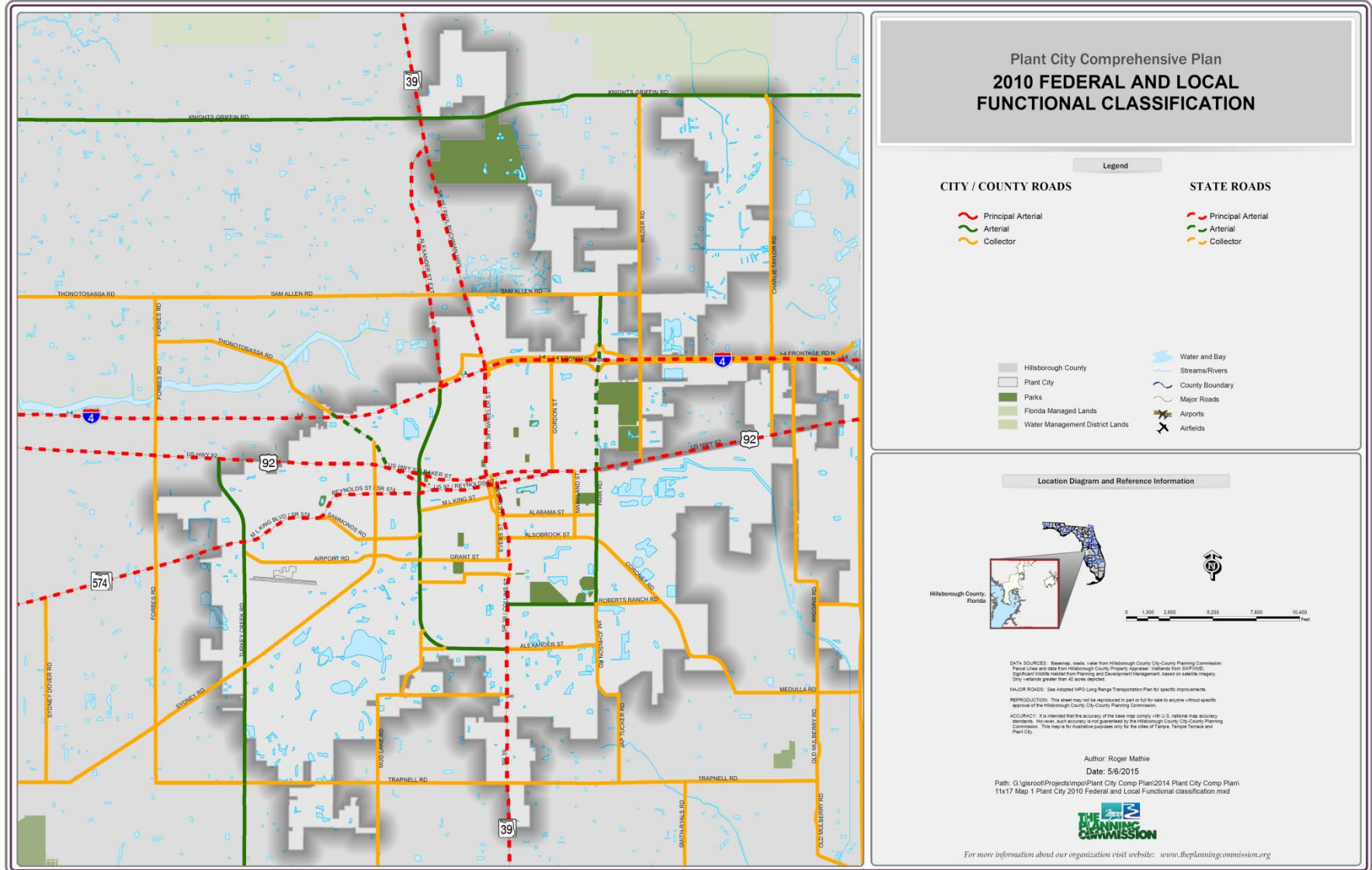


MBY TABLE 4 - 2040 FUTURE ROADWAY INVENTORY AND LEVEL OF SERVICE (CONTINUED)

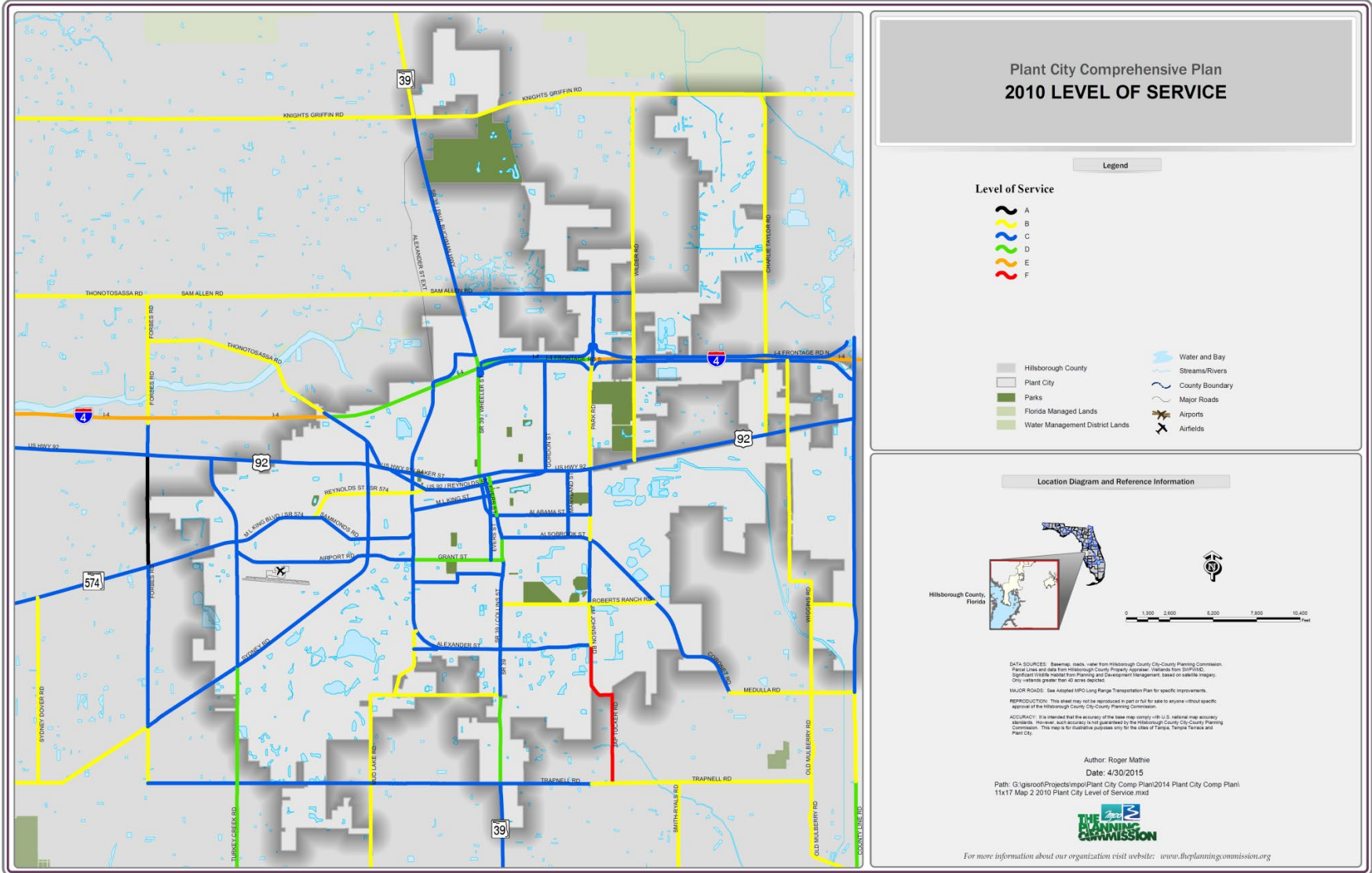
ON STREET	FROM	TO	JUR	F/C	LANES	AADT	MSV	V/MSV RATIO	LOS STD.	LOS
WILDER RD	US HWY 92	I-4 FRONTAGE RD S	CR	C	2 U	4559	24200	0.19	D	B
WILDER RD	I-4 FRONTAGE RD N	SAM ALLEN RD	CR	C	2 U	1840	24200	0.08	D	B
WILDER RD	SAM ALLEN RD	KNIGHTS-GRIFFIN	CR	C	2 U	16683	17300	0.96	C	C
WOODROW WILSON ST	SAMMONDS RD	SR 574 / REYNOLDS ST	PC	C	2 U	2545	10656	0.24	D	C
WOODROW WILSON ST	US 92 / BAKER ST	THONOTOSASSA RD	PC	C	2 U	7498	10656	0.7	D	D
WOODROW WILSON ST	SR 574 / REYNOLDS ST	US 92 / BAKER ST	PC	C	2 U	5579	10656	0.52	D	D
YMCA PLACE	MUD LAKE RD	ALEXANDER ST	PC	C	2 U	2500	10656	0.23	D	C



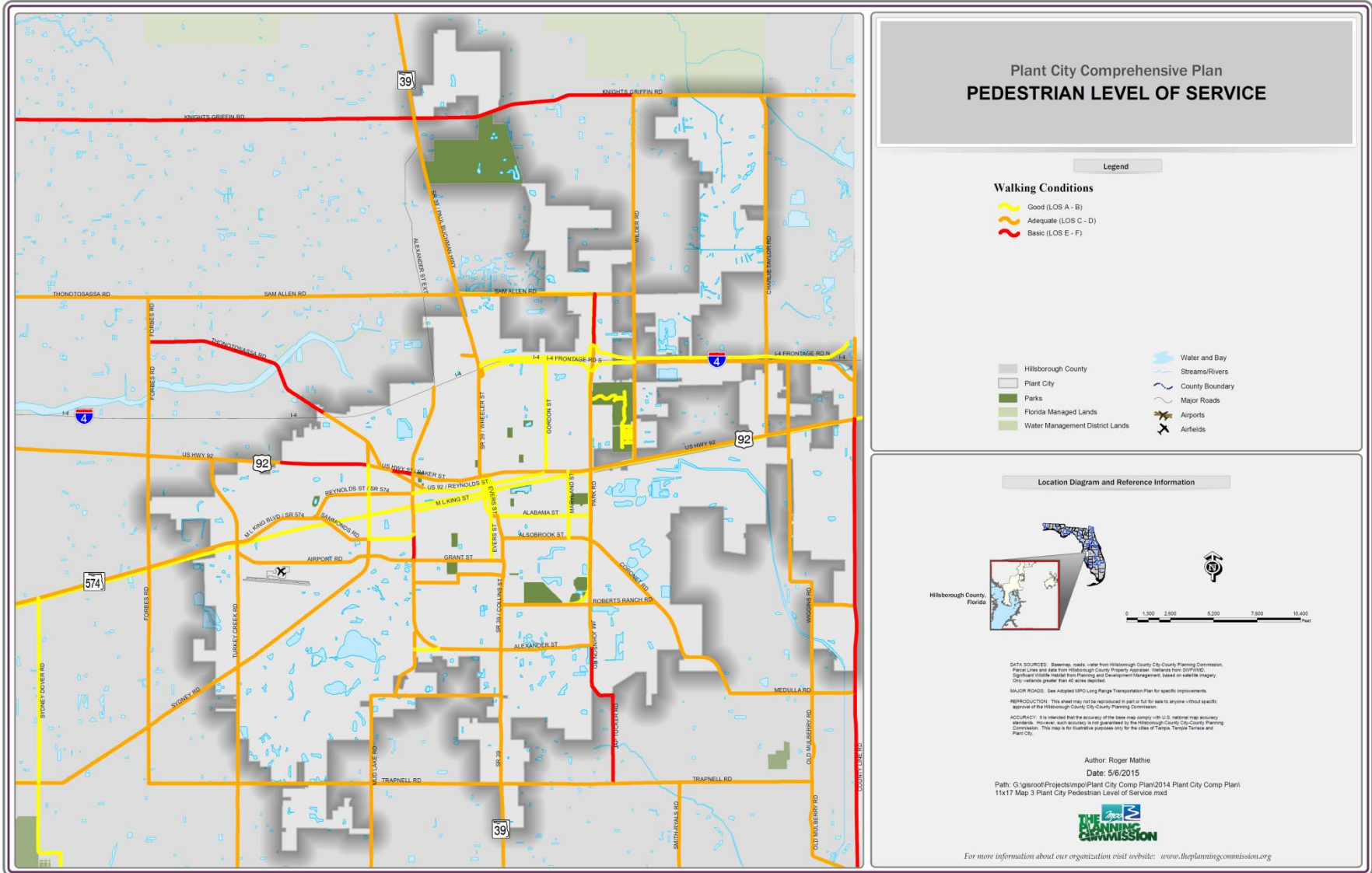
MBY MAP 1 – 2010 LOCAL AND FEDERAL FUNCTIONAL CLASSIFICATION*



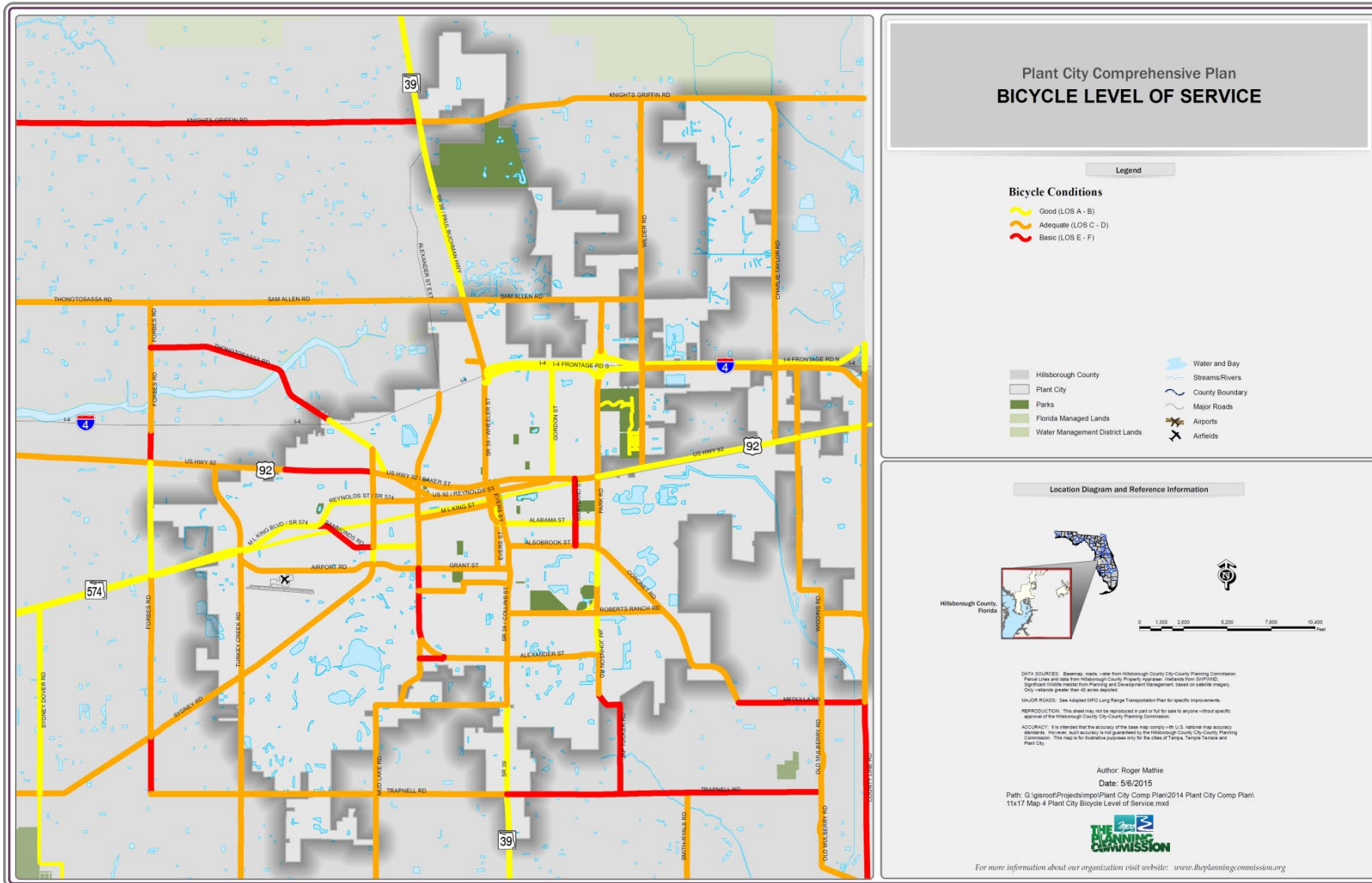
MBY MAP 2 – 2010 LEVEL OF SERVICE



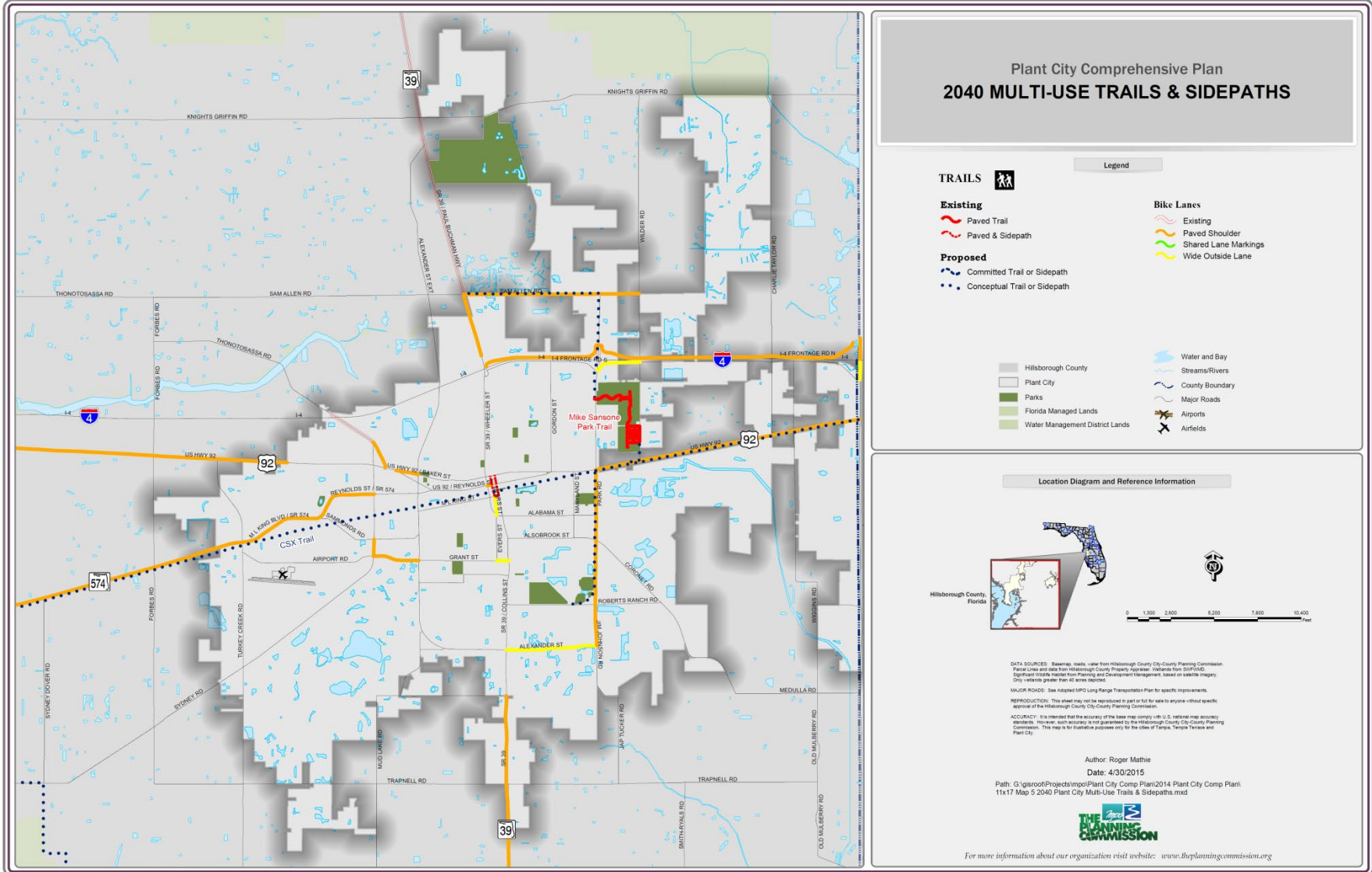
MBY MAP 3 – PEDESTRIAN LEVEL OF SERVICE



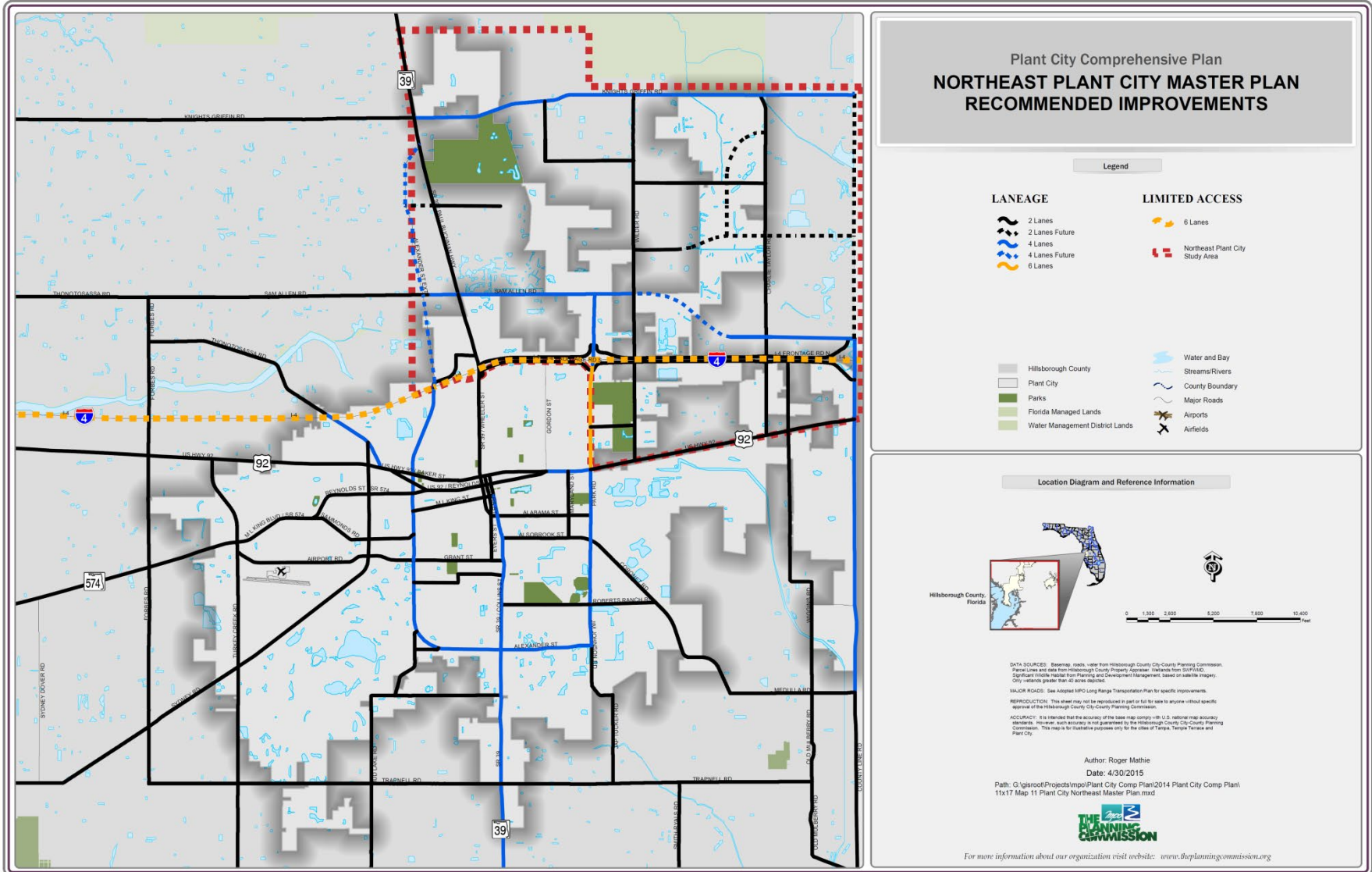
MBY MAP 4 – BICYCLE LEVEL OF SERVICE



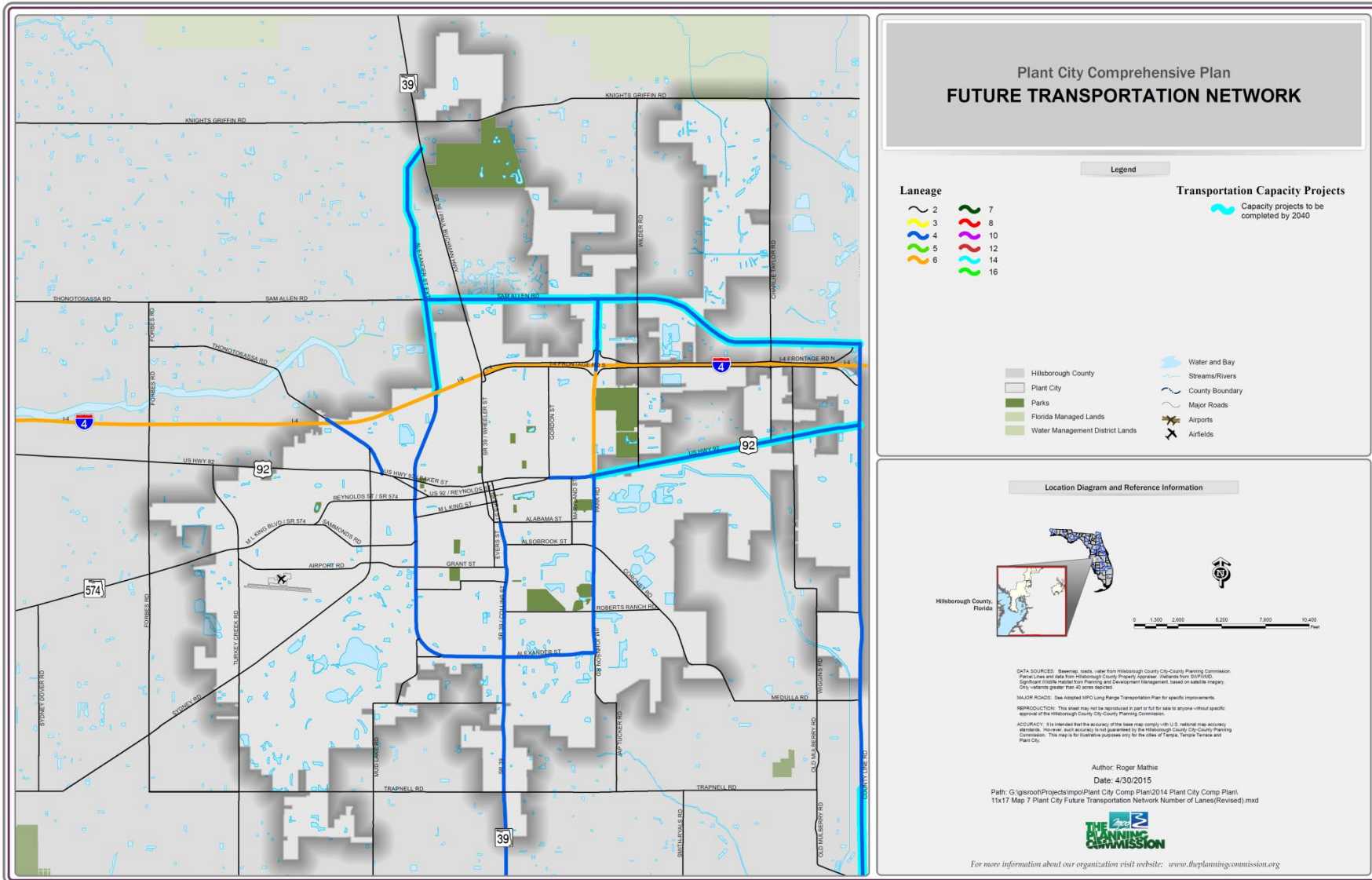
MBY MAP 5 – MULTI-USE TRAILS & SIDEPATHS



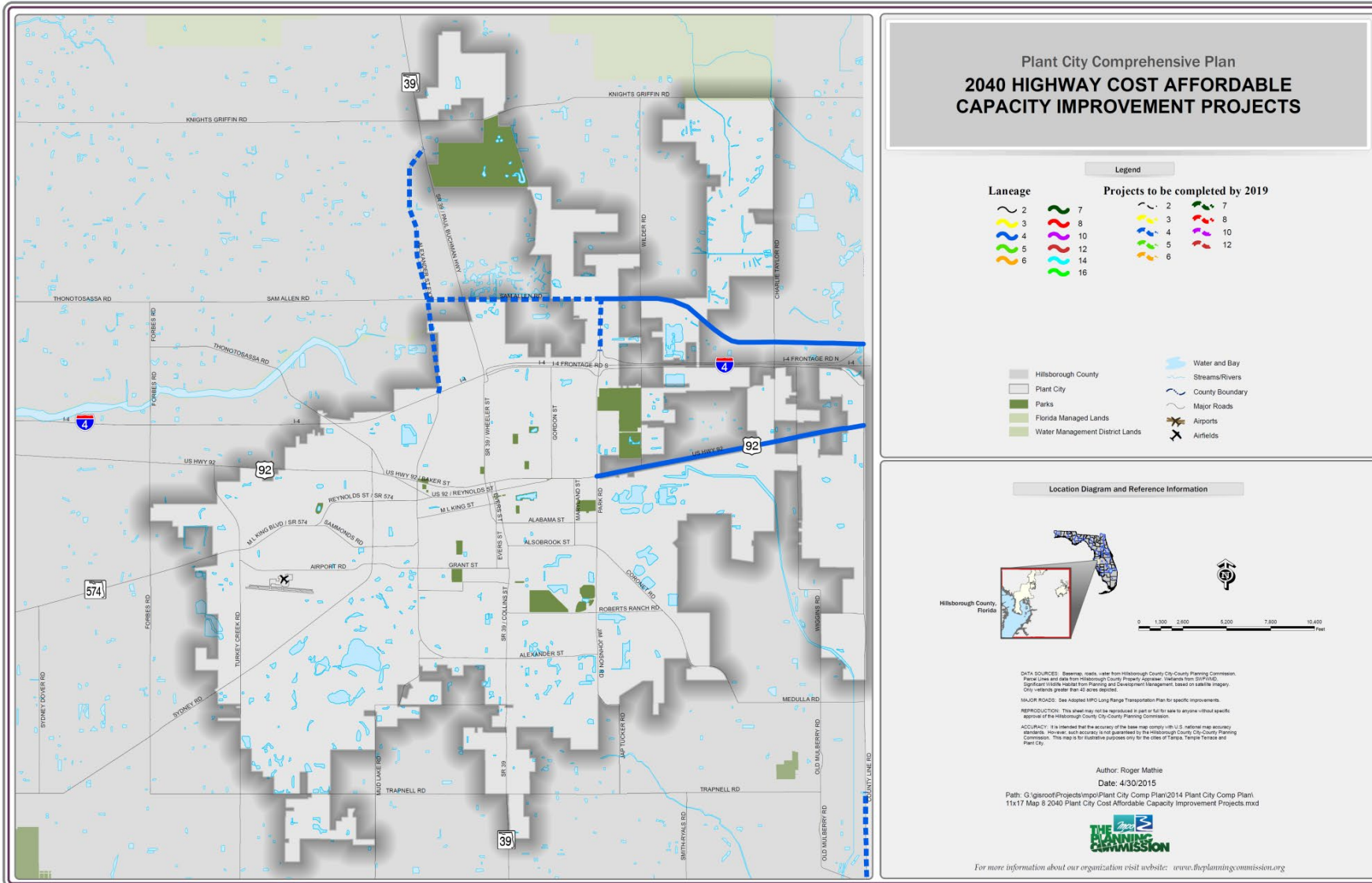
MBY MAP 6 – NORTHEAST PLANT CITY AREA MASTER PLAN RECOMMENDED IMPROVEMENTS*



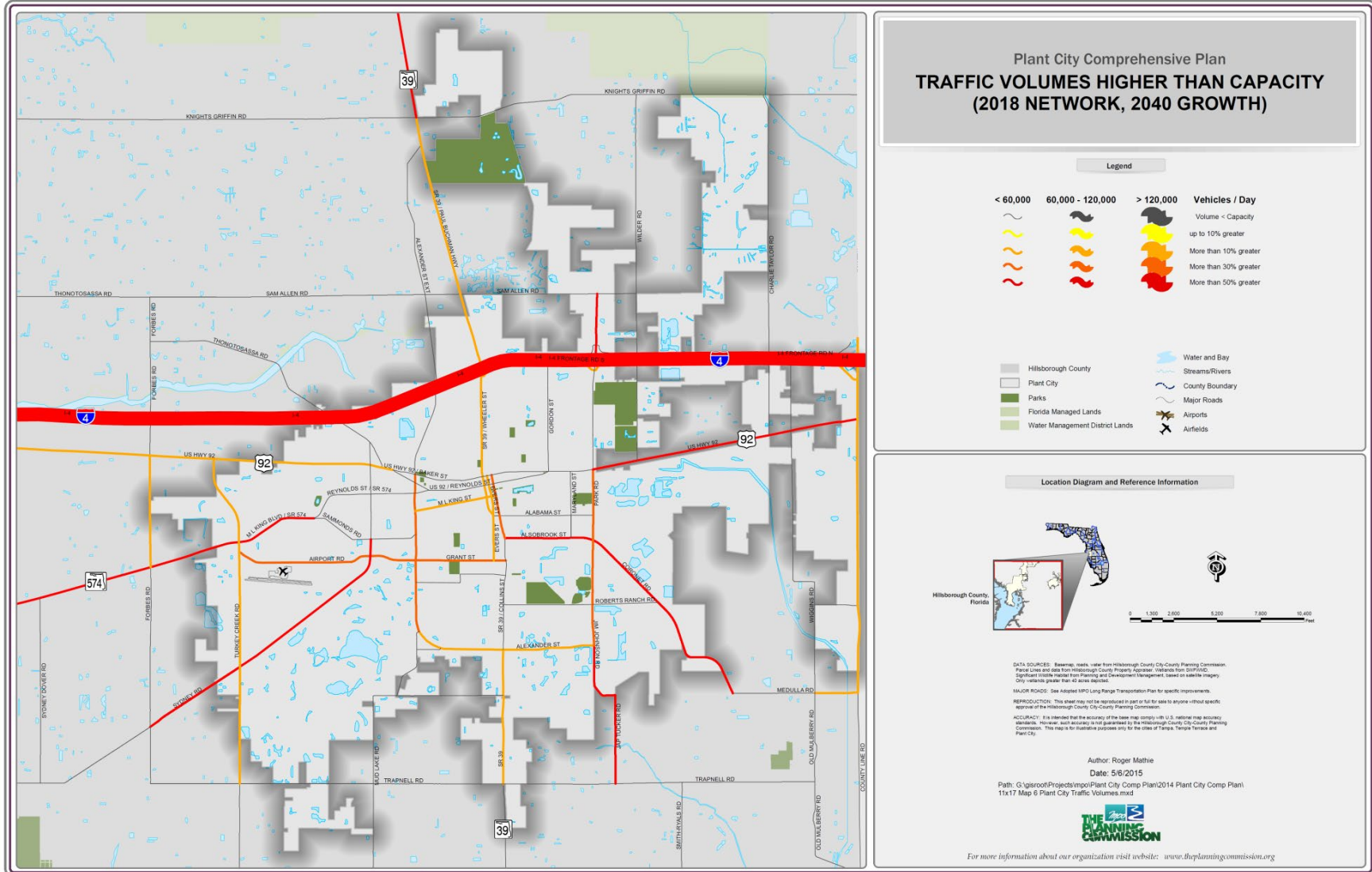
MBY MAP 7 – FUTURE TRANSPORTATION NETWORK



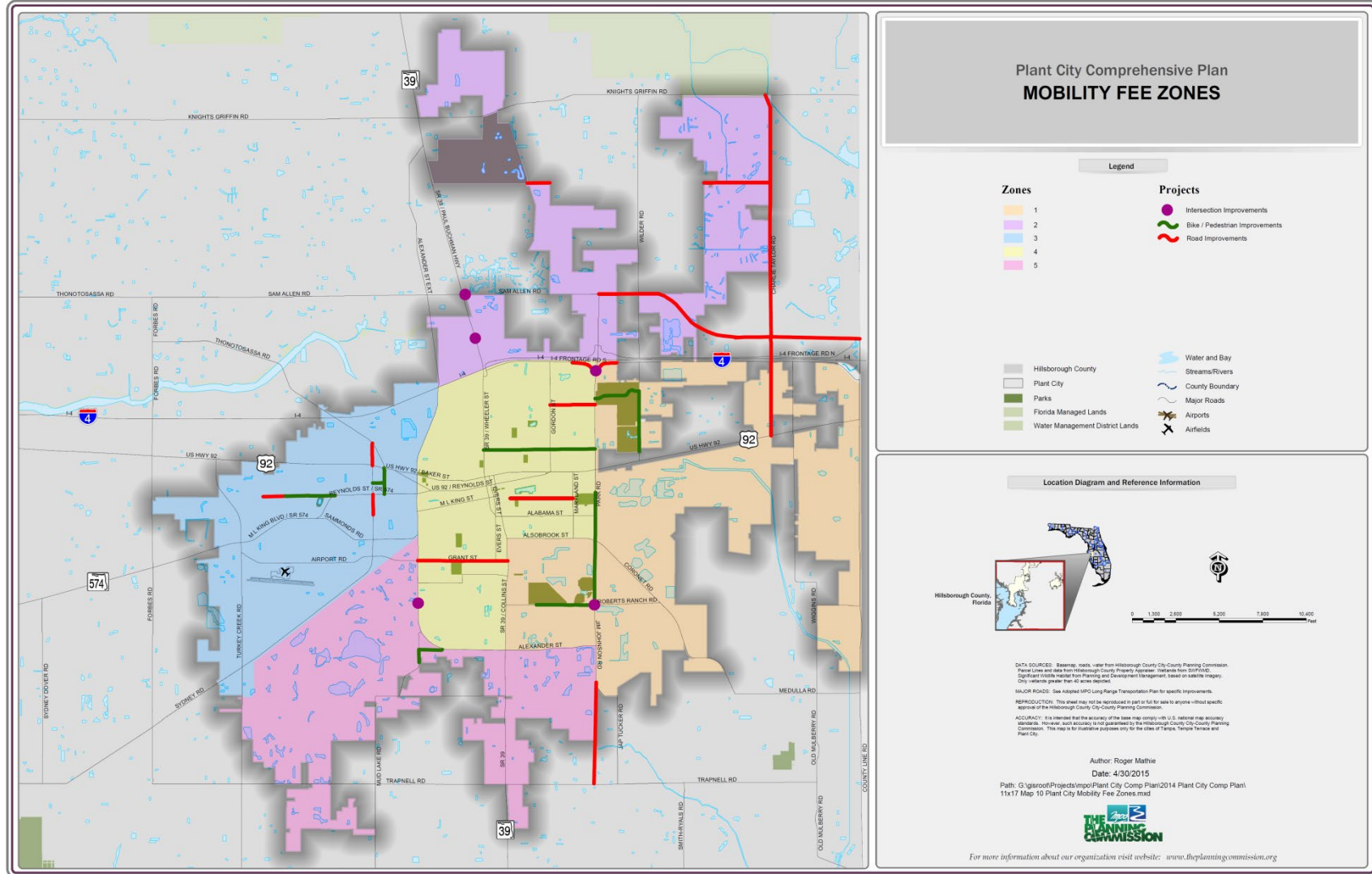
MBY MAP 8 – 2040 COST AFFORDABLE PLAN*



MBY MAP 9 – 2040 LEVEL OF SERVICE*



MBY MAP 10 PLANT CITY MOBILITY FEE ZONES



Public School Facilities

*Goals, Objectives, and Policies**

COORDINATE AND MAINTAIN HIGH QUALITY EDUCATION INTRODUCTION

PSF GOAL 1: PLANT CITY (THE CITY) SHALL COORDINATE WITH THE SCHOOL BOARD OF HILLSBOROUGH COUNTY (THE SCHOOL BOARD) TO ENSURE PUBLIC SCHOOL FACILITIES ARE OF THE HIGHEST QUALITY AND MEET THE NEEDS OF THE CITY’S EXISTING AND FUTURE POPULATION.

Population Projections

PSF Objective 1.1: Plant City, together with staff representatives from the Planning Commission, School Board, Tampa, Temple Terrace and Hillsborough County, shall meet annually to coordinate and base their local government comprehensive plans and school facility plans on consistent projections.

PSF Policy 1.1.1: The City and the School Board shall coordinate and base their plans on consistent projections, including population projections that are developed in coordination with the Planning Commission, and student enrollment projections (district-wide and by concurrency service areas) that are developed by the School Board with the agreement of the Florida Office of Educational Facilities. The School Board’s student enrollment projections shall consider the

impacts of development trends and data required to be reported by Section 1.3.3 of the Interlocal Agreement for School Facility Planning and Siting (*Interlocal Agreement*). To accomplish this policy the City, the Planning Commission and the School Board agree to provide the information and follow the procedures specified in Sections 1.3.1 and 1.3.2 of the Interlocal Agreement.

Growth and Development Trends

PSF Objective 1.2: Plant City, together with staff representatives of the Planning Commission, School Board, Tampa, Temple Terrace and Hillsborough County, shall meet annually to report growth and development trends.

PSF Policy 1.2.1: The City, with the assistance of the Planning Commission, shall report on growth and development trends within the City to the School Board. The City and the Planning Commission shall provide the information and follow the procedures specified in Section 1.3.3 of the Interlocal Agreement. The School Board will use the information to distribute student enrollment by concurrency service area to make the most efficient use of public school facilities.

School Facility Siting and Availability

PSF Objective 1.3: Provide coordination in planning, locating, expanding, constructing, redeveloping, and opening of public schools, concurrent with necessary services and infrastructure, and compatible with the



City’s Comprehensive Plan and Capital Improvements Program.

PSF Policy 1.3.1: The City will coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plans. Pursuant to Section 1013.33, Florida Statutes, the City will consider each site plan as it relates to environmental, health, safety and welfare concerns, as well as the effects on adjacent property. In addition the City will develop with the School Board mutually acceptable guidelines for the selection of future school sites including, but not limited to, aspects related to:

1.3.1.a: Acquisition of school sites which allow for future expansions to accommodate future enrollment and other facility needs which promote the City’s development and redevelopment objectives and deemed beneficial for joint-uses, as identified by the School Board and the City; and

1.3.1.b: Coordination of the location, phasing, and development of future school sites to ensure that site development occurs in conjunction with the provision of required infrastructure to serve the school facility.

PSF Policy 1.3.2: In addition to meeting the Objectives and Policies of the Future Land Use Element regarding school locations, the City shall assist the School Board to determine appropriate sites for schools, giving strong preference to those

locations that can be used as a potential catalyst or leverage for redevelopment efforts in the surrounding area.

PSF Policy 1.3.3: The City will include sufficient allowable land use designations for schools approximate to residential development to meet the projected needs for schools.

PSF Policy 1.3.4: The City and School Board will jointly determine the need for and timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school, and will enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

PSF Policy 1.3.5: The City shall afford School Board representatives the opportunity to review and comment on developments adjacent to schools.

School Siting Procedures

PSF Policy 1.3.6: Schools shall be allowed in all plan categories, except Industrial and those created to protect natural environmentally-sensitive features and situations such as the Environmentally Sensitive Overlay District areas, and primarily to promote redevelopment and the elimination of blighting or potentially blighting conditions, whenever possible, subject to compatibility and the provision of adequate supporting public facilities.

PSF Policy 1.3.7: Under State statute and Section 3.2 of the Interlocal Agreement, the Hillsborough County School Board is



required to notify the City of Plant City at least 60 days prior to acquiring or leasing property that may be used for a new public educational facility; the City shall notify the School Board within 45 days of receiving the notification if the site proposed for acquisition or lease is consistent with the land use categories and policies of the City’s Comprehensive Plan.

PSF Policy 1.3.8: The City of Plant City shall encourage the School Board to continue its ongoing efforts to seek citizen involvement so that they have an opportunity to provide input into the school siting and redevelopment process.

PSF Policy 1.3.9: School siting and redevelopment, whenever possible, shall be a priority in redevelopment areas, particularly those with physical, economic, and social blight.

PSF Policy 1.3.10: It is the intent of the City that development and redevelopment of school sites shall be minimally disruptive to adjacent areas. The City shall assess the potential impacts of school sites on the physical development pattern and the character of the surrounding area, and require the school-site developer to mitigate any off-site impacts, consistent with the provisions of the City’s Comprehensive Plan and implementing land development regulations.

Community Design

PSF Objective 1.4: The City shall enhance community and neighborhood design through effective school facility design and siting standards and encourage the siting of school facilities so they serve as community

focal points and so they are compatible with surrounding land uses.

PSF Policy 1.4.1: The City shall coordinate with the School Board in order to provide consistency between the City’s Comprehensive Plan and public school facilities programs, such as:

1.4.1.a: Greater efficiency for the School Board and the City by the placing schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;

1.4.1.b: Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;

1.4.1.c: The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities; and,

1.4.1.d: The expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment.

PSF Policy 1.4.2: The School Board, as one of the largest holders of historic resources within the County, shall be encouraged to preserve, maintain and continue the use historic schools. Where continued use is not feasible, every effort should be made to provide for the adaptive reuse of these locally significant historic buildings. New schools to be developed within a Plant City historic district, if any, shall comply with the City’s historic-preservation guidelines.



PSF Policy 1.4.3: The City and School Board shall provide for the shared-use and co-location of school sites and City facilities with similar facility needs, such as libraries, parks and recreation facilities, and health care facilities. The City will look for opportunities to collocate and share use of City facilities when preparing updates to the Comprehensive Plan’s schedule of capital improvements and when planning and designing new or renovating existing, community facilities.

PSF Policy 1.4.4: The City of Plant City shall look for opportunities to use cooperative agreements with public and private schools, non-profit agencies, churches and the private sector to assure facilities for active indoor and outdoor recreational opportunities year-round.

PSF Policy 1.4.5: The City, in coordination with the School Board, shall implement the following strategies:

1.4.5.a: New residential developments contiguous to school properties shall be required to provide a right-of-way and a direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood’s existing pedestrian network;

1.4.5.b: The City and the School Board shall work cooperatively to identify conditions that are hazardous along student walking routes to school in accordance with Section 1006.23. F.S.;

1.4.5.c: Evaluate school zones to consider safe crossing of children along major roadways and prioritize areas for

sidewalk improvements including: schools with a high number of pedestrian and bicycle injuries or fatalities, schools requiring courtesy busing for hazardous walking conditions, schools with significant walking populations, but poor pedestrian and bicycle access, and needed safety improvements; and

1.4.5.d: Coordination with the MPO Long Range Transportation Plans to ensure funding for safe access to schools including: development of sidewalk inventories and the list of priority projects coordinated with the School Board.

PSF Policy 1.4.6: The City will coordinate with the School Board and the County on efforts to build new school facilities, and facility rehabilitation and expansions, to be designed to serve as and provide emergency shelters as required by Section 1013.372, Florida Statutes.

Land Use and School Facility Coordination

PSF Objective 1.5: Manage the timing of new development to coordinate with adequate school capacity, as determined by the School District of Hillsborough County.

PSF Policy 1.5.1: The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments.



PSF Policy 1.5.2: Where capacity will not be available to serve the anticipated students from the property seeking a land use change or development of regional impact approval, the City will coordinate with the School Board so that adequate capacity is planned and funded to accommodate anticipated future students or that the applicant has provided adequate mitigation to offset inadequacies in anticipated school capacity. Where feasible, in conjunction with the plan amendment early dedications of school sites shall be encouraged. So that adequate capacity is planned and funded, the City of Plant City shall work with the School Board to amend the School Board’s long range facilities plans over the 5-year, 10-year and 20-year periods to reflect the needs created by the land use plan amendment.

IMPLEMENT PUBLIC SCHOOL CONCURRENCY

PSF GOAL 2: THE CITY SHALL APPROVE NEW DEVELOPMENT CONSISTENT WITH THE FUTURE AVAILABILITY OF PUBLIC SCHOOL FACILITIES TO SERVE THAT NEW DEVELOPMENT CONSISTENT WITH THE ADOPTED LEVEL-OF-SERVICE STANDARDS. THIS GOAL WILL BE ACCOMPLISHED RECOGNIZING THE SCHOOL BOARD’S STATUTORY AND CONSTITUTIONAL RESPONSIBILITY TO PROVIDE A UNIFORM SYSTEM OF FREE AND ADEQUATE PUBLIC SCHOOLS, AND THE CITY’S AUTHORITY FOR LAND USE, INCLUDING THE AUTHORITY TO APPROVE OR DENY COMPREHENSIVE PLAN AMENDMENTS, REZONINGS OR OTHER

DEVELOPMENT ORDERS THAT GENERATE STUDENTS AND IMPACT THE CITY’S SCHOOL SYSTEM.

Level of Service Standards

PSF Objective 2.1: The City, through its implementation of the concurrency management system, shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, and the local governments within Hillsborough County.

PSF Policy 2.1.1: The LOS standards set forth herein shall be applied consistently by all the local governments within Hillsborough County and by the School Board district-wide to all schools of the same type.

PSF Policy 2.1.2: Consistent with the Interlocal Agreement, the uniform, district-wide level-of service standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas identified in the Capital Improvements Element, at the following levels:



TYPE OF SCHOOL	LEVEL OF SERVICE STANDARD
Elementary	100% of permanent FISH capacity*
Middle	100% of permanent FISH capacity*
K-8	100% of permanent FISH capacity*
High	100% of permanent FISH capacity*
Special Purpose	100% of permanent FISH capacity*

*As adjusted by the School Board annually to account for measurable programmatic changes. “Measurable programmatic changes” mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs

PSF Policy 2.1.3: If there is a consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreements for School Facilities Planning and Siting by all parties and the adoption of amendments to the County’s and each City’s Comprehensive Plan. No level of service shall be amended without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the 5-year schedule of capital improvements.

PSF Policy 2.1.4: In the event that a designated concurrency service areas (CSA) cannot meet the adopted level of service within the 5 year period covered in the Facilities Work Plan as specified in PS Policy 2.1.2, that CSA will be identified through

a plan amendment as a backlog facilities and interim standards will be developed and will apply. The level of service standard within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard.

School Concurrency Service Areas

PSF Objective 2.2: The City shall establish School Concurrency Service Areas, as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

PSF Policy 2.2.1: The School Concurrency Service Areas (CSAs) for the City, as agreed in the Interlocal Agreement, shall be coterminous with the school attendance zones for elementary, middle and high schools as shown in the background data and analysis of the Public Schools Facilities Element (PSF). For special schools and charter schools, the concurrency service area shall be district-wide.

PSF Policy 2.2.2: Future amendments to the CSAs, other than periodic adjustments to school attendance zones, may be accomplished by the School Board only after review and comment by the local governments within Hillsborough County, as provided in the Interlocal Agreement for School Facilities Planning and Siting. However, if there is agreement to amend the concurrency service area to establish boundaries other than those that are coterminous with school attendance zones, it shall be accomplished by the execution of an amendment to the



Interlocal Agreement by all parties and by the amendment to the Comprehensive Plan. No concurrency service area shall be amended without a showing that the amended concurrency service area boundaries are financially feasible.

PSF Policy 2.2.3: Concurrency service areas shall be established and subsequently modified to maximize available school capacity and make efficient use of new and existing public schools in accordance with the level of service standards, taking into account minimizing transportation costs, limiting maximum student travel times, the effect of desegregation plans, achieving socio-economic, racial and cultural diversity objectives, and recognizing the capacity commitments resulting from the local governments’ within Hillsborough County’s development approvals for the CSA and for contiguous CSAs.

PSF Policy 2.2.4: Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years of the capital facilities plan. Plan amendments are required for changes to the concurrency service area other than modifications to school attendance zones. Local school capacity will be protected, by limiting new development from adjacent concurrency service areas from taking capacity if the school’s enrollment plus capacity reserved through school concurrency agreements/certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District’s Work Plan as described in this element must also be included when determining the actual capacity of a school.

Process for School Concurrency Implementation

PSF Objective 2.3: In coordination with the School Board, the City will establish a joint process for implementation of school concurrency which includes applicability and capacity determination and availability standards, and school capacity methods. The City shall manage the timing of residential subdivision approvals and site plans to ensure adequate school capacity is available consistent with adopted level of service standards for public school concurrency.

PSF Policy 2.3.1: The issuance of final subdivision and site plan approvals for residential development shall be subject to the availability of adequate school capacity and the maintenance of adopted Level of Service (LOS) standards.

Applicability Standards

PSF Policy 2.3.2: School concurrency applies only to residential development or a phase of residential development requiring a subdivision plat approval, site plan, or its functional equivalent, proposed or established after August 8, 2008.

PSF Policy 2.3.3: The following residential development shall be considered exempt from the school concurrency requirements:

2.3.3.a: Single family lots of record having received final subdivision plat approval prior to August 8, 2008, or single family subdivision final plats actively being reviewed at the time of adoption of the PSF provided the plat is approved



for recording by the City Commission within 180 days of the PSF adoption.

2.3.3.b: Multi-family development having received construction plan approval and issued a final development order prior to August 8, 2008, or multi-family development construction plans actively being reviewed on August 8, 2008, provided a final development order is issued within 180 days of the PSF adoption.

2.3.3.c: Amendments to residential development approvals, which were previously approved prior to August 8, 2008, and which do not increase the number students generated by the development based on the student generation rates for each school type.

2.3.3.d: Age restricted 55 plus developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.

2.3.3.e: Group quarters that do not generate students, including residential facilities such as local jails, prisons, hospitals, bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms exclusive of married student housing, and other similar non-youth living facilities.

Capacity Determination Standards

PSF Policy 2.3.4: The City will adopt a School Concurrency Ordinance which establishes the application procedures and process for evaluating school capacity and making concurrency determinations consistent with the Interlocal Agreement, and the policies established herein.

PSF Policy 2.3.5: The School Board shall conduct a concurrency review that includes findings and recommendations of whether there is adequate school capacity to accommodate the proposed development for each type of school within the affected CSA consistent with the adopted LOS standard.

2.3.5.a: Adequate school capacity is the circumstance where there is sufficient school capacity, based on adopted LOS standards, to accommodate the demand created by a proposed development.

2.3.5.b: The School Board’s findings and recommendations shall address whether adequate capacity exists for each level of school, based on the level of service standards, or if adequate capacity does not exist, whether appropriate mitigation can be accepted.

2.3.5.c: If mitigation can be accepted, the School Board’s findings shall identify the accepted form of mitigation that is consistent with the policies set forth herein.

The City will issue a concurrency determination based on the School Board written findings and recommendations.



PSF Policy 2.3.6: The School Board shall determine whether there is adequate capacity to accommodate a proposed development based on the level of service standards according to the procedures established in the Interlocal Agreement for School Facilities Planning and Siting.

Availability Standard

PSF Policy 2.3.7: The City shall only issue a concurrency approval for a subdivision plat or site plan for residential development where:

2.3.7.a: The School Board’s findings indicate adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan for each level of school;

2.3.7.b: Adequate school facilities are available in an adjacent CSA and the impacts of development shall be shifted to that area, and when reviewing development, new development from adjacent CSA’s cannot take capacity if the school’s enrollment is 95% or greater of FISH capacity; or

2.3.7.c: The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan, as provided in Objective 2.4. and supporting policies.

PSF Policy 2.3.8: In evaluating a subdivision plat or site development plan for concurrency, programmed improvements in years 1-3 of the 5-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis provided that the School District has identified a suitable site (pursuant to the terms of the Interlocal Agreement) to construct the project and that the programmed improvement will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site development plan. Any relevant programmed improvements in years 4 or 5 for which a suitable site has not been identified by the School District (pursuant to the terms of the Interlocal Agreement) or will not be in place or under construction within the first 3 years of the 5-year schedule of improvements shall not be considered available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

Proportionate Share Mitigation

PSF Objective 2.4: The City shall coordinate mitigation alternatives between developers and the School Board that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the adopted School Board’s financially



feasible Work Program. Mitigation proposals must be acceptable to the School Board.

PSF Policy 2.4.1: Mitigation shall be allowed for those developments that cannot meet the adopted level of service standards. Mitigation options shall include options listed below for which the School District assumes operational responsibility through incorporation in the adopted School Board’s financially feasible Work Program and which will maintain adopted level of service standards.

2.4.1.a: The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities created by the proposed development.

2.4.1.b: The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or an adjacent concurrency service area.

2.4.1.c: Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF) and consistent with the School District of Hillsborough County’s Prototype Educational Specifications in use at the time of construction.

2.4.1.d: Establishment of an Educational Benefit District.

PSF Policy 2.4.2: Mitigation must be directed toward a permanent capacity improvement identified in the School District’s financially feasible 5-Year Work Program, which satisfies the deficiencies created by the proposed development consistent with the adopted level of service standards. Relocatable classrooms will not be accepted as mitigation. In no event shall the improvement be smaller in size than a single classroom. Type 2 Modular Units shall not be considered relocatables for the purpose of proportionate share mitigation.

PSF Policy 2.4.3: Mitigation shall not be required when the adopted level of service cannot be met in a particular concurrency service area if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development shall shifted to that concurrency service area provided that impacts may not be shifted if the adjacent school’s enrollment plus capacity reserved through school concurrency agreements/certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District’s Work Plan as described in this element must also be included when determining the actual capacity of a school. Where more than one concurrency service area is available to accommodate student impacts, the School Board shall evaluate how the impacts of that development shall be shifted. Measures to maximize capacity including modifications to concurrency service areas in lieu of shifting development impacts can be considered.

PSF Policy 2.4.4: Mitigation shall be directed to projects on the School District's financially feasible 5-Year Work Program



that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant which shall be executed prior to the City’s issuance of the final subdivision plat or the final site plan approval. If the School Board agrees to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation on its Work Program during the next scheduled update to the Facilities Work Program.

PSF Policy 2.4.5: The applicant’s total proportionate share obligation to resolve a capacity deficiency shall be based on the following: multiplying the number of deficient student stations needed to serve the development by the State average costs per student station at the time of construction (as adopted in Ch. 1013.64 F.S.) for each school type. The State average cost per student station includes school facility construction, costs, contract costs, legal and administrative costs, fees for architects and engineers, furniture and equipment, and site-improvement costs. It does not include the cost of land purchase or lease, extraordinary site preparation costs, hurricane hardening of structures and off-site infrastructure costs that are typically borne by the school district that may be necessary to serve the school. Costs for these items shall be included as part of the proportional share calculations, as appropriate. The applicant’s proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local

ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

PSF Policy 2.4.6: At the time of the initial adoption of this element, the student generation rates are found in the Comprehensive Impact Fee Study – June 2004. The student generation rates shall be reviewed periodically in conjunction with a review of the School Impact Fee in order to maintain consistency when calculating the impacts of new residential developments on school facilities. Professionally accepted methodologies and current housing and population data will be used to review the generation rates.

School Capital Facilities Planning

PSF Objective 2.5: The City shall cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for public schools.

PSF Policy 2.5.1: The City’s strategy for correcting existing deficiencies and addressing future needs is to assist the School Board with the following:

2.5.1.a: The School Board’s commitment to continue the re-boundary process to reallocate school capacity to reduce school overcrowding within concurrency service areas;

2.5.1.b: Implementation of the School District’s 5-Year Work Program which identifies capital improvements that are necessary to ensure level of service standards are achieved and maintained;



2.5.1.c: Identification of adequate sites for funded schools;
and

2.5.1.d: The expansion of revenues for school construction
from updated impact fees.

PSF Policy 2.5.2: The City shall cooperate with the School Board to ensure that future development provides mitigation proportionate to the demand for public school facilities needed to accommodate new development and to assist in maintaining adopted level of service standards.

PSF Policy 2.5.3: Funding for the construction and acquisition of sites for new schools adequate to meet identified needs is included in the financially feasible 5-year schedule of improvements. However, sites have not been identified for all schools included in years 4 and 5 of the schedule. Priority will be given to locating adequate sites, within the first 3 years.

PSF Policy 2.5.4: By December 1st of each year, the City, in coordination with the School District, shall update by reference the School District’s Work Program, to ensure maintenance of a financially feasible capital improvements program and to ensure level-of-service standards will continue to be achieved and maintained within the subsequent 5-year schedule of capital improvements.

MONITORING AND EVALUATION OF PUBLIC SCHOOL FACILITIES ELEMENT

PSF GOAL 3: THE CITY SHALL STRIVE TO CONTINUALLY MONITOR AND EVALUATE THE PUBLIC SCHOOL FACILITIES ELEMENT IN ORDER TO ASSURE THE BEST PRACTICES OF THE JOINT PLANNING PROCESSES AND PROCEDURES FOR COORDINATION OF PLANNING AND DECISION-MAKING.

Evaluation of Comprehensive Plan

PSF Objective 3.1: On an ongoing basis, the Planning Commission shall evaluate the Comprehensive Plan with the public facilities plans of the School Board in an effort to ensure consistency with the comprehensive plan.

PSF Policy 3.1.1: The City and the School Board will coordinate during updates or amendments to the City’s Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the Public School Facilities Element will be initiated following the procedures of 5.1.1 of the Interlocal Agreement and amendments to the Capital Improvements Element to incorporate the School Board’s adopted Work Program shall occur prior to December 1st of each year.

PSF Policy 3.1.2: The Planning Commission is the lead agency responsible for monitoring and evaluation of the Comprehensive Plan. Consistent with Section 1.1 of Interlocal Agreement for School Facilities Planning and Siting, staff of the Planning Commission, the School Board, the County, and municipalities will meet at least once a year, and more frequently if requested



by the Planning Commission, to discuss issues related to the effectiveness of implementing the Public School Facilities Element and Interlocal Agreement and discuss recommendations for change.

PSF Policy 3.1.3: As a result of the annual meeting described in PS Policy 3.1.2, the School Board staff will lead the preparation of a report which will summarize the effectiveness of the Interlocal Agreement, and summarize any recommendations regarding amendments to the Agreement or related documents proposed in the Joint Meeting. The School Board staff will be responsible for the final preparation of the report and distribution to the elected Chair and/or Mayor of each local government, the Chair of the Planning Commission, and the Chair of the School Board. The report may also be presented to any of the local government bodies and the Council of Governments (COG) as requested.

PSF Policy 3.1.4: If the annual report identifies the need for any amendments to the Interlocal Agreements or if there are recommendations for other changes related to the coordination of land use and school facilities planning, a meeting with the Council of Governments (COG) shall be requested by the Superintendent of Schools or designee through the appropriate coordinating staff at Plant City. The proposed amendments will be presented to the COG for input and allow the opportunity for public comment on the proposed amendments before they proceed to each elected or appointed body for review and processing.

Future Conditions Maps

For future conditions data and maps showing existing and anticipated schools over the five-year and long-term planning periods, please reference the Countywide Background Public Schools Facilities Document.



Housing

Introduction

The purpose of this Housing Element is to provide guidance and information important to policy makers and the general public about the current and projected status of housing in Plant City. This Element is part of the *Imagine 2040 Plant City Comprehensive Plan* and meets the requirements of Chapter 163 F.S.

Demographic Overview

Trends, projections and various characteristics of the population influence the amount and type of housing that will be needed in any community. The City of Plant City has annexed land during the last planning period and is forecasted to continue to do so in the future. These annexations have provided ample vacant land for housing to meet the needs of the projected population of Plant City. Projections made by the Planning Commission, indicate that an increase of 36,802 residents can be expected between 2010 and 2040.

Plant City traditionally has had a larger household size than Hillsborough County, with an average household size of 2.82 versus 2.53 as of 2010. This historically may have been due in part to the southern agricultural roots of Plant City. Today the relatively large Hispanic population residing in Plant City may continue the trend in the foreseeable future. The proportions of population by household size are expected to remain stable throughout 2040, with about 57% of the population in a one or

two person household, 32% in three or four person households, and 11% in an over five person household. Plant City will continue to have a relatively large number of families with five or more members.

Emerging Housing Issues

Plant City will face problems atypical of other cities in the Tampa Bay Region. These are problems caused by having a large inventory of older dwelling units built prior to 1969 that are beginning to show signs of wear. Without reinvestment into these homes, further decline and disinvestment will occur in these neighborhoods. Unfortunately, this comes at a time when the federal government has reduced its effort for housing rehabilitation and local community development needs in general. The State is beginning to respond to these issues; however, regardless of what policies and programs the State may devise, it is unlikely they will make up for the declining federal funds. This means that local governments must become very creative in how they try to solve the rehabilitation of older housing. Local governments will have to consider utilizing multiple funding sources for projects. They will need to consider working with the private sector and mustering housing financing by leveraging public dollars with private capital. Even with a successful housing rehabilitation program, it is expected that the City will have unmet needs in housing rehabilitation.

While Plant City may experience increases in household income in the future, there will remain a sizeable number of families at the lower end of the economic spectrum. These households, and perhaps even some moderate income households, will



require housing assistance. Again, the City will need to be creative with limited public dollars. It should consider urban homesteading using surplus government land for these families. Home ownership preferences are strong in Plant City. This means that housing affordability and home ownership issues will continue to be important. The City will have to develop closer relationships with the State and County housing entities, lending institutions and developers/ homebuilders.

Another emerging issue is the provision of adequate public facilities to serve residential developments. This is currently the municipality’s strong point, especially as it relates to adequate capacity in the water and wastewater systems. The City should use these strengths to manage and influence growth to a much greater degree than it has in the past. This will be a critical issue as it relates to annexation. The City should continue to address the issue that many homes are on private septic systems and should eventually be connected to the public wastewater system of Plant City.

As the City grows and diversifies, it may need to offer its newer families greater variety in housing types. As the population within Plant City and its outlying areas continue to change, multi-family housing will become increasingly important due in part to an aging population and affordability.

A final issue that will have to be addressed is accommodating the housing needs of special segments of the population, such as the elderly, disabled and migrant workers and their families. State legislation requires that localities accept special or

congregate housing for these and other groups. The City will have to balance the desires of neighborhood residents with the special housing needs of these groups.

The local housing program is both ambitious and realistic for Plant City. While code enforcement is a priority and will require greater local commitment of resources, it is also a tool for furthering the City’s housing goals. The City will have to cooperate more closely with housing-related agencies in Hillsborough County, building partnerships to further housing opportunities. Innovative programs related to housing affordability, neighborhood improvement and stabilization are contained within the Goals, Objectives and Policies. The municipality will have to solve some unmet housing needs, as well as new ones, to enhance the “hometown charm” of Plant City.

Existing and Future Needs

Short-Term Housing Needs: through 2020

As a community expected to continue its recent trend of strong growth, Plant City faces certain challenges in meeting housing needs over both the short- and long-term horizon. One of these challenges will be fostering development that preserves hometown charm and sense of community in Plant City. Development that makes use, to the greatest extent possible, of existing infrastructure is also important in terms of quality growth. Addressing these challenges will require careful planning and innovative thinking. Development based on old patterns of density and design that focus almost solely on



construction of single-family homes on large lots is unlikely to meet the challenge of quality, sustainable growth in Plant City. Instead, principles of sustainable growth and design such as those represented by the New Urbanism will be more appropriate.

In addition to embracing diversity in community design and proven sustainability practices, the City of Plant City will continue its rehabilitation efforts in appropriate areas in cooperation with Hillsborough County. Continuing this work will not only maintain and improve the quality of the existing housing stock, it will also facilitate the goal of “Embracing the Future while Preserving our Past”.

Finally, the issue of housing affordability for families and individuals at all income levels must continue to be a priority. While Plant City’s housing tends to be more affordable than that found in other areas within Hillsborough County and the broader Tampa Bay Region, there remain those who may be housing cost burdened. Further, as Plant City grows, a proportion of its growth will be in the low-income range; this is typical of any community. Lower-income people may be senior citizens, persons with disabilities, or workers who are necessary for a community to function. Workers such as health care workers, child care workers, retail clerks, secretarial staff, janitors, school bus drivers and others whose wage level may make it difficult to secure housing that is affordable, leaving enough income to provide other necessities such as food, transportation, health care, child care and clothing.

As Plant City grows, a portion of its new and existing housing stock must be financially attainable to lower-income households. This may be accomplished through inclusionary zoning, density bonuses, and other land-use and zoning techniques to create an array of housing opportunities serving households at all income levels. Other means of fostering an adequate supply of affordable housing include continuing to work with non-profit housing organizations and Hillsborough County, through its Affordable Housing Advisory Board and its Affordable Housing Office. In addition, direct outreach to for-profit developers with an interest in affordable housing for rental or home ownership can be an effective means of building public-private partnerships that increase the supply of quality affordable housing within the community.

Long-Term Housing Needs: 2021-2040

Plant City will require additional housing units for 10,000 additional households between 2021 and 2040. As with the City’s shorter-term housing needs, new strategies for density and design will be necessary to meet this need, while maintaining the City’s hometown character and making the best use of existing infrastructure and other resources. Urban villages in areas at or near the perimeter of Plant City may offer opportunities to provide not only diverse housing opportunities serving households of various sizes and income levels, but also office and retail space, restaurants, and other amenities. Placing these types of development within planned urban villages will foster walkable, sustainable communities and help to preserve Plant City’s character as a City with strong neighborhoods.



Strategies such as those presented in the short-term housing needs section above will continue to be important over the long-term horizon.

Infill Housing Development

Careful planning requires attention to infill housing. Infill housing can serve multiple purposes. It can contribute to smart growth and community sustainability by making the most of existing infrastructure. It can provide smaller, affordable housing development opportunities for non-profit or community-oriented for-profit housing organizations. It can also provide opportunities for appropriate siting of housing for the elderly and/or others with special housing needs. The vision of the Midtown Redevelopment Plan capitalizes on many of these principles. (See Future Land Use)

Sites for Group Homes

Plant City is already served by a number of group homes, particularly group homes that serve elderly citizens. Any addition to the number of group homes should be carefully distributed. Future development should include an appropriate number of assisted living opportunities for the frail elderly (frequently those 85 years of age or older), but affordable rental opportunities for the elderly should also be considered in the planning process.

Supportive Housing Programs for the Elderly

Group homes and assisted living facilities are appropriate for a relatively small proportion of the elderly population. Future housing programs should concentrate on innovative methods

for assisting the elderly population by supporting them in an independent living environment. Much of this effort can be performed by the City in conjunction with Hillsborough County and possibly, a non-profit organization charged with assisting the housing needs of the elderly. The City’s role will involve education, regulatory reform and technical assistance to the elderly portion of the population.

Housing for Persons with Disabilities

Persons with disabilities make up a segment of the market that has special housing needs. No projection has been made of the special housing needs of this population group. The Hillsborough County Housing Assistance Plan includes aid to persons with disabilities in need of housing assistance in Plant City and Hillsborough County.

Fostering housing opportunities accessible to those with physical disabilities including the elderly should be a continuing part of the planning process. Collaboration between Plant City and Hillsborough County is likely to produce the most effective response to these needs. Housing options appropriate for elderly citizens may also serve persons with disabilities, including shared housing, homeowner-tenant match and volunteer/credit program.

Adequate Housing for Low and Moderate Income Groups

Slightly less than 33% of Plant City’s households in the year 2040 will be among the low-income groups, while another 21% will be of moderate income. Meeting the housing needs for low-



and moderate-income households is a complex process that requires multiple strategies. Implementing inclusionary zoning, density bonuses and fostering an array of housing opportunities making the most effective use of land such as zero-lot line homes, multi-family housing and other higher density strategies will go some way towards meeting housing need among low- and moderate-income residents of Plant City.

Additional strategies such as fostering development by non-profit organizations and community-oriented for-profit development firms willing to provide housing opportunities for those in the low- to moderate-income groups can also play a role in meeting housing need in Plant City. Furthermore, the City of Plant City will need to continue its collaborative efforts with Hillsborough County to provide financial assistance for housing programs that include rehabilitation, down payment assistance, and rehabilitation and construction of rental housing affordable to low- and moderate-income households.

Hillsborough County Housing Programs

Hillsborough County has dramatically expanded its housing programs. Affordable housing has been the subject of extensive study and deliberation in recent years. The Hillsborough County Affordable Housing Task Force met from March 2005 through October 2006 and released a report that included recommendations for fostering housing opportunities affordable to all families and individuals in its report entitled, *Attainable Housing for Hillsborough County's Growing Economy*, released in October 2006.

One of the Task Force's primary recommendations was that affordable housing continues to be a focus of the County through a permanent Affordable Housing Advisory Board. The Board began meeting in early 2008 and includes representation from the City of Plant City. The Board is expected to continue the work of the Task Force and focus on priority actions for implementation in the near term, including foreclosure intervention strategies and an increased focus on the preservation of existing affordable housing rental properties throughout Hillsborough County.

Residents and those wishing to develop or rehabilitate property in the City of Plant City have access to numerous programs offered by Hillsborough County through funds provided by Florida's State Housing Incentives Partnership (SHIP) program and federal funds such as HOME and the Community Development Block Grant (CDBG). Financing of multi-family development may also be assisted by municipal bonds issued by the Hillsborough County Housing Finance Authority.

The Private Sector Housing Delivery System

The housing delivery system is extremely complex, requiring the coordination of numerous professionals, firms, businesses and industries, including developers, contractors, home manufacturers and mobile home producers. These interests, however, cannot function without the support and assistance of numerous other participants: land owners, real estate brokers, title companies, architects, engineers, surveyors, lawyers, lending institutions, mortgage companies, building material manufacturers and distributors, insurance companies, planners,



consultants, and zoning and building code officials. These, and more, make up the housing delivery system.

Delays in one part of the system can impact the entire system. For example, if mortgage money is not available, certain materials are in short supply, or lengthy delays occur at title companies, the entire system is affected and housing production is diminished. Land is available to accommodate the projected future housing needs. No major land availability impediments exist or will likely exist through 2040. (For further information, please see the Future Land Use.)

*Goal, Objectives, and Policies**

HSG GOAL 1: PROVIDE A VARIETY OF ADEQUATE HOUSING FOR ALL PRESENT AND FUTURE RESIDENTS IN ORDER TO SERVE THE COMMUNITY’S DIVERSE POPULATION IN AN ORDERLY FASHION AND TO PROMOTE THE “HOMETOWN CHARM” OF PLANT CITY.

HSG Objective 1.1: Assist the private sector to provide housing for 13,320 additional projected households between 2010 and 2040. These dwellings should encompass a variety of sizes and price ranges and include housing opportunities affordable to low- and moderate-income households.

HSG Policy 1.1.1: Continue to promote infill housing on vacant parcels.

HSG Policy 1.1.2: Periodically (at least every five years) review building codes, zoning ordinances and land subdivision regulations to eliminate excessive requirements and add necessary incentives to encourage private sector participation in meeting housing needs.

HSG Policy 1.1.3: Continue to provide an efficient, “fast-track” application processing for proposed housing development intended to meet the needs of affordable housing, the elderly and persons with disabilities.

HSG Policy 1.1.4: The City zoning ordinances and land subdivision regulations shall continue to include site selection criteria for location of housing for the elderly and persons with disabilities.

HSG Policy 1.1.5: Continue to implement a building permit inventory and tracking system designed to monitor new construction, conversions, replacements, and demolitions.

HSG Objective 1.2: Continue to implement a strategy designed to preserve existing neighborhoods as well as maintain housing in standard condition, promote rehabilitation when necessary and demolish those housing units that are not suitable of rehabilitation.

HSG Policy 1.2.1: Continue to enforce the housing code, a primary tool for maintaining a quality housing stock.

HSG Policy 1.2.2: In conjunction with other preservation programs, the City shall continue to implement a code



enforcement program tailored to solve neighborhood housing problems.

HSG Policy 1.2.3: Continue to provide assistance to owner occupied single family housing to upgrade their properties through technical assistance and referral to appropriate programs offered by Hillsborough County.

HSG Policy 1.2.4: Continue to include in the Zoning Ordinance a limit on the number of unrelated individuals permitted in various housing types.

HSG Policy 1.2.5: Continue to maintain historic neighborhood preservation districts to maintain the character of their residential areas that contribute significantly to the hometown charm of Plant City.

HSG Policy 1.2.6: Inspect the exterior of housing on a systematic basis to maintain a minimum level of quality in the housing stock. Interior housing inspections should be conducted where exterior deficiencies have been observed.

HSG Policy 1.2.7: The Planning Commission in cooperation with the City will report on the condition of neighborhoods and recommend changes in policy direction or programs, if warranted, to improve the quality of residential areas.

Issue: Housing affordability has long been an important issue and although home prices have experienced some recent declines, homeownership remains financially out of reach for many residents of Plant City. The municipality’s ability to

directly resolve this issue is limited; therefore it’s most important role will be as a facilitator, promoting the provision of affordable housing stock collaboratively with non-profit agencies, the private sector and Hillsborough County. In this regard, the municipality’s efforts are focused within four major areas: Regulation, Availability of Land, Coordination and the Economy.

HSG Objective 1.3: Foster affordable housing opportunities for extremely low, very low, low and moderate income households.

HSG Policy 1.3.1: Encourage mixed-income and mixed-use development that makes the most effective use of existing or new infrastructure as a means to facilitate community sustainability, affordable housing and to promote the “hometown charm” of Plant City.

HSG Policy 1.3.2: Evaluate and, as appropriate, incorporate the following mechanisms into its Land Development Regulations to stimulate the local market to meet the projected affordable housing needs of Plant City, including:

Streamline Development Approval/Expedite Permitting;

- Impact Fee Relief;
- Density Bonuses;
- Height Variances;
- Setback Reduction;
- Parking Reduction, and;
- Flexible Lot Configuration.



HSG Policy 1.3.3: Identify all surplus government land that has potential for new affordable housing opportunities and publicize this information to the public.

HSG Policy 1.3.4: Work with the Hillsborough County Affordable Housing Advisory Board, the Hillsborough County Affordable Housing Services, and the Hillsborough County Housing Finance Authority to develop strategies to eliminate or reduce barriers to home ownership among first time homebuyers and lower income households in Plant City.

HSG Policy 1.3.5: Continue to support education and counseling for first-time home buyers by making referrals to programs offered by public and private community-based organizations including Hillsborough County.

HSG Policy 1.3.6: Continue to assist non-profit agencies and the private sector to plan and develop housing and support services for extremely low, very low, low and moderate income households in Plant City.

HSG Policy 1.3.7: Encourage multi-family unit rehabilitation in cooperation with Hillsborough County through the use of federal, state and private foundations to leverage private investment capital in part to address the affordable housing needs of Plant City.

HSG Policy 1.3.8: Work with Hillsborough County to actively pursue and utilize federal and state funding sources for the construction or rehabilitation of extremely low, very low, low and moderate income housing in Plant City.

HSG Policy 1.3.9: Maintain and, where possible, expand the City’s working relationship with federal, state and local agencies responsible for administering programs to improve housing opportunities for extremely low, very low, low and moderate income persons in Plant City.

HSG Policy 1.3.10: Provide technical assistance for developers of multi-family residential projects to build units large enough to accommodate families with children and to provide units with interiors accessible to persons with disabilities and their families.

HSG Policy 1.3.11: The City recognizes that a housing supply with a wide range of different types and prices is an important strategy to maintain and expand a diverse workforce to promote a stand-alone economy, and in this regard the municipality shall continue to promote this concept in collaboration with non- and for-profit developers in Plant City.

HSG Objective 1.4: Provide adequate supporting infrastructure, i.e., paved streets, sidewalks, street lights, wastewater, drainage, potable water, etc. throughout the community to complement the residential neighborhoods and “hometown charm” of Plant City.

HSG Policy 1.4.1: Expenditures for public facilities and services shall be specified in an operational improvement program contained within the annual budget of Plant City.



HSG Policy 1.4.2: The availability of adequate public facilities that meet the adopted levels of service standards shall be a major determinant in the timing of annexation of unincorporated areas of Hillsborough County.

HSG Policy 1.4.3: Continue programs and establish a deferred payment program to connect those housing units presently on septic tanks into the public wastewater system of Plant City.

HSG Policy 1.4.4: Review (at least once every five years) building codes and regulations to consider new building materials, innovative housing designs and the use of construction technique such as green building, which significantly reduce the cost of housing and energy-efficient construction while maintaining safety standards. Coordinate findings with local builders' associations, planning entities, civic groups and other interested parties.

HSG Policy 1.4.5: Review (at least once every five years) building codes, zoning ordinances, and land subdivision regulations to eliminate excessive requirements, if any, and streamline the permitting process to encourage private sector participation in meeting housing need.

HSG Policy 1.4.6: When counseling developers as part of the building permit review processes, the City shall encourage and promote energy efficient building techniques and the use of renewable energy resources in the construction of new homes and during redevelopment activities in the City of Plant City.

Also, as they are enacted, the City will enforce higher energy efficient guidelines required by the Florida Building Code.

HSG Objective 1.5: Encourage the provision of adequate sites for assisted group homes and foster care facilities and aid, through appropriate zoning regulations, to establish facilities to meet the needs of persons requiring this type of housing.

HSG Policy 1.5.1: Adopt or amend, as necessary, ordinances to provide for the zoning of group homes, including homes for the elderly and persons with disabilities.

HSG Policy 1.5.2: Locate group homes and assisted elderly housing within the City to provide for a variety of neighborhood settings and to avoid undue concentrations in individual neighborhoods.

HSG Policy 1.5.3: Ensure the provision of adequate sites to establish assisted elderly housing through an approved site plan by the City Commission through a PD-Planned Development Zoning District.

HSG Policy 1.5.4: The City's approval of assisted elderly housing sites shall be subject to the City Commission's determination that said use is compatible with surrounding uses through architectural style and design, that it meets the buffering and landscaping requirements and is consistent with the other provisions of the Comprehensive Plan.



HSG Policy 1.5.5: Assisted Elderly Housing shall be located within all land use categories allowing residential uses except Residential – 4 (R-4) as depicted on the Future Land Use Map, provided that such housing meets the following locational standards:

- If Assisted Elderly Housing is located within Residential – 6 (R-6), Residential – 9 (R-9), Residential – 12 (R-12), or Residential – 20 (R-20), it shall be within one mile of either the Downtown Core, Midtown or any Commercial or Mixed-Use Land Use Plan Categories; and
- Assisted Elderly Housing shall be within one mile of shopping, restaurant(s) or public recreation site(s).

HSG Policy 1.5.6: In support of residential infill development to support an aging and/or less transitory population, the consideration of a single garage apartment or accessory residential unit is permitted for single family detached homes, which are located in the R-1, R-1B or R-1C Single Family Dwelling or comparable Planned Development Districts. This consideration is allowed even if the overall gross density of the underlying land use designation is exceeded for the specific parcel, as long as the proposal maintains the character of the neighborhood is compatible with the adjacent properties and complies with all the provisions of Plant City’s Land Development Code.

HSG Objective 1.6: Provide opportunities for a variety of housing choices and mobility in residential neighborhoods for special segments of the population

who have suffered from discrimination in the past, including the farm worker population.

HSG Policy 1.6.1: Enforce the fair housing ordinance to permit opportunity in housing selection including provisions for full physical disability accessibility and prohibiting discrimination in multi-family rental housing for families with children.

HSG Policy 1.6.2: Work with Hillsborough County to assist in the development of housing for the farm worker population through the activities of non-profit agencies and the private sector.

HSG Policy 1.6.3: Coordinate with the County to establish complimentary land development regulations that provide incentives for the development of migrant farm worker housing within Hillsborough County.

HSG Objective 1.7: Continue to identify all significant historic resources and stimulate the appropriate use of these resources to protect their historic value and enhance the hometown character of Plant City.

HSG Policy 1.7.1: Continue to assist in the rehabilitation process and adaptive reuse (where necessary) of historically significant housing through technical assistance programs.

HSG Policy 1.7.2: Continue to assist property owners of historically significant housing in applying for and utilizing state and federal assistance programs.



HSG Policy 1.7.3: Continue a direct working relationship with the Hillsborough County Historic Resources Review Board and assist them in their efforts to provide information, education and technical assistance relating to historic preservation programs.

HSG Objective 1.8: Maintain and enhance a public/private/community dialogue that will help improve the choice of housing types and quality of housing available to all segments of the community.

HSG Policy 1.8.1: Seek wide acceptance and support of this Element by engaging in public education and outreach activities aimed at the residents of Plant City.

HSG Objective 1.9: Encourage redevelopment activities that do not displace the existing population and when displacement does occur through public action, assure that reasonably located, standard housing at affordable costs is available in Plant City.

HSG Policy 1.9.1: Maintain and enforce a local displacement policy with provisions for relocation of homeowners and renters displaced by locally funded activities.

HSG Policy 1.9.2: Cooperate with Hillsborough County to provide permanent relocation housing affordable to all persons displaced by City programs.

HSG Objective 1.10: Support measures that address the need for additional affordable housing generated by major developments in Plant City.

HSG Policy 1.10.1: Require major residential developments to provide affordable housing through housing mix combinations that relate to the socio-economic profile of Plant City.

*Strategies for Implementation**

Implementing a plan means to carry the plan to action. Implementation occurs when the programs, activities, and regulations stated in the Goals, Objectives and Policies are established and carried out. The Goals, Objectives and Policies in the Housing Element suggest a number of programs, activities, incentives and regulations to be developed for the purpose of addressing the housing problems and needs for the residents of Plant City.

A monitoring and evaluation process is being developed in-house to be followed in the preparation of the required five year evaluation and appraisal reports that will be consistent for all Elements of the Comprehensive Plan.



Public Facilities

Introduction

This Element has been prepared to meet the requirement of the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163, Florida Statutes. In relevant part, the Act requires Comprehensive Plans to describe: 1) wastewater, solid waste, stormwater and potable water problems and needs; 2) ways to provide for future requirements; and, 3) general facilities that will be required for solution of the problems and needs.

This Element is divided into sub-elements containing: 1) the technical reports summarizing the data and analyses on which the Element is based; and 2) the Goals, Objectives and Policies for the Element, to be adopted in the Comprehensive Plan. The support documents are presented as sub-elements for the different types of facilities dealt within the Element.

Wastewater Sub-Element

Area of Service

Wastewater service by Plant City is supplied within the incorporated city limits. Minimal areas outside the City limits are also provided with wastewater service.

The mechanism by which Plant City extends its infrastructure services to accommodate development is through annexation. In this way, services are concurrent with application of municipal regulations and funding requirements, so as to

provide uniform and equitable municipal costs and benefits. The City recognizes the need to develop public and private partnerships to support sustainable growth. The City has initiated these partnerships in the form of developers agreements allowing for infrastructure to be constructed at developer’s cost, but allowing for reimbursement under certain conditions. Approximately 35% of the total City acreage does not have wastewater service. This also includes recently annexed properties intended for future development.

Reuse or reclaimed water is generated by the City to reduce the impacts from water withdrawals and provide beneficial reuse of wastewater. The City is expanding the reclaimed water system to service the eastern portion of the City and is working with potential large quantity users to increase their current reclaimed water use. The City requires reclaimed water be used for all new development projects requiring irrigation, if reclaim water is available.

Existing Wastewater System Description

The City’s wastewater system includes approximately 140 miles of gravity line with 3,500 manholes, 25 miles of forcemain, and 43 lift stations. The system includes facilities that were constructed between 1913 to present day. Approximately 65% of the system is constructed of VCP (clay) pipe. In-house crews have an annual minimum goal of replacing 1 mile of gravity line per year.

The Plant City wastewater system has ongoing improvements that will provide additional capacity and conveyance to meet the



needs of the changing economy. The ongoing improvements being performed by the City and those initiated by developers represent the commitment to support continued growth within the City.

Needs Assessment

A complete analysis of existing residential, multi-family, industrial and commercial flow needs was performed to develop a more accurate per capita assessment and determine available capacity in the conveyance system.

Capacity Assessment - General

The City’s wastewater collection system continues to operate satisfactorily, with few to no performance related wastewater overflows or spills. Routine inspection, cleaning, and replacement of damaged or failing components will continue to be necessary for the foreseeable future. Wastewater flow projections indicate that the 10 million gallon per day capacity should serve the City’s needs through 2040.

The City continues to actively expand the reclaimed water transmission and distribution system capacity in order to meet future needs.

In the projection of demand, assumptions must be made concerning the nature of the future development scenario. These assumptions are keyed to growth management concepts as presented in the Land Use Element. The governing entity, in this case Plant City, has the responsibility of managing the growth of its community, and can therefore either validate or

invalidate these assumptions through their developmental policies. The higher the degree of conformance to the growth management strategies which are stated or implicit in this study, the more accurate these projections will be.

It is assumed that growth in the study area will be relatively uniform and continuous and follow the guidelines and patterns given in the Future Land Use Element. It is assumed that wastewater service will be provided to annexed areas at the time of development, with such provision being for compact areas which are contiguous with the existing City limits. Finally, it is assumed that new wastewater flows will be qualitatively similar to existing flows within the same user category, with the total plant loading reflecting relative categorical changes within the user population matrix. Departure from this scenario for single or multiple users with flows which vary greatly in quantity or quality from the current user profile will generate system impacts that cannot be determined except on a case by case basis.

Hydraulic Capacity

The bases for estimating future sewage production are the categorical level-of-service parameters for flow developed in the previous section. When these are combined with the residential population projections provided by the Hillsborough County City-County Planning Commission, we can forecast levels of demand for the system.



Current and Future Projections

The City is currently experiencing significant growth in industrial development. The eastern section of the City has experienced considerable demand for industrial development. Industrial development typically creates less demand for wastewater services. The City expects the eastern edge of the City along County Line Road to develop as an industrial hub.

The Northeast Plant City Area Master Plan examines the area north of I-4 and east of SR 39. The master plan which the City has adopted is a multi-use vision with a variety of residential and commercial components. Service to this area will require upgrades to the collection system to support growth. In 2013, the City and the Southwest Florida Water Management District (SWFWMD) worked cooperatively to develop population projections through the year 2034. These long term population projections were interpolated for the 2014 Wastewater Capacity Analysis Report prepared by Chastain-Skillman, Inc., and compiled with wastewater generation rates to develop the flow projections summarized in PFE Table 1.

PFE TABLE 1 - WASTEWATER FLOW PROJECTIONS

Year	City Population	Total Service Area Wastewater Flow (MGD)
2015	42,560	4.549
2020	52,233	5.583
2025	61,906	6.617

Source: *Plant City Public Works Department, 2015*

Wastewater Treatment Plant Hydraulic Capacity

The Plant City Treatment Facility will be adequate for the hydraulic capacity projected until the end of the planning period. The upgraded and expanded system has been designed and constructed to facilitate further expansion to 12 million gallons per day [MGD]. Hydraulic design has been completed to assure adequate treatment and reliability for the design peak hour flow conditions.

Collection System Hydraulic Capacity

Previous studies have demonstrated that the City’s collection system is sufficient to accommodate flows through the 2025 timeframe. Further, the City plans to continue development of the Utility Master Planning effort through detailed modeling of the wastewater gravity and forcemain systems.

System Expansion

Existing capacity will be adequate throughout the planning period. However, if unanticipated growth materializes, additional developer agreements may need to be pursued to require interceptor upgrading installations. Wastewater trunk main and pump stations will be required to expand service into areas of future development.

Solid Waste Sub-Element

Introduction

The Solid Waste Sub-element has been prepared to meet the requirements of Chapter 163, F.S. The Sub-element addresses Plant City’s existing and future solid waste collection needs



through the year 2025. The collected solid waste is currently being transported to the Polk County North Central Land Fill. Currently, there is no disposal of the City’s solid waste within the jurisdiction of Hillsborough County.

The City of Plant City through Chapter 40 of the Plant City Code of Ordinances provides for the operation of a solid waste collection system service within the municipal boundaries. Pursuant to a Special Act by the Florida Legislature, Chapter 83-415, Law of Florida (The Hillsborough County Resource Recovery Act of 1983), areas of unincorporated Hillsborough County annexed by the Cities of Plant City, Tampa, and Temple Terrace after June 1983 remain within the solid waste service area of the County. Those areas annexed by Plant City after 1983 are provided for in the Hillsborough County Solid Waste Element.

Plant City Solid Waste Collection Facilities

The City currently meets its LOS of being able to provide solid waste disposal of 5 lbs/day/capita for residential service and 400 lbs. per pick-up for commercial service. In 2014, the City transported 148 tons of solid waste daily.

The City operates a comprehensive solid waste collection program which is designed to provide residents and businesses with regular and special solid waste collection service. The City still maintains the same number of residential routes and remains responsible for the collection of solid waste. PFE Table 2 summarizes the current and projected future demands placed on the Plant City solid waste collection system. The overall LOS

of 6 pounds/capita/day is appropriate for the total solid waste service provided by the City. The previous separate LOS’s for residential and commercial services are no longer used for planning purposes.

PFE TABLE 2 - 2015-2025 SOLID WASTE (TONS/DAY)

Year	Population	LOS Standard	LOS Demand (Tons/Year)
2015	34,167	6	37,413
2020	37,095	6	40,619
2025	42,243	6	46,256

6 lbs/Capita/Day Source: City of Plant City Public Works Department, December 2015

Recycling Program

With the advent of the State recycling legislation, Plant City coordinates with the private sector to reduce the amount of solid waste collected by the City. Currently various civic groups, church groups, and local businesses operate recycling programs for newspaper, corrugated paper, aluminum, and motor oil. The City continues to promote these activities in an effort to make the public aware of these programs and encourage reduction of solid waste on a voluntary basis.

Hazardous Materials and Waste

The Objectives and Policies regarding Hazardous Materials and Waste cover two specific issue areas: public education and contaminated sites. This requires coordination among federal, state and local regulatory agencies and the City and its residents to manage hazardous materials and dispose of hazardous waste



properly. The main focus is to provide the public with proper information such that informed decisions are made in the handling of various types of hazardous materials. Additionally, proper disposal must be addressed while a comprehensive network of facilities to manage hazardous materials and wastes is developed. Hazardous materials disposal is contracted through private haulers.

The lead agency in coordinating public education relative to hazardous materials is the Environmental Protection Commission of Hillsborough County (EPC). In cooperation with the Florida Department of Environmental Protection (FDEP), sufficient public information materials will continue to be produced. A joint effort is needed to provide the public with the current disposal information, including emergency programs. Hillsborough County, through EPC, the Planning Commission and the Metropolitan Planning Organization, will assist the City in distributing information to City residents.

Existing contaminated sites are also an area of concern. Federal and state agencies, the U. S. Environmental Protection Agency (EPA) and FDEP, are responsible for site clean-up. The City may provide site cleanup prioritization criteria and encourage re-use of areas once restored. It will be a joint effort of the various federal, state, and local regulatory agencies to provide guidance to ensure that public safety is not jeopardized in dealing with hazardous materials and wastes.

Stormwater Sub-Element

Area of Service

Drainage systems are provided by Plant City within the incorporated City limits. The mechanism by which Plant City extends its infrastructure services to accommodate development is through annexation. In this way, services are concurrent with application of municipal regulations and funding requirements so as to provide uniform and equitable municipal costs and benefits.

The Engineering Division is responsible for verifying level-of-service for development within the City. The division is charged with reviewing all plans for development, land alteration, or modifications to existing facilities that may impact the stormwater management system. The Preliminary Engineer's Report Master Plan for Plant City was adopted in October 1988, which contained a Master Drainage Plan. Standard details and plans for the construction of drainage facilities fall under the jurisdiction of various development ordinances.

Topography

The terrain of the service area is level to gently sloping, generally descending to the north and west. The elevation in the City varies from a high point of 170 feet to 88 feet (datum 1988). A complete topographic survey of the City and surrounding area was recently completed. The topography was used to develop accurate flood maps for the City.



Soils are rated by the Soil Conservation Services as either A, B, C, D or a combination. The City contains a variety of A soil locations (well drained) to D soils (poorly drained) with the majority of soil types within the City being classified as type D. Throughout the incorporated City and surrounding planning area, there may be found many lowland marshes and small ponds. These features comprise several thousand acres in the planning area, with water alone being 480 acres, or 3.2% of the total. The largest body of water within the City is Walden Lake (formerly Mud Lake). In the extraterritorial planning area, primarily to the southeast and southwest, there are many abandoned phosphate mining pits which have become surface water impoundments.

The rainfall varies from 51 inches to 58 inches annually, which provides an average of approximately 0.90 million gallons per day (MGD) of precipitation incident upon the incorporated City, and 1.87 MGD upon the planning area. Rainfall which does not evaporate or become runoff acts to recharge the surficial aquifer, the surface of which varies from several inches to several feet below the ground elevation. There is low to moderate aquifer recharge of the Floridan Aquifer within the planning area. The direction of groundwater flow of the surficial aquifer varies with the local topography while the Floridan Aquifer flows generally southwest toward Tampa Bay.

There are two major river basin systems which drain the planning area: the Hillsborough, flowing north and west, draining the central and northern portions of the planning area; and the Alafia, flowing south and west, draining the

southeastern and southwestern areas. The tributaries to these rivers and their respective drainage basins are as follows in PFE Table 3:



PFE TABLE 3 - RIVER BASIN SYSTEMS

Basin Drainage Area	Location	Main Drainage Route
Hillsborough River System		
Water Oak Branch Basin	East side of Plant City and Northeast Planning Area.	Water Oak Branch – Itchepackesassa Creek - Blackwater Creek - Hillsborough River.
Westside Canal Basin	West side of Plant City and Northwest Planning Area Receives WWTP Discharge.	Westside Canal (Westside Branch) - Mill Creek - Pemberton Creek – Lake Thonotosassa – Flint - Hillsborough River.
Sparkman Branch Basin	South Central Plant City and Western Planning Area - Includes Lake Walden.	Via Marshlands, West and North - Sparkman Branch - Pemberton Creek - as above.
Alafia River System		
Turkey Creek Basin	Southwest Planning Area.	Via lowland marshes, Southwest Turkey Creek - Alafia River (2 miles upstream of Lithia Springs).
Howell Branch Basin	Southeast Planning Area.	Howell Branch and English Creek - North Prong Alafia River. Headwaters mainly wide marshy areas.

Source: Plant City Public Works Department, 2015



Existing Drainage System Facilities

Ideally, the provision of stormwater facilities should be made in conjunction with urban development, and this has been the case since 1973. Due to lack of such policies previous to that time, there are areas within the City which are presently experiencing problems as a result of inadequate storm drainage facilities. As would be expected, these generally occur in the most densely developed and heavily traveled areas where problems of this nature result in the greatest inconvenience through restrictions to vehicular traffic and damage to street paving and private property.

At the time Plant City was established as a community, storm drainage was not a problem. The route for the railroad to Tampa was selected, generally, along the highest ground and the north-south railroad followed the ridge between Water Oak Branch and the stream comprising the Westside Canal. It was only natural that the City should grow around the intersection of these two railroads.

As the City grew, the lower, poorly drained areas were developed. This, coupled with an increased stormwater runoff resulting from a more densely developed urban area, created many stormwater drainage problems in various sections of the City. Many of these problems are localized and are of minor significance, limited to the flooding of a single intersection during a heavy rain; others are more extensive and serious in nature, involving areas of several acres containing many City blocks.

The first stormwater facilities in Plant City were constructed in 1913. They are located in the area from Haines Street to Baker Street and from Wheeler Street to Water Oak Branch. Also constructed at that time were stormwater facilities along Herring, McLendon and Franklin Streets, which drain to Westside Canal. These systems are still in service.

The major stormwater facilities that have been constructed in Plant City in recent years have been in connection with the urban construction of the Florida Department of Transportation streets on South Collins Street, State Road 39; East Baker Street, U.S. Highway 92; Thonotosassa Road, State Road No. 600A; and Alexander Street, State Road 39A. These facilities were built to serve specific state road projects and were not designed to encompass any overall drainage plan for Plant City.

Other major storm drainage projects undertaken by the City included concrete stormwater facilities along Warren, Ohio, Haines and Jenkins Streets, and construction of a large culvert along the Water Oak Branch between Haines and Laura Streets. These projects were designed to help provide overall stormwater relief to the Water Oak Branch and Westside Drainage Areas.

As streets were developed, more and more culverts were constructed to the Water Oak Branch and Westside Canals. Since these two waterways are natural drains, they have a fairly uniform slope even though some drainage structures and canal sections are inadequate in size and are above the optimum grade.



Prior to 1970, in the absence of a master drainage plan, a system of ditches was developed along the sides of the streets for local stormwater relief. For small areas, the ditch drains cause no particular problem other than an unsightly appearance; but when they are required to serve large drainage areas in flat terrain, ditches may be four to five feet deep. At these depths, ditches become hazardous to vehicular traffic and potential habitats for snakes and vermin. Additionally, such structures are difficult to maintain with respect to weed control and debris removal.

The City initiated stormwater master plans for the Westside Canal, and the Eastside Canal to address flooding issues that have historically plagued the City. These along with more stringent regulations regarding allowable runoff have improved conditions along the Westside Canal and Eastside Canal. While projects still remain for the completion of the Eastside Canal Master Plan the City is progressing towards completion. The City also completed a pilot project in conjunction with Hillsborough County and the Southwest Florida Water Management District at the McIntosh Park site. This facility diverts water from the Eastside Canal and treats the water using both natural systems and chemical controls.

Potable Water Sub-Element

Area of Service

Potable water service by Plant City is supplied by the Plant City Public Works Department within the incorporated City limits. Minimal areas outside the City limits are also served.

Existing Potable Water System Description

The City’s Potable Water Supply System includes four independent wells, each with its own treatment and storage facilities. The four facilities have a combined annual average permitted capacity of approximately 7.4 million gallons per day. One new facility with a design capacity of approximately 2.4 million gallons per day is scheduled to be complete in 2016, for a combined capacity of over 9.8 million gallons per day.

The sole source of potable water for the Plant City system is the Floridan Aquifer, from which water is pumped via wells several hundred feet in depth. The wells supplying the Plant City water system provide water of a quality which generally requires only disinfection and system protection from corrosion and iron precipitation. This is accomplished by chlorination and periodic iron sequestrant addition at the well head. The water is then pumped into storage tanks, from which it flows by gravity or by pumping to the distribution system. There are now four active storage tanks in Plant City. Each of the tanks are filled from their respective well directly. The storage tanks are described in PFE Table 5. The combined storage volume of all tanks is 2.25 MGD.



PFE TABLE 4. WATER PRODUCTION FACILITIES

Site	Operational Status	Location	Date	Depth	Well Casing	WTP Max-Day Permit Capacity, mgd
Well #5	Reliable Service	1903 Commerce St	1965	800'	156' of 18"	2.15
Well #6	Reliable Service	2708 E. Cherry St.	1974	1203'	224' of 18"	3.60
Well #7	Reliable Service	2905 Airport Rd.	1982	734'	198' of 18"	3.60
Well #8	Reliable Service	1101 W. Alexander St.	1989	800'	230' of 18"	4.9
Well #9	Isolated facility	4606 N. Paul Buchman Hwy.	1997	95'	63' of 2"	0.00
Subtotal						14.25
Well #10	Not in Service	3000 N. Paul Buchman Hwy.	2005	800'	150' of 18"	5.0
Totals						19.25

Source: Plant City Utilities Department, 2015



PFE TABLE 5. WATER STORAGE FACILITIES

Site	Operational Status	Location	Tank Description	Rated Capacity
Tank #3	Active	1903 Commerce Street	Ground Concrete - 2000	0.750 M.G.
Tank #4	Active	2708 E. Cherry Street	Elev. Steel - 1978	0.500 M.G.
Tank #5	Active	1101 W. Alexander Street	Elev. Steel - 1986	0.500 M.G.
Tank #6	Active	4004 National Guard Dr.	Elev. Steel - 1993	0.500 M.G.
Tank #7	Future	3000 N. Paul Buchman Hwy.	Ground Concrete	1.000 M.G.
TOTAL STORAGE				2.25 M.G. (3.25 Future)

Source: Plant City Utilities Department, 2015



Command and control of the system is based on continuous monitoring and telemetry of storage tank water elevations and other pertinent data to a centralized location. Well pumps are automated, using storage tank water levels to provide on/off activation. Operating in this manner, the average daily Demand on the system is met by well pumping output, while Peak Demands are met by a combination of well pumping and storage.

Water Production Facilities - Plant City is served by four active wells which pump water from the Floridan Aquifer. Details concerning the age, depth, production of the individual wells may be found in PFE Table 4. The gross combined maximum production and high service pumping capacity of these installations is approximately 14.25 MGD, well above the permitted annual average capacity of 9.852 MGD. Until the new well and water production facility are placed into service, the system capacity should remain within the cumulative permitted capacity of the existing facilities, 7.389 MGD. The potable water is delivered to the storage tank facilities and is chlorinated prior to release into the water system for public use.

Water Treatment - Disinfection by chlorination at the well head is the main treatment given to raw water in Plant City. The delivery capacity of chlorine is matched to the pumping capacity at each well. Raw water quality is well within the allowable standards established by FDEP regulations. No trends in deteriorating water quality have been observed for Total Dissolved Solids, Iron or Odor.

Water Distribution System - The City has over 1 million linear feet of water line from 2" to 16". The transmission mains serving Plant City are primarily 10-inch and 12-inch in diameter, with a small amount of 16-inch diameter pipe. The condition of existing piping varies, with some locations being near the end of their service lives.

Future Needs Assessment

The intent of this sub-element is to delineate improvements, both structural and nonstructural, which must be made to the potable water system and its associated organizational entity to provide the defined level-of-service to both existing and projected service populations. In the area of water production, wherein additional wells are proposed to meet future service requirements, it is understood that all such proposals fall under the permitting authority of the Southwest Florida Water Management District (SWFWMD). Prior to design and implementation of the Capital Improvements, the City shall seek a "conceptual type" review of those proposals over which SWFWMD has jurisdiction.

Capacity Assessment

In 2013, the City and the Southwest Florida Water Management District (SWFWMD) worked cooperatively to develop population and potable water flow projections through the year 2034. The data in PFE Table 6 below is interpolated from the long term projections. For consistency, the same projections were used to estimate needs for wastewater services in the City of Plant City. The population and potable water demand projections developed by the study are provided in PFE Table 6.



PFE TABLE 6. WATER SERVICE PROJECTION

Year	City Population	Total Service Area Water Demand (MGD)
2015	42,560	5.9
2020	52,233	6.9
2025	61,906	7.9

Source: Plant City Public Works Department, 2015

The City’s 2014 adjusted Gross Per Capita water use rate is 111 gallons per person per day, indicating that the City’s residents and businesses practice effective water conservation.

Goals, Objectives, and Policies*

Public Facilities: General Considerations

PFE GOAL 1: NEEDED PUBLIC FACILITIES SHALL BE PROVIDED IN A MANNER WHICH PROTECTS INVESTMENTS IN EXISTING FACILITIES AND PROMOTES ORDERLY, COMPACT URBAN GROWTH.

PFE Objective 1.1: Continue to implement procedures to ensure that at the time a development permit is issued, capacity, consistent with the level-of-service standards, is available, or will be available, when needed to serve the development.

PFE Policy 1.1.1: The level-of-service standards adopted within the Capital Improvements Element shall be used as the basis for determining the availability of facility capacity and the demand generated by a development.

PFE Policy 1.1.2: All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the adopted level-of-service standards for the facilities.

PFE Policy 1.1.3: Continue to update facility capacity and demand information as development orders or permits are issued.

PFE Policy 1.1.4: Annual summaries shall be prepared for capacity and demand information for each facility and service area.

PFE Policy 1.1.5: Cooperate with Hillsborough County in reducing solid waste generation and encourage recycling efforts.

PFE Policy 1.1.6: Continue to participate in Hillsborough County’s hazardous waste collection and disposal programs.

PFE Policy 1.1.7: The City shall not allow the disposal of hazardous commercial and industrial waste into the wastewater system of Plant City.

PFE Policy 1.1.8: Continue to implement regulations which provide site alteration procedures prior to building construction that protects the natural drainage features of the land. Review the function of the natural drainage features of the land proposed for development through the development review process (including, but not limited to, rezonings and subdivision reviews).



PFE Policy 1.1.9: Consistent with the urban growth policies of the Future Land Use Element, provision of centralized wastewater and potable water service shall be limited to the service areas shown for these facilities and to areas where the City has legal commitments to provide facilities and services as of the date of adoption of the Comprehensive Plan.

PFE Objective 1.2: Maintain a five-year schedule of capital improvement needs which will address the correction of existing deficiencies and the provision for future public facilities. The schedule for capital improvement needs will be updated annually in conformance with the review process for the Capital Improvement Element and taking into account the 10-Year Water Supply Facilities Work Plan and the Southwest Florida Water Management District’s Regional Water Supply Plan.

PFE Policy 1.2.1: Prioritize infrastructure programming based on the existing facility deficiencies first, replacement and retrofitting of the facilities second, and future facility needs third.

PFE Policy 1.2.2: The City hereby adopts the City of Plant City’s 10-Year Water Supply Facilities Work Plan, a copy of which is on file with the City Clerk, incorporated herein by reference.

PFE Policy 1.2.3: Proposed capital improvement projects will be evaluated and ranked according to the following priority level guidelines:

Levels:

- Whether the project is needed to protect public health and safety, to fulfill the City’s legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities.
- Whether the project increases efficiency of use of existing facilities, prevents or reduces future improvement costs or provides service to developed areas lacking full service.
- Whether the project represents a logical extension of facilities and services within a designated service area.

PFE Objective 1.3: Encourage the discontinuance of all on-site wastewater systems and private water wells upon the availability of public wastewater facilities and public water utilities for the affected residents.

PFE Policy 1.3.1: Use of on-site wastewater treatment systems shall be allowed but limited to:

- An existing residential use with on-site operational wastewater system and where there is no provided wastewater service by the City.
- Where there is no provided wastewater service by the City and where soil capabilities can support on-site wastewater treatment.
- Where an existing on-site functional residential well is in operation..
- Where an annexed existing functional wastewater treatment system is in existence.



- Where an annexed functional on-site well exists and is a part of a bona-fide agricultural activity.

PFE Objective 1.4: Promote, adopt, and enforce conservation measures and consideration of alternative sources in order to meet existing and future potable water demands. These measures are interrelated with the Environmental Element (ENV) regarding water conservation.

PFE Policy 1.4.1: In cooperation with SWFWMD, promote a comprehensive water conservation public education program by making information available to the public.

PFE Policy 1.4.2: Continue to cooperate with the Southwest Florida Management District (SWFWMD) in enforcing water conservation measures and programs through adopting and enforcing the appropriate ordinances.

PFE Policy 1.4.3: Through the land development review process and land development regulations, continue to encourage the use of Florida friendly landscaping and low-volume irrigation systems as water conservation measures.

PFE Policy 1.4.4: Continue to identify alternative sources of water available to the City and its water customers, and through the land development review process, land development regulations, or other ordinances, require that identified alternative sources of water be made available and used where practicable to reduce or offset demand for fresh groundwater.

Public Facilities: Provision of Public Facilities

PFE GOAL 2: PROVIDE WASTEWATER, SOLID WASTE, DRAINAGE AND POTABLE WATER FACILITIES AND SERVICES TO MEET EXISTING AND PROJECTED DEMANDS IDENTIFIED IN THE COMPREHENSIVE PLAN.

PFE Objective 2.1: New or expanded facilities that provide the adopted LOS for new development and redevelopment, or that reduce or eliminate deficiencies in the LOS for existing demand will be identified in the City’s annual multi-year Capital Improvement Program (CIP). The CIP shall be prepared in conjunction with the annual review and update of the Capital Improvements Element. The CIP shall contain all of the projects listed in the Schedule of Capital Improvements of the updated version of the Capital Improvements Element.

PFE Policy 2.1.1: Projects shall be undertaken in accordance with the schedule provided in the Capital Improvements Element.

PFE Policy 2.1.2: Projects needed to correct existing deficiencies shall be given priority in the formulation and implementation of the annual work programs.

PFE Policy 2.1.3: No permits shall be issued for new development that would result in an increase in demand on deficient non-transportation facilities prior to completion of improvements needed to bring the facility up to standard.



PFE Policy 2.1.4: The annual summaries of facility capacity and demand information prepared by the City shall be used to evaluate the need for the timing and location of projects to extend or increase the capacity of existing facilities.

PFE Policy 2.1.5: All projects required to meet projected demands shall be submitted to the Capital Improvements Coordinating Committee and scheduled in the Capital Improvement Element of this plan in accordance with the requirements of Chapter 163, F.S.

PFE Policy 2.1.6: Maintain a water supply facilities planning program necessary to correct current deficiencies and/or meet projected potable water demands by maintaining and implementing a 10-Year Water Supply Facilities Work Plan.

PFE Policy 2.1.7: Upon completion of the update of SWFWMD’s Regional Water Supply Plan, Plant City shall consider the updated Regional Water Supply Plan and revise, as appropriate, the Comprehensive Plan.

PFE Policy 2.1.8: Adequate wastewater, solid waste, stormwater drainage and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy, consistent with Chapter 163, F.S. Park and recreational facilities shall be in place and available to serve new development no later than one year after the issuance of a certificate of occupancy.

PFE Policy 2.1.9: Consultation with the local water supplier is required to determine whether adequate water supplies are

available to serve new development, per Florida Statutes. In the case of Plant City, the municipality is its own water supplier and therefore will continue to perform a coordinated review process for new development amongst its departments, to ensure that an adequate water supply is maintained and available.

Hazardous Material

PFE Objective 2.2: In cooperation with Hillsborough County, the City will continue to maintain a comprehensive waste management and emergency response capability that facilitates source reduction as well as the proper transfer, storage, disposal and recycling of both solid and hazardous materials.

PFE Policy 2.2.1: Educate the public on the types of hazardous materials, as well as their proper use, storage and disposal.

PFE Policy 2.2.2: Continue to participate in Hillsborough County’s permanent household hazardous waste collection program to facilitate the safe and convenient collection and disposal of small business and household hazardous materials.

PFE Policy 2.2.3: Continue to promote, in conjunction with the County and the private sector, the recycling of household and commercial hazardous waste products, such as oils, solvents, plastics and paints.

PFE Policy 2.2.4: Continue to participate in a comprehensive chemical emergency preparedness program, in cooperation with local fire departments, to maintain a hazardous materials



response team capable of mitigating the impacts of hazardous material spills, fires and other emergency situations. The City shall seek payment for cleanup from the responsible parties.

PFE Policy 2.2.5: Continue to support the continued safe transport of hazardous materials and wastes to reduce the associated environmental and public health risks.

PFE Policy 2.2.6: Continue to support the registration of hazardous waste generators, as well as non-permitted hazardous waste transport, storage, treatment and disposal facilities, to ensure that they are identified and regulated, in cooperation with the appropriate regulatory agencies.

PFE Policy 2.2.7: Continue to prohibit the development of on-site hazardous waste storage and transfer facilities within industrial/commercial parks that generate hazardous materials unsuitable for reuse or exchange.

PFE GOAL 3: PURSUE OPPORTUNITIES FOR INTEGRATED WATER RESOURCE MANAGEMENT.

PFE Objective 3.1: Develop and implement coordinated water resource management programs across departments.

PFE Policy 3.1.1: Work across traditional organizational boundaries to foster a collaborative water resources approach to planning, design, operations and construction of City infrastructure and programs.

PFE Policy 3.1.2: Explore private, local, state and federal funding for integration and multi-benefit projects.

PFE Policy 3.1.3: Maintain and update Watershed Management Master Plans, Potable Water Services, Water Reuse, Stormwater and Wastewater Master Plans to address the infrastructure needs and capital projects generated by the corresponding levels of existing development and planned growth within the City.

PFE Policy 3.1.4: Planning approaches, programs and regulatory frameworks shall be routinely reviewed and updated to ensure they reflect and utilize best practices, emerging technologies and best available data for water resources.

PFE Objective 3.2: Utilize a multifaceted approach to match the right resource to the right use.

PFE Policy 3.2.1: Consider a full range of water uses in the development and implementation of public facilities and services.

PFE Policy 3.2.2: Support the development of new and alternative water sources, in cooperation with Regional Water Supply Authorities where appropriate, while protecting natural resources.



PFE Policy 3.2.3: Maximize all efficient uses of water; utilize non-potable sources where economically feasible and appropriate as determined by the City.

PFE Policy 3.2.4: Support and plan for innovative and flexible potable, wastewater, stormwater, and alternative water supply programs.

PFE Policy 3.2.5: Meet potable water demand under all future scenarios through water reuse, conservation and appropriate use of groundwater, and other alternative sources.

PFE Policy 3.2.6: Stormwater management facilities will seek to maximize aquifer recharge functions to the greatest extent practicable.



PFE TABLE 7 - CITY OF PLANT CITY 10-YEAR WATER SUPPLY FACILITIES WORK PLAN

CITY OF PLANT CITY - 10 YEAR WATER SUPPLY FACILITIES WORK PLAN PROJECT TABLE

Potable Water Projects	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Meter Repair/Replacement	\$230,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A
Water Treatment Plant # 5	\$400,000 ¹	-	-	-	-	-	-	-	-	-
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A
Water Distribution System Asset Management	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$700,000	\$750,000	\$800,000	\$850,000	\$900,000
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A
Water Storage Tank Rehabilitation	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A
Backflow Prevention Assembly and Large Meter Replacement	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A
Conservation/Reclaimed/ AWS Projects	-	-	-	-	-	-	-	-	-	-
Water Conservation Program and Environmental Education ²	-	-	-	-	-	-	-	-	-	-
<i>(funding source)</i>	A	A	A	A	A	A	A	A	A	A

1. The FY 20-21 project balance is 5.8 million.

2. The FY 20-21 project balance is \$100,000.

Data Source: City of Plant City Utilities Department, 2022

Funding Source: A. Water/Sewer Fund

B. Development Fee

Notes: This WSFWP table includes significant water supply capital projects known at the time of plan preparation. For a full list of capital projects proposed for funding, please see the City of Plant City CIP. Project funding listed beyond FY 2021-2022 is not confirmed as has not yet been approved by the Plant City Commission. Please note that the projects and funding in this table may be modified over time.





Natural Spaces

Understanding our environment and natural resources.

Managing, conserving and protecting our environment and natural resources require the collective vision of the people whom make Plant City their home. We shall conserve and preserve our open space and natural resources and ensure these areas will be appreciated for future generations. To achieve these goals Plant City’s collective energy should be focused appropriately to define what will be a lasting legacy – our environmental resources. Those of us who are invested in Plant City whether that investment is to live here, work here or play here we collectively care about our natural resources and their conservation, preservation and stewardship.

A key component of our Natural Spaces is the relationship between quality of life, economic development, and natural environments. Understanding, and strategically managing, this ongoing relationship is critical to improving our quality of life and economic vitality. The diversity of our built and natural environment creates a range of opportunities for residents to enjoy and recreate. These natural resources and recreational amenities create a community that attracts and retains the workers who will empower and energize our economy. Our community must be committed to ensuring our unique natural resources are maintained for future generations to enjoy, and

integrate this goal into the decision making process of growth management.

This Comprehensive Plan can serve as a tool to evaluate new development requests, direct capital improvement expenditures, preserve and conserve natural habitat and environmental resources, and provide guidance in public policy in a way that ensures that Plant City continues to be the community that its citizens desire.

In this section the framework for environmental protection will be established in the goals, objectives and policies that will create the “Natural Spaces” in which our community can thrive and continue to grow. This section is composed of two Elements which set forth the policy direction for the Environment, and Recreation and Open Space within Plant City.

Environmental

Introduction

The purpose of this element is to provide a plan and policy direction for the preservation, conservation, and management of the natural resources of importance to the citizens of the City of Plant City. This element is intended to provide guidelines for current and future governmental programs and decisions related to the protection and enhancement of the City's natural environment and the public health, safety and welfare. The objective is to ensure that the air, land, water, and living resources of Plant City remain an asset to the quality of life of all existing and future inhabitants.

Need

Plant City, by virtue of its subtropical climate and variable hydrology and geology, supports a rich and diverse complement of natural resources. The City is underlain by the Floridan aquifer, the largest and highest quality potable water aquifer in the state. The karst topography of the region has created a mosaic of solution sinks and depressions that contain a wide variety of wetland flora and fauna.

Over the past hundred years, however, development has slowly degraded the rich, natural resources of the City. The unregulated filling of wetlands, discharge of pollutants, clearing of forests, channelizing of streams, and over-pumping of groundwater has altered much of the original natural resource base. Environmental protection programs initiated at the

federal, state, regional and local levels have done much to stem the tide of this degradation. However, advance planning and further safeguards are needed to ensure the preservation and conservation of the City's remaining natural resources for future generations.

This element is used to identify potential problems and to set forth a plan and policy direction for ensuring environmental protection and orderly economic growth under all projected growth scenarios.

INVENTORY AND ANALYSIS

Geographic Setting

The City is generally characterized by relatively flat terrain, with elevations that range between 90 and 170 feet. Elevations rise from less than 100 feet in the northwestern sector of the City to approximately 150 feet near the Plant City Airport. Most of Plant City falls within the Polk Uplands physiographic province, which is comprised of relict beaches and sand dunes. Drainage in the area is generally very good, with relatively little surface runoff.

Climate and Weather

The climate of Plant City is humid subtropical, characterized by high mean annual rainfall and temperature. The mean annual temperature in the City is about 72°F (NOAA, 1986). Rainfall amounts in Plant City vary both seasonally and annually. Annual rainfall averages about 50.8 inches. Because of its wide variability, the impact of weather on the City is significant. The



area could experience a drought in the spring or summer and flood-inducing hurricane the same year, calling for extensive public works to manage water accordingly. In Plant City the least rainfall occurs in the fall (October - December) and in the spring (March - May).

Geology

Plant City is underlain with several thousand feet of limestone layers that can contain or transmit large quantities of groundwater. Some strata are very dense, and limit vertical migration of water underground. These confining layers are very important for groundwater conservation. The limestone layers, which are deposits of ancient marine sediment, are usually covered by sands and clays.

Soils

There are four broad divisions of soil associations in Plant City. Each area consists of more than one kind of soil. For general planning purposes refer to the USDA Natural Resources Conservation Service publication, *"Soil Survey of Hillsborough County, Florida"* for a detailed description of soil types in Plant City.

Soil Limitations

Due to the flat topography and relative uniformity of soil distribution in Plant City, soil limitations generally do not preclude structural development, except in extreme cases (e.g., wetland soils). Instead, these limitations require that engineering modifications be made to the site prior to construction. Future development should utilize soil types in a

manner identified by the Natural Resources Conservation Service to conserve and protect the natural functions of existing soils.

Soil Erosion

According to the Natural Resources Conservation District (a division of the U.S.D.A.), there are no chronic soil erosion problems in Plant City. Temporary soil erosion problems often occur during land clearing for development; however, this can be controlled through the implementation of Best Management Practices (BMPs).

Mineral Resources

The most significant mineral resource in Hillsborough County is phosphate, which has been mined throughout the area. There are no active mines within Plant City. Phosphate deposits are found primarily in the eastern and southeastern portions of Hillsborough County. Obviously, those deposits found under the urbanized area of Plant City are no longer available for extraction.

Surface Water Resources

Freshwater systems of the Plant City area include seven major drainage basins: Campbell Creek, Hollomans Creek, Itchepackesassa Creek, English Creek, the Little Alafia River, Turkey Creek, and Baker/Pemberton Creek, the flow from all of which ultimately enters Tampa Bay. Several riverine systems within the Plant City area are Pemberton Creek, Sparkman Branch, the tributaries of Turkey and Itchepackesassa Creeks, Water Oak Branch, English Creek and Howell Branch. Lakes of



note within the City are Walden Lake and several former phosphate pits.

Surface water flows are not only a product of runoff, but may also include a ground-water baseflow component. In fact, many surface water systems in Plant City and west central Florida are closely interconnected with the underlying groundwater system through springs and sinkholes. In accordance with hydrologic conditions, these natural interconnections may augment flow, reduce flow, or perform both functions intermittently. Because this region manifests annual wet and dry seasons with significant variations in precipitation frequency and intensity, the contribution of surface runoff and groundwater baseflow to streams varies. This cyclic pattern of changing baseflow conditions results in variable surface water quantity and quality.

Stream flows are generally lowest during April and May. Unfortunately, high municipal water demands historically occur during this same seasonal time period because of the increased demand for irrigation of lawns and crops.

Rivers, lakes and wetlands within Plant City are identified as Class III waters, deemed suitable for recreation and propagation and protection of fish and wildlife.

Water Quality

Most of the freshwater systems in Plant City exhibit good water quality on an average annual basis, which is suitable for the support of a healthy and diverse complement of fish and wildlife

species. However, given the fact that many surface waters in the region are fed by oxygen deficient groundwater and would exist in a eutrophic state in the absence of anthropogenic nutrient additions, periodic low dissolved oxygen levels in many streams and lakes are observed.

Lakes and Ponds

Lakes typically are larger bodies of standing water, in which open water areas predominate over shallow vegetated areas, while the inverse is typical of ponds. There are several small lakes in the City. Walden Lake is the largest at sixty acres in size. Other than Walden Lake, which has a boat ramp and dock, lakes and ponds are not a major feature in the City. The other small lakes and ponds in the City were either formed by solution activities or are former borrow or phosphate pits that have taken on the characteristics of lake systems.

Natural Wetlands

Depressional wetlands in the area may be classified into several categories: cypress ponds and strands, swamps, marshes, bayheads, and cypress domes. These wetlands are influenced by and dependent on certain water budgets. Wetland functions include improving water quality by filtering out nutrients, toxic substances, and disease-causing micro-organisms; protection of shorelines and banks from erosion; storage of flood waters; and enhancement of biota in terrestrial and aquatic ecosystems adjacent to them.



Floodplains

Much development has occurred in Hillsborough County, throughout Florida, and around the country, which not only deprives us of future water reserves, but also runs a high risk of destruction should a flood occur. The City is a participant in the Federal Emergency Management Agency’s (FEMA) flood insurance subsidization program and as such has adopted a Flood Damage Control Ordinance. This ordinance complies with FEMA requirements, which requires particular building standards and for structures be built above the minimum flood elevation.

Ecosystems Management

Plant City and the State of Florida are unique because of the wide diversity of natural plant communities or habitats for wildlife resources. Climate and geography, combined with soil composition, rainfall patterns and coastal influences, provide a mosaic of habitats.

Ten vegetative communities occur in the Plant City area: pine flatwoods, dry prairies, sandhills, xeric hammocks, mesic hammocks, hardwood swamps, cypress swamps, freshwater marshes, sand pine scrub and wet prairies. Historically, Plant City was covered with deciduous (predominately oak), mixed, and coniferous (predominately pine) forests. Now, virtually all climax forests have been cut, with present woodlands consisting of second and third generation growth. Wetlands areas in Plant City have been severely impacted, yet significant wetlands still exist.

Urban development has created the opportunity for increasing occurrences of exotic plants and trees, most notably the Brazilian pepper, Australian pine, and punk tree. Currently, there is still a variety of natural plant communities in Plant City.

Natural Preserves

Natural preserve lands are those lands that are maintained and managed in essentially their natural state with the primary objective of conserving and protecting their environmentally unique, irreplaceable and valued ecological resources. Natural preserve lands provide recreation and aesthetic benefits and are open to public use and enjoyment, to the extent that such uses are compatible with the conservation and protection of these lands.

In 1987, Hillsborough County passed a referendum creating the Environmental Lands Acquisition and Protection Program (ELAPP) under the administration of the Hillsborough County Parks and Recreation Department.

Air Quality

Air quality is a valuable natural resource, the protection of which should be given high priority. The quality of the air directly affects the health and welfare of Plant City’s residents. The City, like most urban areas, experiences periodic air quality problems due to industrial facilities (point sources) and automobiles (mobile sources) in and around Plant City. While air quality concerns are present as a result of these activities, severe conditions are often localized and temporary due to prevailing winds and the area’s open topography.



Air quality in Plant City and Hillsborough County is regulated at the federal level by the U. S. Environmental Protection Agency, at the state level by the Florida Department of Environmental Protection, and at the local level by the Environmental Protection Commission of Hillsborough County (EPC). Not only does the EPC regulate permitted industrial sources, but it also implements rules associated with smaller commercial and residential pollution sources relating to excessive dust, odor, open burning, noise and asbestos. In addition, the EPC also maintains several air monitoring stations throughout Hillsborough County to provide the public with daily air quality information and to determine compliance with national and state air quality standards.

While Plant City cannot establish higher discharge standards or require the application of pollution control technologies, there is much that local comprehensive plans can contribute toward air quality protection. For example, segregating lands by their use can play an important role in the planning process. It should be noted that the municipality’s industrial land use plan category does not permit industrial operations that produce excessive noise, dust or odors, which might impact adjacent non-industrial uses within the City of Plant City.

Hazardous Materials

Please refer to the Public Facilities Element, Solid Waste Sub-Element for information on Hazardous Waste.

Natural Drainage Features

Geology of the Region

In the Plant City area, groundwater originates through rainfall on land surfaces throughout the region, particularly those lands lying to the north and northwest of Plant City and the Green Swamp, where the rain can percolate to underlying strata. Most of this water moves to the water table via seepage through top soils and discharges to surface collectors such as lakes, streams, or surrounding bays. The remainder reaches and recharges the deeper underlying Floridan aquifer.

The strata underlying the region can be divided into units based on groundwater: the upper, unconfined water table aquifer, a layer of confining deposits, and the deeper Floridan aquifer.

Groundwater Levels

The potentiometric surface of a confined aquifer is the elevation that water would rise to if it were unconfined, and is generally an expression of the “hydraulic head” or recharge pressure within the confined aquifer. The potentiometric surface of the Floridan aquifer varies seasonally, with highest and lowest levels occurring in September and May, respectively. September is normally the end of the wet season, stress is placed on the aquifer in May because seasonal rains have not yet begun and lawn sprinkling is heaviest. Also, seasonal population is at its peak in late winter and early spring. This places additional demands on the freshwater supply at a time when rainfall is least. However, the amount of rainfall is the most important natural factor in dictating the altitude of the



potentiometric surface of the Floridan aquifer. More recently impacts on the potentiometric surface have occurred due to irrigation withdrawals to protect crops from freezing temperatures.

Groundwater flow in the upper Floridan aquifer in Plant City is generally northeast to west and southwest. Hydrographs of observation wells in Hillsborough County indicate a general decline in water levels since 1955. The greatest declines appear between 1965 and 1975. Excessive groundwater withdrawals have, in the past, resulted in significant wetland and lake drawdowns, and sinkhole development leading to both temporary and permanent ecological damage to these natural systems.

Freshwater/Saltwater Relationships

Throughout Florida, saltwater underlies freshwater aquifers at depths that range from 2,500 ft. in the center part of the state to almost zero along the coasts. Any development that lowers the freshwater level in an aquifer causes some movement, or encroachment, of saltwater. To date, saltwater intrusion throughout the Plant City area has been negligible.

Hydrology

Springs

There is no evidence that there are any major springs in Plant City.

Sinkholes

Sinkholes are part of the natural process of erosion in limestone terraces. Defined, a sinkhole is “a depression in the land surface formed either by solution of near-surface limestone or similar rocks or by collapse of the roof of underground channels and caverns”. The City has experienced sinkholes in the past much like many other areas in Florida. The ability to predict the location of a potential sinkhole still remains an inexact science.

Natural Groundwater Aquifer Recharge and Discharge

Aquifer Recharge and Discharge

Recharge can be defined as the replenishment of groundwater in an aquifer by artificial or natural means. Recharge to the surficial or water table and Floridan aquifers occurs primarily as a result of infiltration of rainfall. The water management districts are to designate prime recharge areas; the law provides no statutory definition of “prime.” Water management districts, therefore, are to determine the meaning of “prime” for those recharge areas of greatest importance and value.

Recharge Areas - Plant City

The delineation of aquifer recharge areas in the Plant City area has been mapped by the United States Geological Survey (USGS), and the area has been designated as a very low recharge area by the Southwest Florida Water Management District (SWFWMD).



Groundwater Contamination

Maintaining high quality groundwater and preventing contamination is a strong concern to the residents, administration and elected officials of Plant City. Groundwater provides the only potable water source in the area, and is vulnerable to groundwater pollution (the source of which is often difficult to identify and almost always costly to correct). Increases in regional population increase the potential for contamination and subsequent depletion of the groundwater resource, providing a need for the application of appropriate pollution control and growth management strategies.

Aquifer Contamination

Florida Aquifer Vulnerability Assessment (FAVA) data shows potential for groundwater contamination.

Underground Storage and Transport Facilities

Underground storage of gasoline, kerosene and other petroleum products in steel tanks has proven to be a source of contamination of considerable proportions nationally. Steel tanks are now being replaced by fiberglass or other leak-resistant materials, and all service stations and other facilities that have used underground storage are now required to install monitoring wells and to monitor for groundwater contamination at regular intervals. The FDEP is responsible for regulating underground storage tanks. Buried pipelines are another source of potential contamination and are typical of commercial enterprises. They normally are carefully monitored where vaporizing compounds such as natural gas can be detected.

Slowly leaking petroleum products are much more difficult to detect.

Underground Disposal Facilities

Landfilling of garbage is a common practice nation-wide. However, there are no active landfills located in the City of Plant City. There are several abandoned landfills/dump sites in the Plant City area, posing only a minimal potential for surface or groundwater contamination.

On-site Sewage Disposal Systems (Septic Tanks)

On-site Sewage Disposal Systems (OSDSs, aka, septic tanks) are primarily underground concrete boxes that receive and provide for the preliminary treatment of human sewage effluent. Solids are settled out, bacteria-induced decomposition occurs, and the remaining liquids are dispersed to surrounding soils. Dense concentrations of septic tanks can increase the potential for groundwater contamination. The potential for well-water contamination is also mitigated by the availability of public water in potential problem areas. This does not prevent environmental degradation, but does provide a potable water supply unaffected by local groundwater conditions. There are many existing septic tanks within the municipality, however new residential development within 250 feet of existing municipal wastewater lines is required to connect. All other types of development are required to connect to municipal wastewater service regardless of the distance to existing lines.



Stormwater Management

Stormwater Runoff

Stormwater runoff, or the water flowing over land surfaces during and immediately after a rainfall, carries a variety of pollutants. More than half of all pollutants entering surface waters have been carried by stormwater runoff, which enters the system from non-point sources. EPA regulates the quality of stormwater run-off through the National Pollutant Discharge Elimination System (NPDES) permitting process. However, in the state of Florida, the control of stormwater is so closely related to the regulation of water management for flood control and water resource protection, and is carried out locally by SWFWMD.

Water Supply Sources and Alternatives

Current and Projected Water Use

The Plant City Water Department maintains four (4) water supply wells to serve customers located within and outside the City limits. The wells are designated as numbers 5, 6, 7 and 8, all of which draw their water from the Floridan aquifer.

Water Conservation

Water conservation plays an important role in the City’s efforts to plan for future water supplies, wastewater disposal, and environmental protection. Maximum per capita water consumption goals developed for the Northern Tampa Bay Water Use Caution Area by the Southwest Florida Water Management District (SWFWMD) shall be the minimum

guidelines used by the City to measure the success in implementing water conservation measures.

Wastewater Reuse

Proper management of the groundwater resource requires consideration of the potential for reuse of wastewater. Reuse can decrease demands for potable water, help solve limitations on the disposal of wastewater effluent, and lessen the effects of excessive groundwater withdrawal. A reuse master plan is currently under development.

Existing Regulations and Programs

Federal Regulations

Congress has passed five major acts to address groundwater regulation. These include: the Clean Water Act of 1972; the Safe Drinking Water Act of 1974; the Resource Conservation Recovery Act of 1976; the Toxic Substances Control Act of 1976; and the Surface Mining Control and Reclamation Act of 1977.

Southwest Florida Water Management District

In 1972, the Florida Resources Act (Chapter 373, F.S.) incorporated SWFWMD as the regulatory agency with jurisdiction over development, use and conservation of water resources within its boundaries. The jurisdictional limits include sixteen counties, including Hillsborough. Rules established by the District to implement the Act are included under Chapter 40D, Rules of the Southwest Florida Water Management District. District rules which require permitting and design



criteria for construction of new facilities for surface water management and drainage are included under Chapter 40D-4, Management and Storage of Surface Waters, and Chapter 40D-40, General Surface Water Management Permits.

Department of Environmental Protection

The Florida Department of Environmental Protection (FDEP) has as its overall goal the restoration and maintenance of environmental quality in the State of Florida. This overall goal is accomplished through the development of standards to protect natural systems, by applying these standards through permitting of potential sources of pollution, and monitoring for compliance.

Additional permitting criteria for stormwater are contained in Chapter 62-425, F.A.C. Chapter 62-302, Classified Waters, provides that the surface waters of the State of Florida are classified as Class III - Recreation, Propagation and Maintenance of Healthy, Well-Balanced Population of Fish and Wildlife, except for certain waters which are described in this section. A water body may be designated as an Outstanding Water, in addition to being classified as Class I, Class II, or Class III. Outstanding Florida Waters (OFW's) are listed in Chapter 62-302, F.A.C.

Surface Water Classifications and Standards	
Class I	Potable Water Supplies
Class II	Shellfish Propagation or Harvesting

Class III	Maintenance of a Healthy, Well-Balanced Population of Fish and Wildlife
Class IV	Agricultural Water Supplies
Class V	Navigation, Industrial, or Utility Use

Groundwater sources are classified by the State of Florida, taking into consideration the use and value of waters for public water supplies. Sources of groundwater are classified G-I and G-II (potable water) and G-III and G-IV (non-potable water). Chapters 62-520 and 62-522, F.A.C set minimum criteria for groundwater quality standards.

Environmental Protection Commission of Hillsborough County

Through its Wetlands Rule (Chapter 1-11, Rules of the EPC), the EPC has jurisdiction over all wetlands and other surface waters throughout Hillsborough County and its municipalities.

Tampa Bay Regional Planning Council

The Tampa Bay Regional Planning Council (TBRPC) planning area includes Pasco, Hillsborough, Pinellas and Manatee Counties. The Council reviews local government planning documents for consistency with adopted regional plans and policies prepared by the Council.

Under directive of the Governor’s Office of Management and Budget (OMB), the TBRPC serves as a clearinghouse for Federal and State funding for projects within the region. The Council is also the review agency for the region for Applications for Development Approval (ADA’s) for Developments of Regional Impact (DRI’s).



*Goals, Objectives and Policies**

ENV GOAL 1: PRESERVE, CONSERVE, RESTORE, AND APPROPRIATELY MANAGE THE NATURAL RESOURCES OF IMPORTANCE TO THE CITIZENS OF THE CITY OF PLANT CITY, IN ORDER TO MAINTAIN OR ENHANCE ENVIRONMENTAL QUALITY FOR PRESENT AND FUTURE GENERATIONS.

Air Quality

Issue: A primary factor in maintaining the quality of life of the residents of the City of Plant City is maintaining or improving the quality of the air we breathe.

ENV Objective 1.1: Cooperate as appropriate to maintain compliance with federal and state air quality standards in part by implementing the following policies and practices.

ENV Policy 1.1.1: Actively promote, through conditions in development orders, signs, media promotions and other techniques, the use of ride-sharing, carpooling, safer bicycle routes, improved traffic signal timing and other techniques for reducing vehicle emissions in the City.

ENV Policy 1.1.2: When planning and implementing transportation system improvements, coordinate to ensure that priority be given to traffic flow improvements that reduce air pollution concentrations, particularly in areas where ambient standards are violated. Also coordinate to ensure that the Florida Department of Transportation (FDOT), the Metropolitan

Planning Organization (MPO), Hillsborough County and other agencies in the transportation planning and funding process give priority to traffic flow improvements that reduce air pollution concentrations, particularly in areas where ambient standards are violated.

ENV Policy 1.1.3: Encourage programs that implement employer-option transportation control measures that reduce peak-hour vehicle use, such as flexible work hours, employer based car-pooling and compressed work weeks.

ENV Policy 1.1.4: Support EPC’s continued maintenance of an air quality monitoring program to monitor progress towards future compliance with all ambient air quality standards.

ENV Policy 1.1.5: Comply with EPC’s Open Burning Rule and Noise Pollution Rule, and cooperate in their enforcement.

ENV Policy 1.1.6: Prohibit, other than in cases of overriding public interest, any new stationary sources of air pollution emissions within the City’s jurisdiction.

ENV Policy 1.1.7: Promote, through appropriate land development regulations and development order conditions, energy conservation measures and the use of alternative energy sources.

ENV Policy 1.1.8: Continue to cooperate with state and local oversight agencies, such as EPC to implement and enforce the federal National Emission Standards for Hazardous Air Pollutants Program.



ENV Policy 1.1.9: Promote, through written request, greater coordination, communication and/or cooperation among federal, state, and local agencies and governments in seeking regional compliance with ambient air quality standards, and participate as appropriate in any regional forum to attain such compliance.

ENV Policy 1.1.10: Continue programs and policies to attract environmentally compatible industrial development.

ENV Policy 1.1.11: Cooperate with state and local oversight agencies, such as EPC in the enforcement of air pollution regulations.

Surface Water Resources

Issue: In the past, surface water quality in the City of Plant City has been degraded due to a variety of unregulated water uses and adjacent land use activities. Surface water quality continues to be impacted from point source and non-point source discharges. The City is actively working with appropriate local and state agencies to address water quality issues. One such approach is to implement Basin Management Action Plans (BMAPS) to address these impairments.

ENV Objective 1.2: Coordinate as appropriate with environmental agencies toward continued compliance with established water quality discharge standards, which the City will achieve in part by implementing the following policies and practices.

ENV Policy 1.2.1: Oppose the reclassification of any surface water body within City boundaries except to acknowledge conditions that cannot be improved, as necessary to protect the public health, safety or welfare. However, support the reclassification of surface water bodies to accommodate higher standards, where it can be demonstrated that improved water quality conditions will prevail in the future.

ENV Policy 1.2.2: Ensure that the discharge from any wastewater treatment plants discharging effluent into the tributaries of Tampa Bay meet advanced wastewater treatment standards, by requiring appropriate state and federal permits.

ENV Policy 1.2.3: Continue to promote environmentally acceptable effluent disposal alternatives to surface water discharge, including, but not limited to, reuse for irrigation and industrial purposes.

ENV Policy 1.2.4: Support state and local agencies [SWFWMD, EPC, etc.] in water quality monitoring programs and assist in locating appropriate monitoring locations and other activities germane to the City.

ENV Policy 1.2.5: Work with state and local agencies to address water quality impacts as a result of nutrient loading.

ENV Policy 1.2.6: Cooperate with local, state and federal agencies to improve monitoring and compliance enforcement of point and non-point source discharges through an active cooperative enforcement program to be developed in conjunction with the appropriate entities.



ENV Policy 1.2.7: Require that redevelopment projects provide appropriate treatment of runoff within the drainage basin potentially impacted by the redevelopment.

ENV Policy 1.2.8: Encourage the use of new, affordable stormwater management technology, as well as low impact development techniques in order to minimize the impervious surfaces in new developments, and to minimize pollutant loads due to stormwater runoff.

ENV Policy 1.2.9: Monitor emerging state-of-the-art stormwater treatment technology and shall cooperate with state and local agencies to ensure that water quality objectives are met through the most appropriate and effective methodologies.

ENV Policy 1.2.10: Support public education programs, particularly those aimed at home-owners and small businesses that address the surface water quality impacts of improperly managed lawn litter and fertilizer/herbicide/pesticide applications.

Wetlands and Floodplains

Issue: In past decades, a significant percentage of the City and County’s original wetlands and floodplains were drained, filled, dredged and/or channelized, thus reducing or eliminating their natural functions of providing water quality treatment and productive and diverse fish and wildlife habitat. Continued development within the City limits impacts the existing wetlands and floodplains.

ENV Objective 1.3: Continue to apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values of functions performed by wetlands and other surface waters and 100-year floodplain storage volume for projects in Plant City.

ENV Policy 1.3.1: Through the land use planning and development review processes, and in cooperation with state and local agencies [SWFWMD, EPC, etc.] continue to conserve and protect wetlands and floodplains from detrimental physical and hydrological alteration.

ENV Policy 1.3.2: Prohibit the unmitigated channelization of natural stream courses, and restrict the hardening of their shorelines to cases where it is necessary to prevent erosion. Shoreline erosion should be controlled through the use of natural vegetation in order to maintain both water quality and wildlife habitat.

ENV Policy 1.3.3: Through the land planning and development review processes and in cooperation with state and local agencies [SWFWMD, EPC, etc.] continue to prohibit unmitigated encroachment into wetlands and the 100-year floodplain of riverine systems.

ENV Policy 1.3.4: Through the land development review process and in cooperation with state and local agencies [SWFWMD, EPC, etc.] continue to promote the use of desirable native wetland plant species for the creation of wetland habitat



and for biologically enhanced filtration and assimilation of pollutants in newly constructed stormwater retention and detention ponds.

ENV Policy 1.3.5: Continue to promote, in cooperation with EPC, the development of passive recreational facilities (e.g., boardwalks) in wetlands, where it can be demonstrated that such facilities will not have adverse impacts on water quality or fish and wildlife attributes.

ENV Policy 1.3.6: Cooperate with Hillsborough County and the Southwest Florida Water Management District in the development of comprehensive floodplain management regulations for the protection of the natural flood-assimilating capacity and fish and wildlife attributes within the 100-year floodplain.

ENV Policy 1.3.7: Environmentally Sensitive Area Overlay designation on the FLUM will serve as the conceptual indicator of wetland and 100 year floodplain areas. The precise delineation of wetland areas shall be determined by the EPC or SWFMD’s delineation of wetlands through site specific studies and field determinations which assess the actual extent of wetlands. If an area designated Environmentally Sensitive Area Overlay on the FLUM is determined to be non-wetland area by the EPC, the FLUM designation shall be only that of the remainder of the parcel(s). A comprehensive plan amendment shall not be required to adjust the FLUM boundaries based upon the above circumstances.

ENV Policy 1.3.8: A minimum buffer of 15 feet and an average of 25 feet shall be required for all wetlands, consistent with State of Florida Environmental Resource Permitting (ERP) Rules.

ENV Policy 1.3.9: The development review process, part of a comprehensive program for the protection of wetlands, shall make every effort to maintain natural undisturbed wetlands by way of a sequential review process that, in cooperation with the EPC, first evaluates means of avoiding wetland impacts in regard to a particular project; if necessary, secondly, evaluates and requires measures to minimize wetland impacts; and if necessary, thirdly, evaluates and requires the mitigation of wetland impacts.

ENV Policy 1.3.10: Encourage clustering to preserve open space to protect floodplains.

ENV Policy 1.3.11: Restrict filling low lying areas as a means of meeting minimum flood elevations.

Soil Resources

Issue: With few exceptions, the soils of the City of Plant City can generally be characterized as poorly drained fine sands, which are relatively nutrient poor.

ENV Objective 1.4: Recommend conservation of valuable soil resources and ensure that soils are utilized in a manner best suited to their particular capabilities, which will be carried out in part by implementing the following policies and practices.



ENV Policy 1.4.1: During the land development review process, recommend the use of soils in accordance with the soil suitabilities identified by the U.S.D.A. Natural Resources Conservation Service (NRCS). Prior to the commitment of resources for potential development and land use activities, actual determination of suitabilities may be required on a site-by-site basis, to allow for the possibility of special exceptions in which proper modification of the natural soil can take place to reduce the limitation for development.

ENV Policy 1.4.2: In cooperation with the NRCS, recommend that topsoil best management practices be observed during all land alteration activities. To the greatest degree practicable, erosional soil loss due to construction activities shall be minimized.

ENV Policy 1.4.3: During the land use planning and development review processes, evaluate and utilize, where appropriate soil capability analyses for flood hazard, stability, permeability, and other relevant soil characteristics when planning for and permitting new development.

Hazardous Material

Issue: There are small quantity generators of hazardous materials, which include dry cleaners, automobile service stations, print shops, and other commercial facilities, located in the City of Plant City. The EPC is charged with the inventory of businesses dealing with hazardous materials, as well as with the enforcement of a variety of state and federal regulations and programs, in conjunction with their air and water quality

protection responsibilities. Local fire departments are also active in hazardous materials emergency programs.

Objectives and policies addressing hazardous materials and waste issues are contained in the Public Facilities Element, Solid Waste Sub-Element.

Flora and Fauna (Plants and Animals)

Issue: Due to its subtropical climate and variable hydrology and geology, the City of Plant City supports a wide variety of plant and animal species. However, the rapidly growing human population and its associated urbanization has resulted in a substantial loss of natural wildlife habitat, especially in the developed portions of the City.

ENV Objective 1.5: Protect and conserve significant wildlife habitat and shall ensure a no net loss of essential wildlife habitat.

ENV Policy 1.5.1: Assist any established local agency in developing and implementing a county-wide wildlife protection and management program.

ENV Policy 1.5.2: Work with Hillsborough County and the Florida Fish and Wildlife Conservation Commission (FWC) in the identification and mapping of natural plant communities determined to provide significant wildlife habitat in or around the City. FWC maps provide a basis for this effort. Areas of significant wildlife habitat shall be indicated as environmentally sensitive area lands on the Future Land Use Plan Map and/or map overlay.



ENV Policy 1.5.3: Participate as requested with the FWC in the identification, mapping, protection and restoration of areas of essential wildlife habitat in and around the Plant City environs.

ENV Policy 1.5.4: Assist toward implementation of a comprehensive program to conserve and protect significant wildlife habitat from development activities by modifying and amending existing land development regulations and performance standards.

ENV Policy 1.5.5: Restrict development activities that adversely affect areas identified and mapped as significant or essential wildlife habitat, by means including, but not limited to, the FWC map series. Where development activities are proposed in such areas, require site-specific wildlife surveys and other field documentation, as needed, to assess potential impacts and include recommendations of the FWC as conditions of development.

ENV Policy 1.5.6: During the land use planning and development review processes, consider the effects of development on significant wildlife habitat, to protect important wildlife corridors from fragmentation. The City may require the preservation of wildlife corridors within developments to ensure regional species viability and diversity.

ENV Objective 1.6: Existing populations of threatened and endangered species and species of special concern occurring in the City shall be maintained. Where

feasible, the abundance and distribution of populations of such species shall be increased.

ENV Policy 1.6.1: Recommend consultation with, and will consider the recommendations of, the FWC in determining the issuance of land development approvals that would impact upon threatened and endangered species or species of special concern and their essential habitats.

ENV Policy 1.6.2: Assist appropriate agencies in local implementation of specific management and recovery strategies for key listed species, as they are developed by the FWC and the U. S. Fish and Wildlife Service. Proper management techniques for key species (e.g., wood stork) shall be utilized to ensure the overall protection of essential habitat types upon which numerous other threatened and endangered species or species of special concern are dependent.

ENV Policy 1.6.3: Cooperate with the U. S. Fish and Wildlife Service (FWS), the FWC and the Florida Department of Environmental Protection, in a manner to be stipulated, in the implementation of recovery programs for threatened or endangered species or species of special concern, occurring in the City.

ENV Policy 1.6.4: Consult, coordinate with, and consider the recommendations of the Florida Department of Environmental Protection, the FWC, and the U.S. Fish and Wildlife Service to ensure the protection of wildlife and wildlife habitat.



Furthermore, ensure that development is directed away from areas of protected wildlife and wildlife habitat.

ENV Objective 1.7: Continue to require the protection of Conservation and Preservation areas and the application of environmentally-friendly landscaping principles in new developments and encourages the use of native plants, and also recommends the elimination of exotic nuisance vegetation on public and private properties, which will be achieved in part by implementing the following policy and practices.

ENV Policy 1.7.1: Cooperate with the U. S. Department of Agriculture (USDA), FDEP and EPC in eliminating exotic nuisance plant species (e.g., Brazilian pepper) in the City by requiring the elimination of them in appropriate development orders, as identified in the Land Development Code.

ENV Policy 1.7.2: Require the use of native plant species in the landscaping of new development projects.

ENV Policy 1.7.3: Distribute a recommended native plant listing and other educational materials to increase public awareness of the need to utilize native plant species in the developed landscape.

ENV Policy 1.7.4: Require the preservation of significant trees and existing native vegetation in new development projects and continue to protect established Conservation and Preservation Areas.

Natural Preserves

Issue: The majority of the environmentally sensitive or ecologically important land in the City of Plant City is currently held in private ownership. The management objectives of many private owners of such lands are not generally oriented towards maximizing the maintenance of abundant fish and wildlife resources. Public education and awareness of the need to protect pristine natural lands, along with the development of more creative mechanisms for public acquisition, preservation, protection and management of natural preserves and environmental lands, as well as the provision of incentives for maintaining private lands for wildlife benefits, are needed.

ENV Objective 1.8: Ensure the proper protection and management of natural preserve areas for provision of wildlife habitat and other public benefits, in part by facilitating the development of management plans for natural preserves of importance to the City, and in part by implementing the following policy and practices.

ENV Policy 1.8.1: Support the continued funding of the Environmental Lands Acquisition and Protection Program (ELAPP) through periodic county-wide referendum.

ENV Policy 1.8.2: Monitor and consider utilization of any comprehensive land acquisition and protection study that identifies environmental protection alternatives to fee simple purchase and shall promote the use of appropriate alternatives.



ENV Policy 1.8.3: Continue to support public acquisition of natural preserves under federal, state, regional and local programs including, but not limited to, the Conservation and Recreation Lands (CARL), Save-Our-Rivers (SOR) and Environmental Lands Acquisition and Protection Program (ELAPP) programs.

ENV Policy 1.8.4: Cooperate in the management of natural resources on publicly-owned lands with the U. S. Fish and Wildlife Service, the Florida Fish and Wildlife Conservation Commission, the Florida Department of Environmental Protection, and the Southwest Florida Water Management District, and Hillsborough County as determined in the various management plans for those public lands.

ENV Policy 1.8.5: Promote the multiple use of publicly-owned natural preserves, where appropriate, to provide for passive recreation, wildlife habitat, watershed protection, erosion control, maintenance or enhancement of water quality, aquifer recharge protection, or other such natural functions.

ENV Policy 1.8.6: Discourage the approval of more intense land uses on ecologically valuable lands which have qualified for acquisition by state, federal, regional, or local land management agencies.

ENV Policy 1.8.7: Through the land use planning process, restrict incompatible development activities adjacent to publicly-owned or managed natural preserves.

Land Use

Issue: In past decades, land use decisions were based primarily upon socio-economic and demographic factors, with little consideration given to preserving or conserving the natural attributes of the land. Plant City shall appropriately preserve or conserve valuable natural resources while allowing for orderly economic growth and development.

ENV Objective 1.9: Continue to regulate land uses in order to ensure the protection of the attributes, functions and amenities of the natural environment, and the City’s natural heritage, under all projected growth scenarios.

ENV Policy 1.9.1: Evaluate existing scientific studies to determine environmentally-safe and economically-viable construction setback and buffer distances from wetlands, floodplains and water bodies.

ENV Policy 1.9.2: Continue to implement a comprehensive program to protect environmentally sensitive lands within the City, including conditions that developments that include environmentally sensitive lands and/or essential wildlife habitat use the cluster concept to move development activity away from such areas, and to provide adequate buffers and open space as an amenity to the development, along with other techniques for protecting the City’s natural heritage.

ENV Policy 1.9.3: In the development review process, promote the preservation of representative examples of upland



native plant communities through appropriate restrictions and requirements in the land development regulations.

ENV Policy 1.9.4: Consider a “Plant City Quality Development” review process, which would provide incentives, such as reasonable increases in densities, for developments that undergo planned unit development review, and for which minimal adverse impacts on the natural environment are proposed.

ENV Policy 1.9.5: Assess and require mitigation for the cumulative adverse impacts of small developments (Sub-Development of Regional Impact Scales) on the natural environment.

ENV Policy 1.9.6: Continue to encourage infilling and growth within identified and environmentally acceptable “activity centers” and continue to discourage urban sprawl, through its land use planning and development regulation processes.

ENV Policy 1.9.7: Consider reducing densities and clustering development intensity away from environmentally sensitive areas and resource protection areas in order to protect these areas.

Land Excavations

Issue: Land excavation projects that are not regulated often result in local surface water quality and groundwater drawdowns. In addition, land excavation areas are often left as non-productive open water bodies, with little or no fish and wildlife habitat value.

ENV Objective 1.10: Regulate land excavation activities to ensure effective reclamation and productive reuse of such areas.

ENV Policy 1.10.1: In cooperation with state and local agencies [SWFWMD, EPC, etc.], prohibit land excavation activities that adversely impact wetlands or water levels of either surface water or groundwater on surrounding property.

Groundwater Resources

Issue: The City of Plant City is underlain by a multi-layered freshwater aquifer system which includes the surficial and Floridan aquifer systems. Unregulated urbanization in areas of high contamination potential may, however, pose unacceptable threats to the long-term water quality of the aquifer system.

ENV Objective 1.11: Under all future growth scenarios, ensure compliance with state groundwater quality standards, in part by implementing the following policies and practices.

ENV Policy 1.11.1: Support state and local agencies [SWFWMD, EPC, etc.] in further mapping areas of high aquifer recharge/contamination potential at a level of resolution applicable to future land use planning. When completed, utilize the high resolution mapping of such areas for future land use planning and development review purposes.

ENV Policy 1.11.2: Until such time as areas of high aquifer recharge/contamination potential are precisely mapped, consider the best available hydrogeological information (e.g.,



FAVA maps, etc.), and may require the collection of site-specific hydrogeologic data, such as soils borings and head gradients between the upper aquifers, when assessing the impacts of proposed land use changes and developments in areas of suspected high aquifer recharge/contamination potential. This information should be used in the determination of land use decisions on a case-by-case basis.

ENV Policy 1.11.3: Continue to implement and fund investigations and necessary clean-up actions for all groundwater pollution sources for which the City is responsible, to the extent required by law.

ENV Policy 1.11.4: As the necessary data becomes available, develop a comprehensive set of land use regulations and performance standards for development activities proposed within areas shown by state and local agencies [SWFWMD, EPC, etc.] to be of high aquifer recharge/contamination potential, in cooperation with the District. Such regulations and performance standards may include, but not be limited to, control of land use types and densities, impervious surface limitations, and discharge-to-groundwater controls.

ENV Policy 1.11.5: In cooperation with other state and local agencies, develop site-specific testing and modeling for the mapping of wellfield cones of influence.

ENV Policy 1.11.6: Through the land development review process and the land development code, restrict development

or land alteration activities to ensure that they will not breach the confining layers of the Floridan aquifer.

ENV Policy 1.11.7: Cooperate with environmental regulatory agencies to ensure compliance with the Underground Storage Tank program and the State Underground Petroleum Environmental Response Act program, especially in areas of demonstrated high recharge/contamination potential.

ENV Policy 1.11.8: Coordinate to ensure that excessive consumptive use of groundwater or excessive drainage does not significantly lower water tables or surface water levels, or reduce base flows.

ENV Policy 1.11.9: Oppose the reclassification of any groundwater aquifer within City boundaries except to acknowledge conditions that cannot be improved, as necessary to protect the public health, safety or welfare. However, support the reclassification of groundwater aquifers to accommodate higher standards where it can be demonstrated that improved water quality conditions will prevail in the future.

ENV Policy 1.11.10: Support studies to determine the effect of variable impervious surface percentages on groundwater recharge, and to evaluate the effectiveness of alternative engineering techniques that could be used to control increases in evapotranspiration and runoff, and to preserve or enhance recharge. The results of the study may be used to develop scientifically-defensible performance standards for recharge, evapotranspiration and runoff in areas of high aquifer



recharge/contamination potential which are subject to future development pressures.

ENV Policy 1.11.11: Consider through the land development review process, requiring demonstration that post-development recharge volumes will equal pre-development recharge volumes to the Floridan aquifer for developments proposed in areas of high aquifer recharge potential.

Water Conservation

Issue: Potable water is currently supplied to the residents of the City of Plant City from a single source, the City’s public wellfield system, located within City boundaries. Public education will be critical to the success of all future water conservation efforts.

ENV Objective 1.12: Meet its potable water demands under all future growth scenarios; continue to explore alternative options to meet demands including conservation, reuse, and enhancement of groundwater supplies; and prevent environmental degradation due to excessive groundwater withdrawals, in part by implementing the following policies and practices.

ENV Policy 1.12.1: Accurately estimate and precisely communicate groundwater supply and demand projections. Comply with SWFWMD’s “safe yield” groundwater withdrawal limitations as determined through the appropriate application of water budget equations and site specific data.

ENV Policy 1.12.2: Continue to implement reclaimed water projects, including partnerships with other local governments, in order to maximize the use of tertiary treated sewage effluent for residential and recreational irrigation, industrial uses and other purposes, where such reuse can be demonstrated to be environmentally acceptable, economically feasible, and no threat to public health.

ENV Policy 1.12.3: Require the use of the most practical, economically feasible and efficient irrigation methods reasonably available for all new irrigation systems. This policy should not be interpreted to require replacement of existing irrigation systems.

ENV Policy 1.12.4: Require the use of the lowest quality water reasonably and feasibly available, which is safe for public health and the environment and suitable to a given use, in order to reduce the unnecessary use of potable water. This policy shall be applied with discretion to ensure that those activities for which high quality water is necessary, such as fish farms, crop producers and water bottlers, may continue to use high quality water.

ENV Policy 1.12.5: In cooperation with the Southwest Florida Water Management District, promote a comprehensive water conservation public education program by distributing available information.



ENV Policy 1.12.6: Cooperate with SWFWMD in enforcing water conservation measures and programs by adopting and enforcing the appropriate ordinances.

ENV Policy 1.12.7: Cooperate with SWFWMD in the Quality of Water Improvement Program, which identifies and caps free-flowing abandoned wells.

ENV Policy 1.12.8: With assistance from SWFWMD, develop a local comprehensive water conservation program, addressing specific building code requirements for water saving devices, as well as various measures and requirements for reducing unnecessary potable water use and consumption.

ENV Policy 1.12.9: Through the land development review process and land development regulations, request and promote the use of Florida Friendly Landscaping and low-volume irrigation systems as water conservation measures.

ENV Policy 1.12.10: Protect water quality by restricting activities and land uses which would adversely affect the quality and quantity of identified water sources used as a source of public water supply.

ENV Policy 1.12.11: Through its land development review process, land development regulations, or other ordinances, require that identified alternative water sources, including identified sources of lower quality water such as domestic and non-domestic wastewater, be collected and made available for use where practicable to meet reclaimed water demands and offset potable water demands of the City’s customers.

ENV Policy 1.12.12: Through its land development review process, land development regulations, or other ordinances, regulate activities that will result in reductions in groundwater recharge within the City.

Sustainable Development

Issue: Key components of the City’s overall commitment to make economical use of public dollars and protect the environment are improving energy conservation and efficiency and engaging in resource efficient sustainable development practices.

ENV GOAL 2: HAVE SUFFICIENT AND RELIABLE ENERGY AVAILABLE TO MEET THE FUTURE NEEDS OF RESIDENTS, BUSINESSES AND GOVERNMENT, AND DEVELOPMENT PRACTICES SHALL BE RESOURCE EFFICIENT.

ENV Objective 2.1: Engage in and promote practices that result in energy conservation and efficiency.

ENV Policy 2.1.1: Continue to offer energy conservation and efficiency information to enable residents, businesses and City employees to reduce electrical loads and demands on the electrical utility system.

ENV Policy 2.1.2: Continue to enhance employee awareness of energy efficiency through training and periodic notifications.

ENV Policy 2.1.3: During the planning and design of new municipal buildings and facilities, and major renovations,



evaluate alternative energy systems. Where these systems prove both cost effective during their initial installation and long term maintenance, they will be pursued. Based on knowledge gained from this ongoing process, promote alternative energy sources in other public and private development projects within Plant City.

ENV Policy 2.1.4: Continue to pursue energy-saving options for exterior lighting of City buildings and facilities.

ENV Objective 2.2: Encourage energy efficient and sustainable development practices.

ENV Policy 2.2.1: Encourage builders and developers to exceed the minimum requirements for energy efficiency of the Florida Building Code by sharing information on available training, tools or literature on resource efficient development.

ENV Policy 2.2.2: Explore sponsoring or partnering with organizations such as the Cooperative Extension Service, University of Florida to educate consumers about emerging practices in energy conservation and sustainable development.

ENV Policy 2.2.3: Explore creating incentives for new homes, developments and commercial buildings to become certified under the U.S. Green Building Council’s “Leadership in Energy and Environmental Design” (LEED) program, the Florida Green Building Coalition, or meet similar standards of development.

ENV Policy 2.2.4: Seek to maintain and increase environmentally beneficial plant life.

ENV Objective 2.3: Support the development of and consider use of alternative energy/fuel in order to achieve energy supplies that are secure, sustainable and not harmful to the environment.

ENV Policy 2.3.1: Support the adoption of federal, state and local polices that foster domestic production of environmentally safe energy sources.

ENV Policy 2.3.2: Seek to diversify its fuel supply and reduce its use of fossil fuels by using alternative energy technologies where feasible.

ENV Policy 2.3.3: Investigate the use of alternative energy technology for existing, new and renovated City facilities.

ENV Policy 2.3.4: Seek to stimulate economic growth of new business, business expansion and development of technology in alternative energy and fuels.

Strategies for Implementation*

The policies of the Environmental Element provide direction for actions at the local level and guidance for actions by those beyond the City’s jurisdiction. The following sub-elements describe strategies regarding implementation of plan provisions by issue area. While many policies are self-implementing by nature, others require additional steps by either the City or an outside interest.



Air Quality

Air quality is a regional issue. The City's ability to effectuate air quality changes is limited because the City does not have jurisdiction over most aspects of air quality protection. The City of Plant City's major involvement in improving air quality is largely one of cooperating with local, state and federal agencies charged with various responsibilities related to air quality, implementing sound growth management practices, providing technical assistance and lobbying for change.

There are actions the City can promote to improve air quality, and policies to that end are included herein. For example, the City can help to reduce vehicle emissions through land use planning efforts that may increase internal trip capture for land development projects; and promote other types of programs geared toward reduction of peak-hour single-occupancy vehicle trips such as ride sharing, van pooling and flexible work hours.

Surface Water Resources

Although the City has only limited surface water resources, there are several things the City does to manage and improve surface water resources. Point and non-point source water pollution can significantly degrade surface water resources. The City's wastewater treatment plant generates 100% reclaimed water for reuse by industrial, residential and agricultural customers both inside and outside the City limits. Unused reclaimed water meets quality standards for effluent discharge into the eastside canal and finds its way into the Hillsborough River.

Stormwater runoff is another major source of pollution to surface water resources. The City requires stormwater treatment that complies with the Southwest Florida Water Management District's standards and the U.S. Environmental Protection Agency's National Pollutant Discharge Elimination System Permit Requirement.

Wetland management has also historically been done at an inter-jurisdictional level because wetlands protection laws are implemented at every level of government. The City's means of implementation is through its land development regulations and development review processes.

Land Use

The proper management of land and its uses and activities can play a significant role in the long-term conservation of natural resources and the community's natural heritage. The City has primary responsibility over the use of land and must use the comprehensive planning process and related police powers to maximize the effectiveness of achieving the desires of its citizens in a manner that is cost-effective and equitable. Beyond the land use planning process itself, the primary means to achieve this is through the land development regulation and review processes.

Soil Resources

Conservation of Plant City's soil resources is important. Because of the City's minimal topographic relief, natural erosion has not been a major concern. However, during development, soil erosion can become a problem if proper soil management



practices and erosion control measures aren't utilized. The objectives and policies in this element address soil capability analysis in development, subsurface investigations of soil stability, and erosion of soil during development.

Hazardous Materials and Waste

See the Public Facilities Element, Solid Waste Sub-Element.

Ecosystems Management

This section addresses protection, preservation and restoration of ecosystems of importance to the City. Implementation of the provisions of this section recognizes that responsibility for some actions rely on the City, generally in coordination with appropriate wildlife protection agencies. The expansion of existing programs will be an opportunity in which the City will enhance its protection of native plant and animal life.

Natural Preserves

This section addresses the protection and acquisition of natural preserves. The City has a supportive role in fulfilling the provisions of this section. Implementation responsibility is held by federal, state and local regulatory agencies, since the City does not own or manage any natural preserve areas.

Groundwater Resources

The groundwater system is the only source of water for domestic and industrial uses in the City. Major concerns include concentrated groundwater withdrawals for crop protection during freeze events, enforcement of wellhead protection zones, and contamination of the groundwater.

The objectives and policies in this section address groundwater quality and protection through various programs, such as the Underground Storage Tank program. In addition, land use regulations and performance standards address these concerns on a case-by-case basis.

Various agencies or departments are responsible for implementing these objectives and policies, including the City Planning and Water Departments, the EPC, the Southwest Florida Water Management District, and the Florida Department of Environmental Protection.

Water Conservation

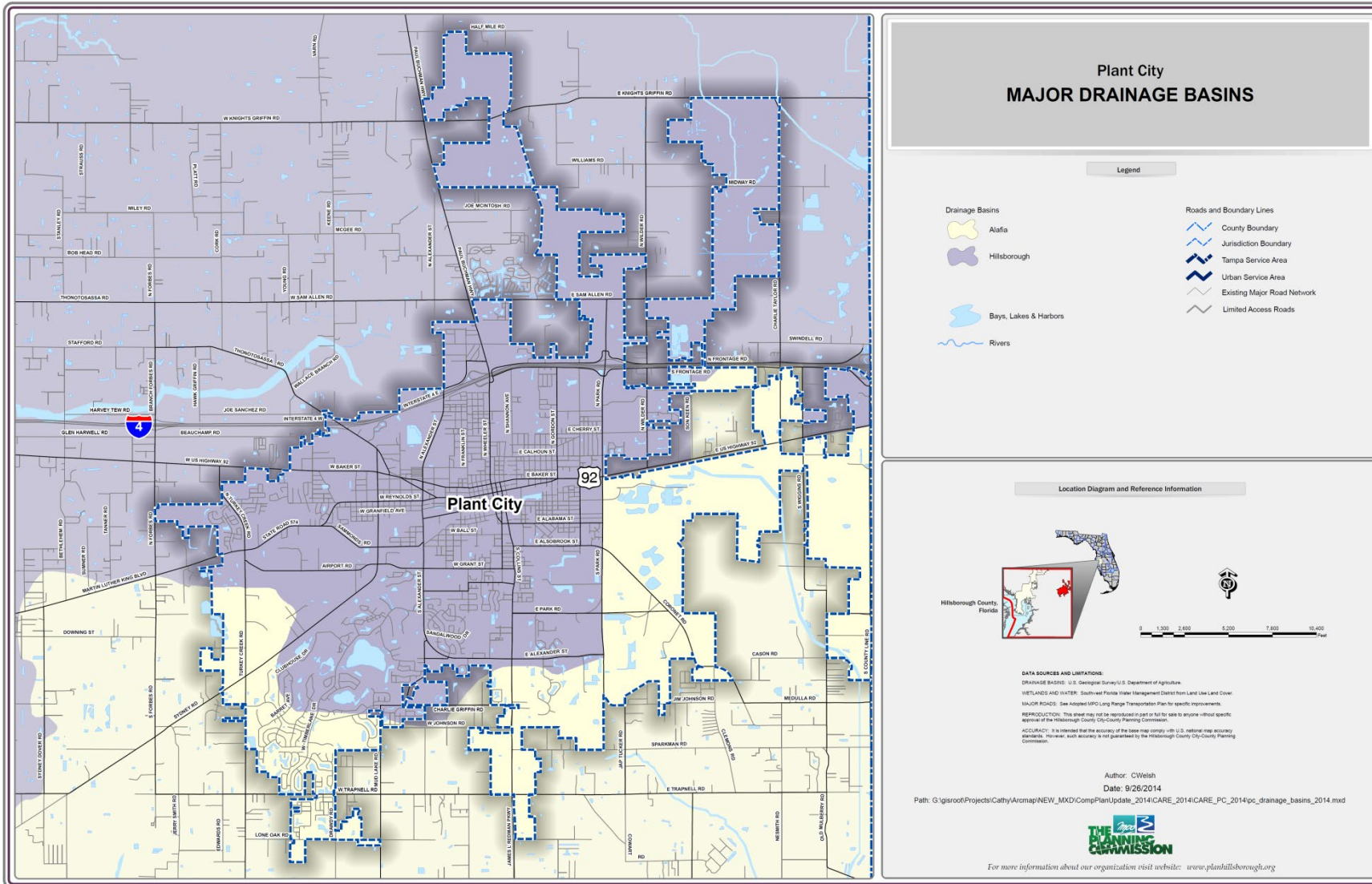
The City's potable water supply comes solely from the Floridan aquifer. Currently, there is an adequate supply of water for projected needs. However, since future water demands will increase and water supply sources are limited, water conservation should be a primary concern.

The objectives and policies in this section address conservation, reuse, and enhancement of potable water supplies, achieved through land use and development regulations (e.g., application of environmentally-friendly landscaping principles), water conservation measures and programs (e.g., escalating user fee rate scale and public education program).

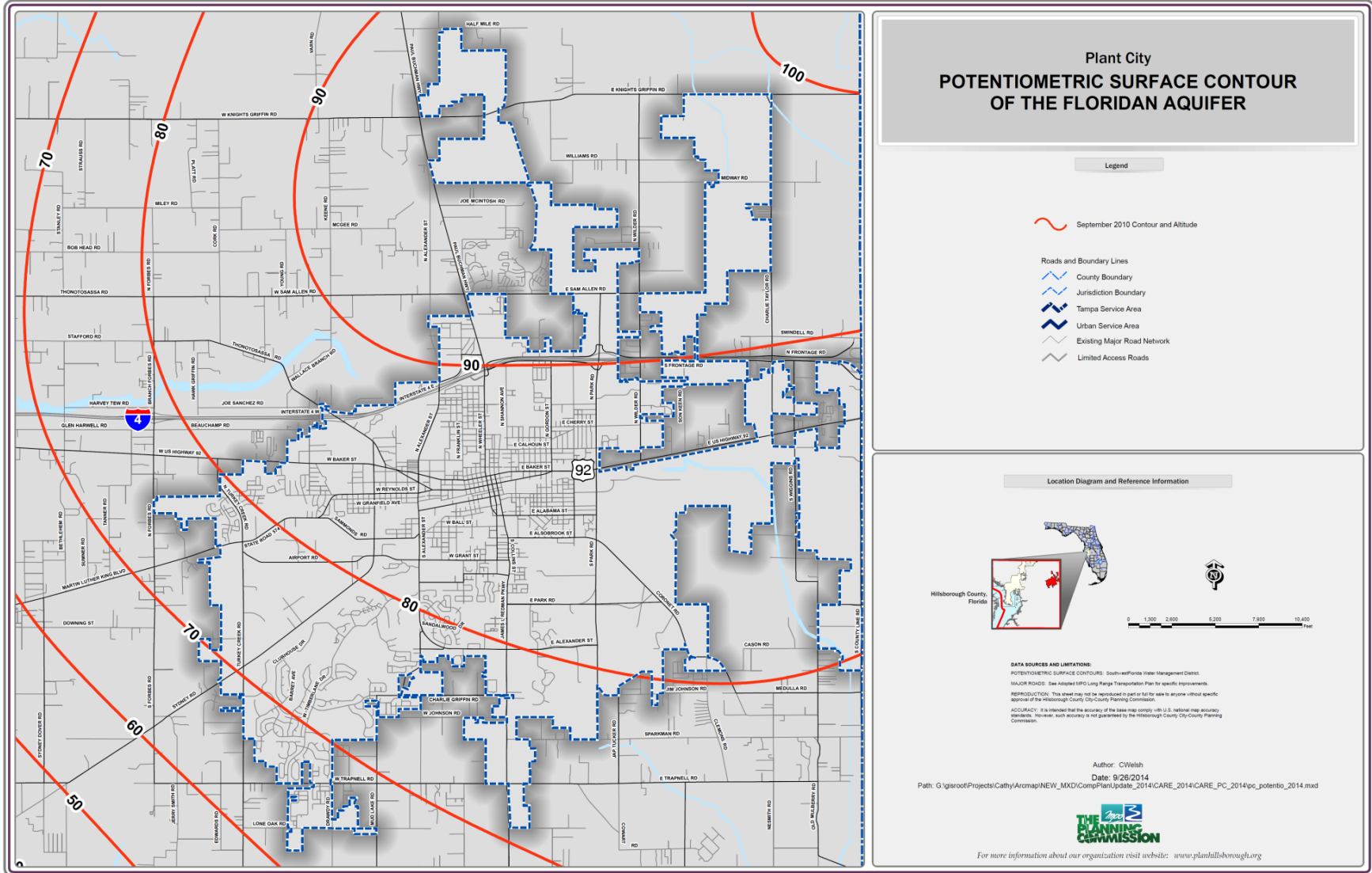
Various agencies or departments are responsible for implementing these objectives and policies, including the Plant City Public Utilities Department, Hillsborough County, and the Southwest Florida Water Management District.



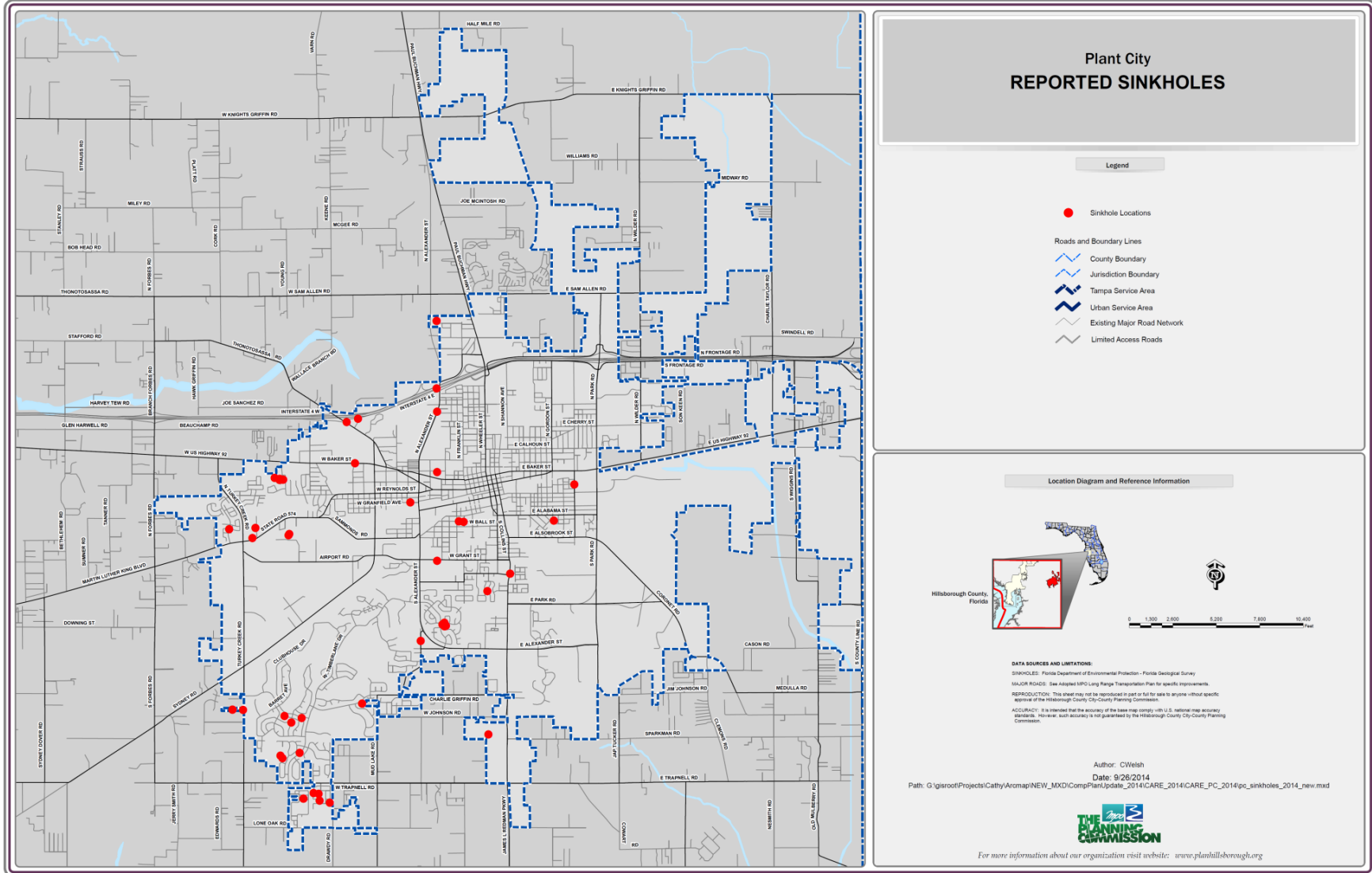
ENV MAP 1 – MAJOR DRAINAGE BASINS, RIVERS, BAYS, LAKES, & HARBORS*



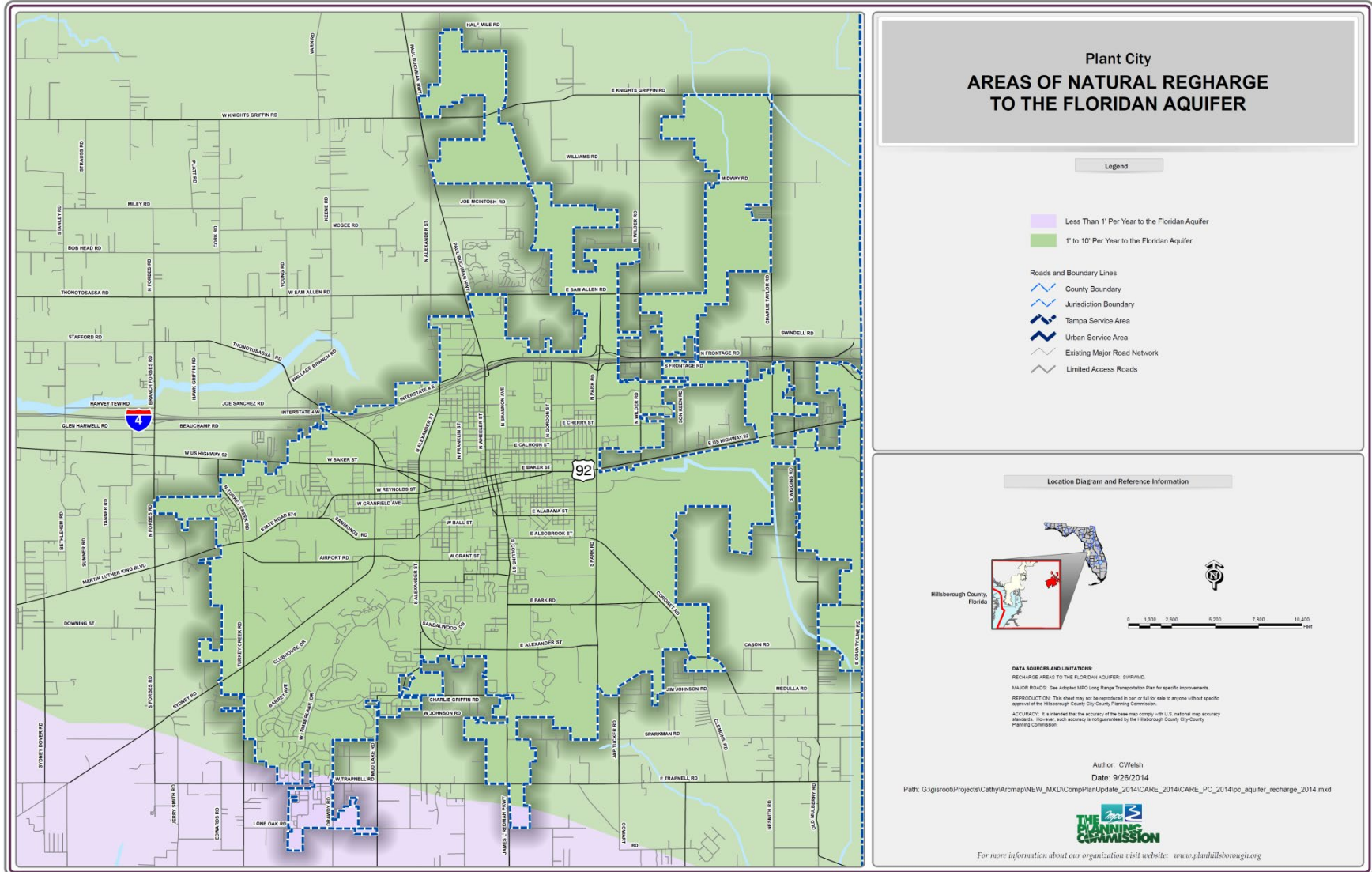
ENV MAP 2 – POTENTIOMETRIC SURFACE CONTOURS OF THE FLORIDAN AQUIFER



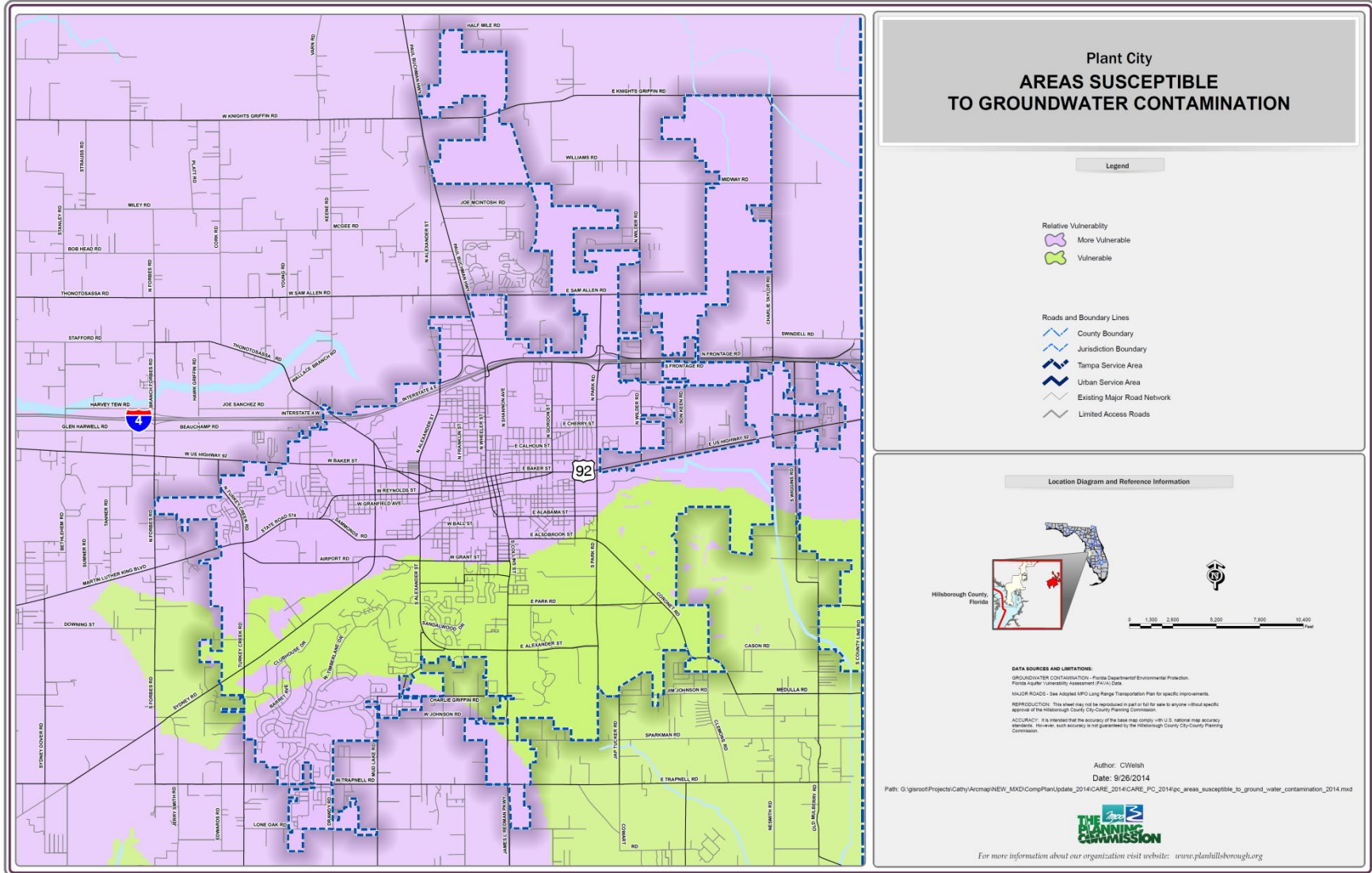
ENV MAP 3 – REPORTED SINKHOLES



ENV MAP 4 – AREAS OF NATURAL RECHARGE TO THE FLORIDAN AQUIFER



ENV MAP 5 – AREAS SUSCEPTIBLE TO GROUNDWATER CONTAMINATION*



Recreation and Open Space

Introduction

Plant City is a rapidly growing city on the western coast of Florida. From 2010 to 2040 the population is expected to increase from 34,721 to 71,523. Residents and visitors alike enjoy the many parks and recreational amenities of Plant City. As the population grows, the demand for recreational resources increases and the financial ability to supply these facilities becomes more strained.

The purpose of this chapter is to provide guidance and opportunities to enhance recreation and open spaces, while designating adequate and appropriately located land for recreation facilities to meet the needs of the anticipated population of Plant City. This chapter provides guidance, through its goals, objectives and policies, to meet the growing demands of the increasing population of Plant City.

RO TABLE 1 - INVENTORY OF CITY RECREATION PARKS

Name of Facility	Acres	Amenities (Partial Listing)
Burchwood Park	4.8	Pavilion w/ 5 Picnic Tables, Playground, Swings
Cherry Street Park	4.7	Picnic Tables, .2 Mile Walking Trail
Collins Street Mural Park	.1	Art, Benches
Courier Field and Veterans Monument	2.1	Veterans Monument, Pavilion w/ 5 Picnic Tables, Playground, Little League Backstops

Name of Facility	Acres	Amenities (Partial Listing)
Dort Street Courts & Rowena Mays Park	2.7	2 Tennis Cts, 2 Basketball Cts, Practice Wall, 4 Picnic Tables
Dr. Hal & Lynn Brewer Park	11.6	.5 mile Walking Trail, Pavilion, Benches
Dr. Martin Luther King Jr. Recreation Center, Athletic Fields and Clubhouse	18.6	Meeting and Game Rooms, Kitchen, Playground, Swings, 2 Basketball Courts, Open Play/Cricket Field, Pavilion, 9 Picnic Tables, 3 Baseball Fields, Open Field Practice Area
Ellis-Methvin Park & Plant City Tennis Center	46.1	10 Tennis Courts, 4 Baseball/Softball Fields, 8 Soccer Fields, 15 Picnic Tables, .48 mile Walking Trail w/ benches, 3 Pavilions each w/ 5 Picnic Tables
Gilchrist Park	3.0	2 Pavilions each w/ 5 Picnic Tables, 4 additional Picnic Tables, 1 ADA and 1 Regular Playground, Swings
Marie B. Ellis Park	2.0	Pavilion, Playground, Swings, Basketball Court, Sand Volleyball Court, 3 Shuffleboard Courts, Gazebo, 8 Picnic Tables
McCall Park & Union Station Train Depot	1.2	Downtown Linear Greenscape Park, Gazebo, Benches
McIntosh Property	363.0	Undeveloped: Passive Park
Mike E. Sansone Park	77.3	7 Baseball and 2 Softball Fields, Meeting Room, 2 Playgrounds, 4 Pavilions w/ 14 Picnic Tables, 6 Basketball and 3 Sand Volleyball Courts, .4 mile Walking Trail, 3 Maintenance Buildings, Girl Scout Hut, Modular Skate Park



Name of Facility	Acres	Amenities (Partial Listing)
1914 High School	1.1	Events programed by East Hillsborough County Historical Society
Otis M. Andrews Sports Complex	39.0	10 Football/Soccer Fields, Pavilions w/ 10 Picnic Tables, Playground, 5 Swings, Meeting/Equipment Room, 4 Multi-Purpose Fields
Plant City Dog Park	0.37	2 Dog Play Areas, 2 Picnic Tables
Plant City Stadium & Randy L. Larson Softball Four-Plex	74.7	6,700 Seat Stadium w/ Softball Field & 4 Softball Fields, Pavilion w/ 7 Picnic Tables, Playground
Planteen Recreation Center	.6	3 Meeting Rooms, Kitchen, Playground, Swings, Pavilion, 4 Picnic Tables
Roseland Park	1.3	Passive Park
Samuel W. Cooper Park	10.9	.6 Mile Walking Trail, Benches
Snowden Park	7.0	2 Baseball Fields, Basketball Court, Playground, Swings, 2 Pavilions w/ 18 Picnic Tables, .6 Mile Walking Trail
Sunrise Park	.1	Passive Park
Urban Forest Site	63.9	Undeveloped: Future development into Picnic Areas, Pavilions, Playgrounds, Walking Trails.
Village Green	1.0	Fountain, Passive Park w/ 12 benches
Washington Park	.4	Playground Equipment
West Plant City Boys & Girls Club	1.1	Programmed by Boy & Girls Club

Name of Facility	Acres	Amenities (Partial Listing)
Winter Visitor Center	2.5	Kitchen, meeting room, 9 Shuffleboard Courts, 1/2 Basketball Court,
Young Street (YMCA - Old Site)	4.3	Passive Park
	312.9±	Total Developed Parkland
	432.6±	Total Undeveloped Park Land
	745.5±	Total Parkland

Source: Plant City Parks and Recreation Department, 2014

EXISTING AND FUTURE NEEDS

Rational and Methodology

The methodology used to identify and analyze the existing and future needs is based on the level-of-service standard for parkland in Plant City. The standards use two variables: acreage and population. The existing park acreages were supplied by the Parks and Recreation Department.

To identify existing park deficiencies, the 2010 population was applied to the standard by using the following formula:

$$(2010 \text{ Plant City population}/1,000) \times 5.0 = \text{acres needed to meet the standard for City Recreation Parks in 2010.}$$

The result was an acreage figure that was compared with the existing parkland to identify existing acreage deficiencies or surplus. The projection of future needs was also based on the Plant City park standard. Park and recreation needs were projected for 2040.



(2040 Plant City population projection/1,000) x 5.0 = acres needed to meet the standard for City Recreation Parks in 2040.

The same methodology was used in estimating the existing and future needs for the separate recreational facilities.

Existing Needs

Plant City meets existing (2010) level-of-service needs for City Recreational Parks. The existing (2010) facility guidelines needs are as follows:

- 1 Mile of Bicycle/Walking Trail
- 3 Miles of Hiking/Nature Trail

Future Needs and Issues

Between 2010 and 2040, to maintain the adopted level-of-service, a total of 358 acres is needed in Plant City. The total acreage of active/passive parks stands at 744± acres in 2014. Between 2010 and 2040, the projected facility guidelines show the need for additional recreational facilities that include:

- 5 Miles of Bicycle/Walking Trail
- 7 Miles of Hiking/Nature Trail
- 3 Handball/Racquetball/Volleyball Courts
- 1.5 Basketball Courts

Level-of-Service Standards

To determine an appropriate level-of-service standard for a City Recreation Park, the City referred to Florida’s Statewide Comprehensive Outdoor Recreation Plan, Outdoor Recreation in Florida, 2013 as a guide. Within this Plan, the level-of-service standard for equipped play areas, neighborhood and community parks is 1 acre per 1,000 population. Parks and

recreational facilities are a central component to the “hometown charm” of Plant City, therefore a higher level-of-service standard for City Recreation Parks has been set at 5 acres per 1,000 population.

The 2010 population for the City was 34,721. Utilizing the formula for City Recreation Parks (5 acres per 1,000 population), park acreage should be no less than 174 acres. The existing inventory of developed park acreage is 311± acres, exceeding the level-of-service standard by 137± acres. Based on population projects for 2040, the City will maintain a surplus of parkland well beyond the planning horizon of 2040, see RO Table 2.

RO TABLE 2 - EXISTING FACILITIES (ACREAGE)

• City Recreation Parks = 744± Acres		
• Total Demand Projections - City Parks		
• Year	• Population	• (Acres)
• 2010	• 34,721	• 174±
• 2040	• 71,523	• 358±

Source: Planning Commission, 2014

Facility Guidelines

Plant City will encourage the improvement of existing and future park facilities to meet the guidelines noted in RO Table 3.



RO TABLE 3 - FACILITY GUIDELINES FOR RECREATIONAL FACILITIES - PROJECTED TOTAL NEEDS

Facility	Existing Facilities	Base Needs 2010	Additional Needs 2020	Additional Needs 2030	Additional Needs 2040
Bicycling/Walking Trail <i>(One linear mile per 10,000 pop.)</i>	2	3	1	2	1
Hiking/Nature Study Trail <i>(One linear mile per 10,000 pop.)</i>	0	3	1	2	1
Golf (9-Hole Course) <i>(One per 50,000 population)</i>	1 (Private)	0	0	1	0
Golf (18-Hole Course) <i>(One per 65,200 population)</i>	1 (Private)	0	0	1	0
Tennis Court <i>(One per 10,000 population)</i>	12	3	1	2	1
Baseball/Softball Field <i>(One per 5,000 population)</i>	23	6	2	4	2
Football/Soccer/Multi-Purpose Field <i>(One per 6,000 population)</i>	23	5	2	3	1
Handball/Racquetball/Volleyball Court <i>(One per 10,000 population)</i>	4	3	1	2	1
Basketball Court <i>(One per 5,000 population)</i>	12.5	6	2	4	2
Swimming Pool <i>(One per 50,000 population)</i>	1 YMCA	0	0	1	0
Shuffleboard Court <i>(One per 12,000 population)</i>	12	2	1	2	0

Source: Outdoor Recreation in Florida, 2013, Planning Commission and City of Plant City, 2014



*Goals, Objectives, and Policies**

This Plan is the means for providing adequate and appropriately located land for recreational facilities and open spaces for the anticipated population.

The Land

RO GOAL 1: PROVIDE ADEQUATE AND APPROPRIATELY LOCATED RECREATIONAL FACILITIES AND OPEN SPACES TO ALL RESIDENTS, CONCURRENT WITH DEMAND TO PRESERVE AND ENHANCE THE "HOMETOWN CHARM" AND CHARACTER OF PLANT CITY.

RO Objective 1.1: Cooperation with adjacent jurisdictions and the private sector, will assure appropriate amount of accessible parkland and open space will be acquired to meet and maintain the adopted level-of-service standards, concurrent with the impacts of development.

RO Policy 1.1.1: Provide and maintain an adopted level-of-service standard of five (5) acres of City Recreation Parks (CRPs) for each 1,000 residents, concurrent with the impacts of development.

RO Policy 1.1.2: Prior to selling any property designated as a City Recreation Park (CRP), the City shall:

- Ensure the level-of-service standard for CRPs will be maintained.

- Require written comments from the City’s Parks and Recreation Department stating the benefits and potential impacts on the service area in the event that the affected CRP is sold and removed from the parks and recreation inventory. Such comments will assist the City in determining whether to “sell” or “not to sell”.
- Schedule a meeting for public input and provide written notification to residents who live within a minimum ¼ mile radius of the affected CRP, if the City decides to “sell” the affected CRP.

RO Policy 1.1.3: Continue to investigate open space trusts to facilitate property contributions to the City for open space, recreation or similar uses to coincide with current and projected population estimates.

RO Objective 1.2: Make recreation sites as accessible as possible (i.e. bicycle paths, disability provisions, nature trails, proximity to residential areas, etc.) to coincide with current and projected population estimates.

RO Policy 1.2.1: Actively pursue the acquisition of lands for CRPs in accordance to the priorities established within the adopted “Recreation and Open Space Needs Assessment Study or Master Plan” to efficiently serve and be conveniently located to all existing or developing residential areas, whenever possible.

RO Policy 1.2.2: Develop parks and open spaces in accordance to the priorities established within the adopted “Recreation and Open Space Needs Assessment Study or Master Plan”.



RO Policy 1.2.3: Coordinate the development of present and future recreation sites with existing and planned transportations systems, by reviewing State and County road improvement programs and requesting the provision of bike paths, sidewalks, and such facilities, as part of the improvement programs, to assure public access to parkland.

RO Policy 1.2.4: Provide for bicycle and pedestrian access to parks and recreation facilities, especially in the case of neighborhood serving sites.

RO Policy 1.2.5: Include accessibility for all (elderly, disabled, and others with special mobility needs) as a design criteria for new facilities and shall “retrofit” all existing sites.

RO Policy 1.2.6: Open spaces demonstrating unique natural features, scenic vistas, and/or cultural, historic and archaeological resources shall be publicly accessible where such access does not detract from or diminish the resource.

RO Objective 1.3: Improve coordination efforts with all levels of government, non-profit providers and private sector landholders so as to increase public available recreational lands.

RO Policy 1.3.1: Ensure (through concurrency and other mechanisms) that new residential development, which adversely impacts the adopted level-of-service standards for parks, will be required to mitigate their impacts to make certain that an adequate inventory of recreational lands and facilities are maintained to serve the residents of Plant City.

RO Policy 1.3.2: Provide recreation space through subdivision reviews, planned developments, development of regional impacts (DRI’s), impact fees and other mechanisms.

RO Objective 1.4: Evaluate and recommend solutions for effective and efficient service delivery concerning the City’s existing and future recreation and open space sites and facilities.

RO Policy 1.4.1: Update as needed the comprehensive “Recreation and Open Space Needs Assessment Study or Master Plan”.

RO Policy 1.4.2: Implement, as funding permits, the recommendations of the adopted “Recreation and Open Space Needs Assessment Study or Master Plan”.

RO Policy 1.4.3: Ensure the adopted “Recreation and Open Space Needs Assessment Study or Master Plan” will at a minimum:

- Identify (using maps and tables) existing Neighborhood and Community Parks;
- Identify (using maps and tables) potential new Parks and Recreation Facilities;
- Provide cost estimates and prioritize enhancements to existing Parks and new Recreation Facilities.

RO Policy 1.4.4: Identified residential neighborhoods not having adequate provisions of recreation sites and/or facilities within walking distance will be given priority for new parks by the City of Plant City.



Open Space and Aesthetics

RO GOAL 2: ESTABLISH AND PRESERVE AN APPROPRIATE OPEN SPACE SYSTEM TO PROTECT PUBLIC HEALTH, SAFETY AND WELFARE, AND ASSURE RETENTION OF AESTHETIC AND ENVIRONMENTAL AMENITIES, ALONG WITH THE "HOMETOWN CHARM" OF PLANT CITY.

RO Objective 2.1: Continue and enhance activities intended to preserve the community's natural amenities.

RO Policy 2.1.1: Discourage development within or adjacent to unique natural areas where such activity will have significant detrimental effects, through subdivision reviews, rezonings and other development review and permit processes.

RO Policy 2.1.2: Public/private beautification efforts on public property shall continue, but only when the City's resources are adequate to maintain the additional inventory.

RO Policy 2.1.3: Utilize native plants and other plant materials, which provide for lower maintenance costs, habitat provision and freeze and drought tolerance, in development of new parks, redevelopment of existing sites, and at other public locations to achieve the benefits associated with such materials.

RO Objective 2.2: Develop appropriate measures to assure public and private open spaces contribute to the desired urban form consistent with the "Recreation and Open Space Needs Assessment Study or Master Plan".

RO Policy 2.2.1: Require the provision of open space in the private development process through various incentives, which may include but are not limited to cluster zoning, planned development review, dedication of easements for public access, and on-site transfer of development rights.

RO Objective 2.3: Pursue multiple uses of open spaces.

RO Policy 2.3.1: Suitable open space shall be developed and supplied with facilities (benches, picnic tables, shaded areas, etc.) consistent with the "Recreation and Open Space Needs Assessment Study or Master Plan", to allow public use and enjoyment.

Facilities and Programming

RO GOAL 3: PROVIDE AND MAINTAIN DIVERSE PARKS, RECREATION FACILITIES AND ACTIVITIES OF HIGH QUALITY FOR ALL RESIDENTS OF PLANT CITY.

RO Objective 3.1: In cooperation with adjacent jurisdictions and the private sector, utilize the "Facility Guidelines" to assist in the provisions of adequate park and recreational facilities, equitably and geographically distributed for the present and projected population.

RO Policy 3.1.1: Use the "Facility Guidelines" to correct, in an equitable manner, existing facility deficiencies.

RO Policy 3.1.2: Conduct a review, as needed, of existing recreation and open space facilities, in order to assess current deficiencies and future needs.



RO Policy 3.1.3: Offer activities such as athletic and aquatic programs, special interest classes, and special events to the general public.

RO Policy 3.1.4: Adequately supervise and maintain existing parks and recreational facilities in order to protect the public investment.

RO Policy 3.1.5: Assess the ability of existing sites and facilities to meet the changing needs of the population to be served, at least every five years.

RO Objective 3.2: Continue and expand efforts to assure public awareness of park and recreational programs and facilities.

RO Policy 3.2.1: Continue to inform the public about recreation facilities, scheduled activities and special events through such items as newspaper articles, emails, signs, seasonal printed programs, and flyers.

RO Policy 3.2.2: Continue to utilize an annual events calendar, with the dual aim of enhancing citizen awareness of planned events and identifying sponsorship opportunities.

RO Policy 3.2.3: Assess, as needed, the effectiveness of programs offered and identify unmet resident and visitor demand.

Funding

RO GOAL 4: DEVELOP FUNDING SOURCES FOR EXPANSION OF PARKS AND RECREATION FACILITIES AND MAKE USE OF ALL AVAILABLE FUNDING SOURCES IN THE PROVISION OF QUALITY RECREATION AND OPEN SPACE OPPORTUNITIES AND OTHER FACILITIES.

RO Objective 4.1: Actively seek outside funding sources to augment existing general fund sources.

RO Policy 4.1.1: Investigate and if applicable apply for all potential sources of grant funding.

RO Policy 4.1.2: Require all new development to “pay its way” in the acquisition and implementation of park and recreation facilities made necessary by the impact of such new development.

RO Objective 4.2: Recognize the significant role leisure plays in economic prosperity of the community.

RO Policy 4.2.1: Promote recreation opportunities for tourists in the City of Plant City.

*Strategies for Implementation**

Implementation means carrying a plan through to action by means of the programs, activities, incentives and regulations stated in the goals, objectives and policies of the Comprehensive Plan. The strategy to implement focuses on four main areas. The land; open space and aesthetics; facilities and programming; and funding.



There will be a variety of products produced in the implementation period. While some of them will be in a form of a study, others will be in the form of financing techniques, or an educational program. Research will be undertaken to determine financing mechanisms and revenue sources to be used for the implementation of programs and projects of this Plan.

The City will appoint the most appropriate agencies to undertake the different tasks of the plan implementation. Although the Parks and Recreation Department is most directly affected, other agencies can be actively involved and responsible in the implementation of the Plan, for example the Planning Commission can also assist in specific projects, such as the update of the inventory acreage.

The measurability of objectives will facilitate the monitoring and evaluation process for the first five years of the Plan and for the long term period. This process will show accomplishments in the first five year period, describing the degree to which goals, objectives and policies have been successfully reached. In the same way, this process will show obstacles or problems which resulted in the underachievement of goals, objectives or policies as well as required additions or modifications to correct discovered problems. Additionally, the monitoring process will provide means of ensuring continuous monitoring and evaluation of the Plan during the five year period. Within Plant City, the influx of new residents over the next twenty-five years will put a burden on the financial resources of the municipality to supply adequate recreation and open space facilities for

public use within Plant City. This Plan serves the interest of the public by implementing procedures that will protect, preserve and acquire additional lands for recreation and open space uses in Plant City. Furthermore, the policy direction not only provides for the adequate provision of parks, recreation facilities and open spaces, but in turn preserves and enhances the "hometown charm" and character of Plant City.



Governance and Implementation

Each local government in Florida is required to adopt, maintain and implement a comprehensive plan that, at a minimum, meets the requirements prescribed by Chapter 163 F.S. commonly known as the **Community Planning Act**. Under the Act, Hillsborough County, as a charter county, exercises this planning authority within the unincorporated portions and may exercise authority within municipalities and districts within the County. The County and the Cities are also empowered to enter into agreements to jointly plan for their growth and to implement such plans.

The Comprehensive Plan is intended to provide the principles, guidelines, standards and strategies for the orderly and balanced economic, social, physical, environmental and fiscal development of the community that reflects the communities' vision and commitments.

The format of the Comprehensive Plan is at the discretion of the local government within the directives or legal content of the plan expressed in the form of goals, objectives and policies. The GOVERNANCE section provides more specific information related to the legal status and implementation of the Plan and contains the following planning elements: Intergovernmental Coordination and Capital Improvements.

Intergovernmental Coordination

Introduction

The Intergovernmental Coordination Element is intended to show the relationships, principles and guidelines to be used to accomplish the adopted "*vision*" of the municipality, the preservation and enhancement of its "*hometown charm*" and character through the coordination of the adopted *Plant City Comprehensive Plan* with the private sector, non-profit agencies, plans of other units of local government providing services but not having regulatory authority over the use of land, along with the comprehensive plans of adjacent municipalities, the county, adjacent counties, the region and the State of Florida. As part of this intergovernmental element Plant City will coordinate with local, regional, state and federal regulatory agencies to encourage these agencies to consider the vision and priorities of the local government and its citizens as stated within this Comprehensive Plan when interpreting their regulations and subsequently exercising their regulatory authority.

INVENTORY AND ANALYSIS

Methodology

Data was surveyed and inventoried through resident and staff interviews/outreach efforts, literature searches, attendance at public meetings and review of existing statutes, laws and ordinances of adjacent jurisdictions and Plant City. Sources for issue identification included residents, the administration and



staff of Plant City, Hillsborough County, Environmental Protection Commission of Hillsborough County, Southwest Florida Water Management District, Hillsborough County School District, Florida Department of Transportation, and the Tampa Bay Regional Planning Council.

Existing Conditions and Coordination of Cross-Jurisdictional Services

Intergovernmental coordination for the City of Plant City involves three jurisdictions: the City of Lakeland, Hillsborough County and Polk County. GOV Table 1 shows the major formal and informal interlocal agreements under which the municipality operates and represents a primary means for identifying, addressing and solving problems affecting the residents of Plant City and eastern Hillsborough County. These agreements aim for efficient use of resources, accountability and responsibility, while attempting to effectively distribute the benefits to the intended users both within and outside of Plant City. These agreements, whether formal or informal, should be periodically reviewed for their effect on levels-of-service, efficiency, effectiveness, accountability and responsibility. Additionally these same criteria should be used to evaluate future interlocal coordination efforts entered into by Plant City.

Of particular note, the City of Plant City is an active member of the Tampa Bay Regional Planning Council (TBRPC), Hillsborough County City-County Planning Commission (HCCCPC) and the Hillsborough County Metropolitan Planning Organization (MPO).



GOV TABLE 1 - EXISTING INTERGOVERNMENTAL COORDINATION MECHANISMS

ENTITY/SUBJECT/ EFFECTIVENESS	NATURE OF RELATIONSHIP	OFFICE(S) WITH PRIMARY RESPONSIBILITY FOR COORDINATION
<p>HILLSBOROUGH COUNTY CITY-COUNTY PLANNING COMMISSION The Planning Commission has been effective in coordinating multi-jurisdictional long range planning relationships between the four jurisdictions that comprise Hillsborough County.</p>	<p>The Planning Commission’s primary responsibility is to develop and maintain the <i>Comprehensive Plans</i> for all four of the jurisdictions in Hillsborough County. For other responsibilities see Chapter 97-351, Laws of Florida.</p>	<p>Plant City Planning and Zoning City Manager</p>
<p>HILLSBOROUGH COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) The MPO has been effective in carrying out its mandated responsibilities, primary of which is the development of the <i>Long Range Transportation Plan</i> for Hillsborough County.</p>	<p>The MPO’s primary responsibility is to maintain a continuing, cooperative and comprehensive transportation planning process through the development of a <i>Long Range Transportation Plan</i> and <i>Transportation Improvement Program</i> for Hillsborough County. For other responsibilities see Chapter 339.175 F.S.</p>	<p>Plant City Planning and Zoning City Commission/City Manager</p>
<p>HILLSBOROUGH COUNTY Currently, the municipality does have in place a mutually beneficial and effective interlocal agreement with the Hillsborough County Public Library Cooperative. Also, there is an agreement for the municipality to provide water and sewer services to Oakview Estates (in Hillsborough County). In addition, an agreement has been executed to administer, collect and distribute School Impact Fees. Other cooperative agreements include: the periodic updating of flood maps and emergency preparedness planning for Plant City and Hillsborough County.</p>	<p>In general, counties perform functions relative to the health, convenience and welfare of the public, particularly outside the jurisdiction of municipalities, such as Plant City.</p>	<p>Plant City Departments City Manager The Planning Commission</p>
<p>POLK COUNTY Informal quarterly meetings provide for review and coordination of development impacts along the mutual boundaries of Plant City and Polk County.</p>	<p>Counties perform functions relative to the health, convenience and welfare of the public, particularly outside the jurisdiction of municipalities, such as Plant City.</p>	<p>Plant City Departments City Manager Tampa Bay Regional Planning Council</p>



ENTITY/SUBJECT/ EFFECTIVENESS	NATURE OF RELATIONSHIP	OFFICE(S) WITH PRIMARY RESPONSIBILITY FOR COORDINATION
<p>CITY OF LAKELAND Informal quarterly meetings provide for review and coordination of development impacts along the mutual boundaries of Lakeland and Plant City. Also, Plant City has an effective interlocal agreement to provide interconnected potable water services with the City of Lakeland.</p>	<p>Perform functions relative to the health, convenience and welfare of the residents and visitors of the City of Lakeland.</p>	<p>Plant City Departments City Manager Tampa Bay Regional Planning Council</p>
<p>HILLSBOROUGH COUNTY SCHOOL DISTRICT The School District has been effective in carrying out its mandated responsibilities of providing a high quality education for students within Hillsborough County. In addition, Plant City has an effective interlocal agreement with the School District to guide facilities planning and siting in Plant City.</p>	<p>The School District is responsible for providing appropriate facilities and establishing policy direction for all of Hillsborough County's Public Schools. Plant City entered into an Interlocal Agreement with the School District in 2008.</p>	<p>Plant City Planning and Zoning City Manager The Planning Commission Council of Governments</p>
<p>HILLSBOROUGH COUNTY FIRE RESCUE The existing "mutual aid" and "interlocal" agreements addressing fire protection and rescue have been effective in serving both the residents of Plant City and unincorporated Hillsborough County.</p>	<p>The Plant City Fire Department coordinates fire protection and safety related activities through a series of "mutual aid" and "interlocal" agreements with Hillsborough County Fire Rescue. Other groups that are parties to these agreements include the Department of Emergency Management, Hillsborough County Community College, numerous municipalities - including Lakeland and Polk County.</p>	<p>Plant City Fire Department City Manager</p>
<p>HILLSBOROUGH COUNTY SHERIFF AND OTHER LAW ENFORCEMENT AGENCIES The existing "mutual aid" and "interlocal" agreements addressing law enforcement and public safety have been effective in serving both the residents of Plant City and unincorporated Hillsborough County.</p>	<p>Other agencies that have law enforcement and public safety agreements with the Plant City Police Department, includes: Pinellas, Hillsborough and Manatee Counties; Cities of Lakeland, Tampa and Temple Terrace; CSX Railroad; Hillsborough County Community College; Department of Children and Families; Department of Juvenile Justice; Bureau of Federal Property Assistance; Department of Law Enforcement; Department of Corrections, the Spring of Tampa Bay, Federal Bureau of Investigations and the Florida Army National Guard.</p>	<p>Plant City Police Department City Manager</p>



ENTITY/SUBJECT/ EFFECTIVENESS	NATURE OF RELATIONSHIP	OFFICE(S) WITH PRIMARY RESPONSIBILITY FOR COORDINATION
<p>HILLSBOROUGH COUNTY AVIATION AUTHORITY The interlocal agreement has been effective in protecting the public health, safety, and air space around Plant City Airport.</p>	<p>In 2011, Plant City entered into an interlocal agreement with the Hillsborough County Aviation Authority to facilitate the administration and enforcement of required airport zoning regulations around Plant City Airport.</p>	<p>Plant City Planning and Zoning City Manager</p>
<p>ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY (EPC) The EPC has been effective in administering and enforcing federal, state and local environmental regulatory programs, thus protecting the natural resources of Plant City and Hillsborough County.</p>	<p>The EPC is the principle delegated local agency for implementing federal, state and local environmental law and policies within Plant City.</p>	<p>Plant City Departments City Manager</p>
<p>TAMPA BAY REGIONAL PLANNING COUNCIL (TBRPC) The TBRPC has been effective in administering federal and state programs, along with coordinating the reviews of Development of Regional Impact (DRI). In addition, they have been effective in the coordination of regional goals, objectives and policies with those of member jurisdictions, such as the City of Plant City.</p>	<p>The TBRPC is an association of local governments working in partnership with the State of Florida to plan the long-term future of the Tampa Bay Region.</p>	<p>Plant City Planning and Zoning City Commission/City Manager The Planning Commission</p>
<p>SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT (SWFWMD) The SWFWMD has been effective in its mandated responsibilities of managing and protecting the water resources of Plant City, as well as all of southwest Florida.</p>	<p>The SWFWMD encompasses all or part of sixteen counties and is involved in water use regulations and permitting, water shortage and conservation planning, water supply and aquatic plant control, as well as structural and non-structural forms of flood control in southwest Florida.</p>	<p>Plant City Departments City Manager</p>



ENTITY/SUBJECT/ EFFECTIVENESS	NATURE OF RELATIONSHIP	OFFICE(S) WITH PRIMARY RESPONSIBILITY FOR COORDINATION
<p>FLORIDA DEPARTMENT OF ECONOMIC OPPORTUNITY (DEO) The DEO has been effective in serving as the State Land Planning Agency and reviews comprehensive plans for Florida’s Regional Planning Councils and member local governments pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, Chapter 163.</p>	<p>The DEO is responsible for assisting communities and other units of local government in defining and responding to issues that arise in the areas of housing, community development, transportation and land use planning, to name but a few.</p>	<p>Plant City Planning and Zoning City Manager The Planning Commission</p>
<p>FLORIDA DEPARTMENT OF EDUCATION The Department of Education has been effective in carrying out its mandated responsibilities by requiring that the school site selection process and other related services be coordinated between the governing bodies (such as Plant City), local long range comprehensive plans and the School District.</p>	<p>The Department of Education develops goals, objectives and policies for the efficient operation of all phases of school operations, including the rules and regulations for the enforcement of public school codes within Hillsborough County.</p>	<p>Plant City Planning and Zoning City Manager Hillsborough County School District</p>
<p>FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) The FDEP has been effective in administering and enforcing state-wide environmental regulatory programs, thus protecting the natural resources of Plant City and Hillsborough County.</p>	<p>The FDEP is the principal state agency for implementing state environmental law and policies within Plant City.</p>	<p>Plant City Departments City Manager</p>
<p>FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) The FDOT has been effective in the planning and the provision of needed transportation facilities to adequately serve the residents and visitors of Plant City.</p>	<p>FDOT plans and programs all modes of transportation to maintain capacity on the state highway network. The most important facility located in Plant City is Interstate-4.</p>	<p>Plant City Departments City Manager Metropolitan Planning Organization</p>
<p>DEPARTMENT OF STATE – DIVISION OF HISTORIC RESOURCES This agency has been effective in administering and assisting with the preservation programs and activities of local governments.</p>	<p>The Department of State – Division of Historic Resources assists local government and private organizations to protect the historic resources of Plant City.</p>	<p>Plant City Planning and Zoning City Manager</p>



FUTURE NEEDS AND ISSUES

Issue: Roadway Level-of-Service Standards

Description: The Level-of-Service (LOS) Standards of those roadway facilities under the jurisdiction of the State of Florida and Hillsborough County are directly impacted by increasing traffic due to approved development orders and permits. If a neighboring jurisdiction’s development adversely impacts the level-of-service in the City, the State or County may choose not to improve upon or extend these roadway facilities.

Primary Coordinating Entities: District Seven of the Florida Department of Transportation; Hillsborough County Metropolitan Planning Organization; City of Lakeland; Hillsborough County; Polk County and the City of Plant City. Other coordinating entities include: Hillsborough County Aviation Authority.

Coordinating Mechanisms: The Hillsborough County Metropolitan Planning Organization’s (MPO) mandated role and responsibilities for county-wide unified planning programs are found in Federal Acts and several Florida Statutes. The coordinating mechanism is twofold: the Long Range Transportation Plan (LRTP) and the 5-Year Transportation Improvement Program (TIP).

Nature of Relationship: The MPO is not an implementing body, but is responsible for developing plans, policies and priorities, based on anticipated revenues in Hillsborough County. Implementation is a result of cooperative partnership

between the MPO and the implementing agencies such as, the Florida Department of Transportation (FDOT), Counties and Cities.

- Intergovernmental Coordination Recommendation:
- For those roadways where the City can set the Level-of-Service Standard, a desirable Level-of-Service (LOS) D for planning purposes will be established.
- Identify, coordinate and find a resolution for inequitable and/or inconsistent level of service planning standards.
- Utilize any and/or all combination(s) of funding for the maintenance, improvement, or extension of State and County roadway facilities. Methods of obtaining funding include, but are not limited to, fuel taxes, ad valorem tax and mobility fees.

Issue: Upstream Pollution of the Hillsborough and Alafia River Watersheds

Description: The Hillsborough and Alafia River’s water quality are susceptible to pollution and impairment throughout their watersheds. Typical sources of pollution are urban runoff, agricultural runoff and industrial and domestic wastewater discharges.

Primary Coordinating Entities: Southwest Florida Water Management District (SWFWMD), Environmental Protection Commission of Hillsborough County (EPC), Hillsborough County, Florida Department of Environmental Protection (FDEP), the City of Plant City and the Federal Environmental Protection Agency (EPA).



Coordinating Mechanisms: Total Maximum Daily Loads Program and land use planning processes of Plant City.

Nature of Relationship: Coordination between entities through Interlocal Agreements.

Intergovernmental Coordination Recommendation: Establish interlocal agreements to determine existing sources and contributors to water quality degradation within Plant City.

Issue: Protect Potable Water Supplies from Contamination

Description: The City of Plant City’s wells penetrate the Floridan Aquifer, one of the largest aquifers in the State. Some of these wells may become locally contaminated. Pollution contamination problems may result from unregulated sources such as abandoned dumps and gas storage tanks.

Primary Coordinating Entities: The City of Plant City, Florida Department of Environmental Protection (FDEP) and the Environmental Protection Commission of Hillsborough County (EPC) who regulate landfills/dumps and underground petroleum storage tanks in Plant City.

Coordinating Mechanisms: The FDEP, through their Agency Function Plan and the State Water Use Plan; SWFWMD through the water use permitting process; Hillsborough County through its wellhead protection ordinance; and the EPC, through their statute/rules are required to coordinate with local jurisdictions, such as Plant City.

Nature of the Relationship: FDEP, SWFWMD and the EPC are regulatory agencies with the responsibility of protecting groundwater quality. As such, their missions include environmental protection and intergovernmental coordination. Each appropriate agency should be identified to assist the City in its efforts to safeguard local ground water quality.

Intergovernmental Coordination Recommendation: The City of Plant City, with assistance from the appropriate regulatory agency, could take part in monitoring its well fields, to ensure that drinking water is protected and to define the emergency procedures to be used in the event drinking water quality is threatened.

Issue: Septic Tanks

Description: Hillsborough County has not kept up-to-date records concerning the location of septic tanks. The identification of the location of these tanks is particularly important to Plant City. It is important that an accurate account of the location of operational and non-operational septic tanks be made in order to determine: the type and extent of public services needed; an inventory of soil types to determine their environmental sensitivity; and to identify any potential environmental hazards that these septic tanks may pose.

Primary Coordinating Entities: The City of Plant City, Hillsborough County Department of Health and the Florida Department of Environmental Protection. Other coordinating entity includes the Environmental Protection Commission of Hillsborough County.



Coordinating Mechanisms: An intergovernmental agreement detailing the responsibilities of each entity.

Nature of Relationship: An interlocal agreement between the City of Plant City and Hillsborough County.

Intergovernmental Coordination Recommendation:

- Inventory of location and operational condition of septic tanks.
- Cooperate in a County-wide septic tank tracking system or methodology that distinguishes between individual tanks and package systems.

Issue: Annexations/Land Use Designations and Joint Infrastructure Service Areas

Description: Significant differences between jurisdictional land use designations make for a difficult transition from one jurisdiction to the other, such as from unincorporated Hillsborough County to Plant City. Also there is a need to plan for joint infrastructure service areas around Plant City.

Primary Coordinating Entities: The Planning Commission, Plant City and Hillsborough County.

Coordinating Mechanisms: Jurisdictional future land use designations and related maps of Plant City and Hillsborough County.

Nature of Relationship: The Planning Commission is legislatively responsible for long-range planning and the adopted Future Land Use Maps are a required and adopted

designator of specific land uses within Plant City and Hillsborough County.

Intergovernmental Coordination Recommendation: Coordinate with Hillsborough County to pursue a joint planning area around the City of Plant City.

*Goals, Objectives, and Policies**

The Intergovernmental Coordination Goals, Objectives and Policies have been written to provide alternative forums for conflict resolution. Alternative conflict resolution is by definition a consensus building process. It fosters communication and use of shared decision-making. The following issues have been identified by professional staffs, citizens, elected and appointed officials as requiring intergovernmental coordination efforts all of which relate to the overall protection and enhancement of the "hometown charm" and character of Plant City:

- Coordinated Management of Infrastructure.
- Coordinating the protection of the environmental amenities of Plant City.
- Participating in developing a comprehensive, coordinated regional transportation system for Hillsborough County.
- Supporting long range planning and the role of the Planning Commission.
- Utilizing means of conflict resolution and the Council of Governments.
- Coordinating the selection and provision of school sites with the Hillsborough County School District.

The following Goals, Objectives, and Policies have been developed to address the identified issues. The Goal,



Objectives and Policies are designed to provide for an efficient, effective operation of a complex planning and management process.

GOV GOAL 1: TO ESTABLISH AND MAINTAIN AN EFFICIENT, EFFECTIVE AND CONVENIENT INTERGOVERNMENTAL COORDINATION PROGRAM, WHICH WILL ADDRESS MULTI-JURISDICTIONAL COMPREHENSIVE PLANNING AND OTHER ISSUES TO PROTECT AND ENHANCE THE "HOMETOWN CHARM" OF PLANT CITY AND:

- Achieve the goals and objectives of the Plant City Comprehensive Plan;
- Resolve incompatibilities of Goals, Objectives, Policies of the Plant City Comprehensive Plan with the Hillsborough County Comprehensive Plan;
- Resolve incompatibilities of Goals, Objectives, Policies of the Plant City Comprehensive Plan with those of the plans of the Hillsborough County School District and/or other units of the local government providing services but not having regulatory authority over the use of land and with the plans of regional, state and federal agencies;
- Resolve incompatibilities of land development patterns proposed in the Plant City Comprehensive Plan with land development patterns proposed in the Comprehensive Plans of the City of Lakeland and Polk County; and
- Further the Goals of the State Comprehensive Plan.

Coordinated Management of Infrastructure

GOV Objective 1.1: On an ongoing basis, the City, in coordination with unincorporated Hillsborough County,

the Hillsborough County School District and other effected jurisdictional governments and agencies, shall establish new and review existing coordination mechanisms that will evaluate and address the effects of public and private development, governed by the *Plant City Comprehensive Plan*.

GOV Policy 1.1.1: Continue to coordinate with representatives from local, regional and federal agencies to ensure the best practices and most current planning techniques and policies are utilized. Specifically, these efforts should address issues relating to: transportation, environment, schools, affordable housing and the provision of social services in Plant City.

GOV Policy 1.1.2: A number of techniques including joint meetings, forums and interjurisdictional/department meetings may be utilized to identify issues among jurisdictions and agencies, and provide a structural framework for the discussion of infrastructure planning and the *Plant City Comprehensive Plan*.

GOV Policy 1.1.3: The City, with support from the Planning Commission, shall coordinate its capital budgeting process and the development of priorities for needed infrastructure with Hillsborough County. The resulting list of Capital Improvement Projects shall be submitted annually to the Planning Commission for inclusion into Plant City’s Comprehensive Plan.

GOV Policy 1.1.4: As needed, request the Planning Commission review all authority master plans (such as those for



Plant City Airport and Hillsborough Community College) for consistency with the *Plant City Comprehensive Plan*.

GOV Policy 1.1.5: Coordinate with the Southwest Florida Water Management District (SWFWMD) to assure consistency between the *Plant City Comprehensive Plan* and SWFWMD's Regional Water Supply Plan. The 10-Year Water Supply Facilities Work Plan shall be updated every five years and within 18 months of the update of the Southwest Florida Water Management District's Regional Water Supply Plan.

GOV Policy 1.1.6: If a conflict related to the Comprehensive Plan cannot be resolved, the City will seek alternative conflict resolution mechanisms including administrative negotiations, the Tampa Bay Regional Planning Council (TBRPC) mediation process, as provided in FULE 29H-13 of the Florida Administrative Code, formal arbitration or legal challenges to the comprehensive plans of the affected jurisdictions and/or entities.

GOV Policy 1.1.7: Conceptually support the ONE BAY Regional Vision and its recommendations towards achieving economic prosperity, community living and environmental sustainability for the Tampa Bay Region, per Resolution 80-2011.

GOV Objective 1.2: Continue to meet with representatives from local, regional, state and federal agencies, and adjacent jurisdictions to ensure the sharing of accurate information, coordinated levels-of-

service and the effective provision of infrastructure in the City of Plant City.

GOV Policy 1.2.1: Share information and coordinate with the City of Lakeland, Hillsborough County and Polk County, as well as other appropriate agencies to promote the efficient provision of infrastructure, including but not limited to: transportation, water and sewer, transit, parks, public safety and schools within Plant City.

GOV Policy 1.2.2: Coordinate the establishment of level-of-service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities within or adjacent to Plant City.

GOV Policy 1.2.3: When siting facilities of county-wide significance, notify and coordinate with Hillsborough County to provide for opportunities for collaboration on the siting of those facilities.

GOV Policy 1.2.4: Coordinate with the responsible implementing agencies and organizations on emergency management plans to ensure that its residents are prepared for natural and man-made disasters. In particular, coordinate on the provision of infrastructure, such as evacuation routes and shelter capacity. Also, the City will cooperate with other emergency management planning activities, such as the preparedness of target populations and post disaster recovery.



The Environment

GOV Objective 1.3: Continue to coordinate with representatives from local, regional, state and federal agencies, and adjacent jurisdictions to ensure active participation, proactive coordination and efficient protection of the natural resources within the City of Plant City.

GOV Policy 1.3.1: Continue to coordinate with the representatives from local, regional, state and federal agencies and departments to ensure coordinated actions relative to ecosystems management, protection of water quality and quantity and also other aspects of the municipality’s natural heritage in the City of Plant City.

Metropolitan Transportation Planning

GOV Objective 1.4: Integrate all forms of metropolitan transportation planning, along with those of other jurisdictions, into the comprehensive planning process of the City of Plant City.

GOV Policy 1.4.1: Regularly attend and participate in Metropolitan Planning Organization (MPO) meetings and, as appropriate, the meetings of its Advisory Committees.

GOV Policy 1.4.2: Participate in efforts to negotiate with the Florida Department of Transportation (FDOT), which shall guide the Planning Commission, Metropolitan Planning Organization, Hillsborough County and the City of Plant City in comprehensive planning in at least the following areas:

- To coordinate with the Florida Department of Transportation regarding corridor access management planning and signalization of state roads used as a part of a regional network and as it relates to the traffic circulation system of Plant City.
- To request timely Florida Department of Transportation review of rezoning and sub-development of regional impact requests forwarded by Hillsborough County and Plant City.
- To review and recommend changes to procedures to reduce time required for access permits and stormwater management, setback and infrastructure reviews in Plant City.

GOV Policy 1.4.3: Coordinate with other jurisdictions and FDOT for the purpose of using common methodologies for adopting compatible level-of-service standards on inter-jurisdictional arterial and collector roadways.

The Planning Commission

GOV Objective 1.5: Support, on an ongoing basis, the Planning Commission evaluating master facilities plans of the school district, other authorities and plans of units of government providing services but not having regulatory authority over the use of land, to ensure consistency with the *Plant City Comprehensive Plan*.

GOV Policy 1.5.1: Continue to support and to use the Planning Commission as the source of cooperatively developed data and information related to the development and implementation of the *Plant City Comprehensive Plan*.



The Council of Governments

GOV Objective 1.6: Assist in coordination with the other jurisdictional governments in the continuing evolution of a mission for the Council of Governments and its use by all local, regional and state agencies.

GOV Policy 1.6.1: Participate, as a member, in Council of Government’s studies including, but not limited to, matters affecting health, safety, welfare, education, children, growth, economic conditions and other issues of importance in the Tampa Bay region and the State of Florida.

School Siting

GOV Objective 1.7: Provide coordination in planning, locating, expanding, constructing, redeveloping, and opening of public schools, concurrent with necessary services and infrastructure, and compatible with the Comprehensive Plan and Capital Improvements Program of the City of Plant City.

GOV Policy 1.7.1: In addition to meeting the Objectives and Policies regarding school locations, the City shall assist the School District to determine appropriate sites for schools, giving strong preference to those locations that can be used as a potential catalyst or leverage for redevelopment efforts in the surrounding area.

GOV Policy 1.7.2: Under State statute and Section 3.2 of the Interlocal Agreement, the Hillsborough County School District is required to notify the City of Plant City at least 60 days prior to

acquiring or leasing property that may be used for a new public educational facility; the City shall notify the School District within 45 days of receiving the notification if the site proposed for acquisition or lease is consistent with the land use categories and policies of the *Plant City Comprehensive Plan*.

Annexation and Joint Interjurisdictional Areas

GOV Objective 1.8: Provide coordination in planning, locating, expanding, constructing, and extending urban infrastructure and services from the City into unincorporated portions of Hillsborough County compatible and consistent with the *Plant City Comprehensive Plan*.

GOV Policy 1.8.1: Continue to consider providing municipal water and wastewater services to requesting parties within unincorporated Hillsborough County through interlocal agreement with Hillsborough County, subject to the execution of a voluntary annexation agreement with the requesting party acceptable to the City, and subject to the City’s ability to provide such services cost effectively and without sacrificing non-transportation level-of-service standards to its other municipal service users in Plant City.

GOV Policy 1.8.2: Continue to utilize voluntary annexation agreements with landowners as one of its means of establishing possible annexation strategies and in planning and implementing long-range public facilities capital improvements program and budget for Plant City.



GOV Policy 1.8.3: Pursue discussions with Hillsborough County with the goal of establishing a Joint Planning Area(s) in order to improve coordination in the processing of annexations and joint infrastructure service areas.

Coordination of Public Educational Facilities

GOV Objective 1.9: Strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities for planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with residential development and other services.

On an ongoing basis, the City shall review and modify, as necessary, coordination mechanisms that will evaluate and address its comprehensive plan and programs and their effects on the comprehensive plans developed for the School Board. Assistance for this effort shall be requested from regional and state agencies by the Planning Commission.

GOV Policy 1.9.1: In cooperation with the School Board and the local governments within Hillsborough County, the City will implement the Interlocal Agreement, which includes procedures for:

- Coordination and Sharing of Information
- Planning Processes
- School Siting Procedures
- Site Design and Development Plan Review

- School Concurrency Implementation
- Implementation and Amendments
- Resolution of Disputes

GOV Policy 1.9.2: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Plant City, the Plant City City Commission, the Hillsborough County School Board, and the Hillsborough County City-County Planning Commission may meet jointly to develop mechanisms for coordination. Such efforts may include:

- Coordinated submittal and review of the annual capital improvement program of Plant City with the School Board District's 5-Year Facilities Work Program.
- Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure.
- Coordinated review of residential planned developments or mixed use planned developments involving residential development.
- Use of a unified data base including population (forecasts of student population), land use and facilities.
- Coordination of schools with parks and other public facilities for multi-functional uses.
- Coordinated reviews of proposed plan amendments and DRI applications shall include an analysis of the existing, planned and funded capacity of schools to serve development resulting from these approvals. The analysis, provided by the applicant working with the School District staff, shall reflect the need for additional schools and the financial feasibility of adding those facilities into the 5 year plan and/or 10-20 year plans.



GOV Policy 1.9.3: On an annual basis, the City of Plant City shall ask the School Board to provide information from their Five Year Facilities Work Program to determine the need for additional school facilities, including information detailing existing facilities and their locations and projected needs. The Work Program shall also contain the School Board’s capital improvement plan, including planned facilities with funding representing the District’s unmet needs. The City shall offer their assistance to the School Board to determine appropriate locations where there may be sufficient land proximate to the area being served.

Strategies for Implementation*

The Comprehensive Plan will be best fulfilled by emphasizing the intergovernmental coordination aspects of the *Plant City Comprehensive Plan*. The only alternatives are in matters of form, such as formal vs. informal agreements. If the informal type works better, especially as relationships are developing, it should be used. Interim results should be carefully monitored as the partnerships develop. Present interlocal agreements expire in a variety of dates. Many are automatically renewable. Staff will continue to monitor agreements, including the expiration dates a part of the standard administrative practices.



Capital Improvements

Introduction

The Capital Improvements and Public Facilities Elements provide the required data and analysis necessary to identify needed infrastructure. This is accomplished by developing a methodology for their financing through a schedule of improvements designed to correct existing deficiencies and to plan for the future expansion of the City of Plant City. The improvements and deficiency elimination contained herein corresponds to the adopted Level-of-Service (LOS) Standards established by Plant City.

Goals, Objectives, and Policies*

CAP GOAL 1: PROVIDE ADEQUATE PUBLIC FACILITIES CONCURRENT WITH OR PRIOR TO DEVELOPMENT IN ORDER TO ACHIEVE AND MAINTAIN ADOPTED STANDARDS FOR LEVELS-OF-SERVICE (LOS), AND TO EXCEED THE ADOPTED STANDARDS, WHEN POSSIBLE.

CAP Objective 1.1: Establish and employ an annual process of updating the Capital Improvements Element in order to guide construction of public facilities that eliminate existing deficiencies, repair or replace obsolete or worn-out facilities and accommodate future growth while maintaining adopted Level of Service standards.

CAP Policy 1.1.1: Annually review and update the City’s 5-year Capital Improvements Program.

CAP Policy 1.1.2: Maintain current public facilities sub-elements in the Comprehensive Plan for potable water, wastewater, solid waste, stormwater management, parks, schools and transportation to guide the annual Capital Improvements Program process.

CAP Policy 1.1.3: Transportation System Level of Service: LOS D for planning purposes, on the basis of peak hour, peak direction traffic volume on all major roads listed in the Mobility Element.

- Federal and State roads: LOS D for planning purposes, on I-4 (the only SIS facility) inside the City Limits of Plant City and for all other State roads listed in the Mobility Element.
- Level-of-Service C for planning purposes, on all County Roads that are outside of the County’s Urban Services Area and are adjacent to Plant City.
- County/City roads: Level-of-Service D for planning purposes, on all County roads, within the limits of Plant City.

CAP Policy 1.1.4: Stormwater Drainage System Level of Service:

1. Existing Development – Maintain a non-degradation of in-place levels-of-service until upgraded by Capital Improvements Program.
2. New Development:
 - Roadways: No encroachment outside of the gutter line for the 25-year 24-hour storm event.



- Major Ditches, Canals: All crossing shall be designed to safely convey drainage as a result of the 100-year 24-hour storm event.
 - Floodplain: 1% chance of occurrence in any year. Designed as the 100-year - 24-hour event. Floodplain encroachments shall be compensated as cup for cup compensation on the developed site.
 - Development: Development shall be designed to treat the first ½ inch of runoff from the site for dry detention systems. Wet detention systems are required to detain the first 1 inch of runoff.
 - Attenuation: All sites larger than ½ acre shall be required to attenuate the discharge to the predevelopment condition unless located within a volume sensitive or closed basin.
3. Stormwater Quality: Using data and recommendations from the master drainage plan effort and from the Southwest Florida Water Management District (SWFWMD), LOS standards for stormwater drainage will address water quantity and quality for both existing and new development. The City shall comply with all applicable National Pollution Discharge Elimination System (NPDES) permits and use the U.S. Environmental Protection Agency (EPA) requirements for the NPDES stormwater discharge permit as the minimum water quality standard for stormwater drainage as defined in greater detail in the Stormwater Sub-element of the Public Facilities Element.

CAP Policy 1.1.5: Potable Water Systems Level of Service: 145 gallons per day unadjusted gross per capita water use. Gross per capita water use shall be computed using

Southwest Florida Water Management District accepted methodology.

CAP Policy 1.1.6: Wastewater Systems Level of Service: 125 gallons per day per capita for the overall system (residential, commercial and non-significant industrial uses) exclusive of infiltration and inflow and exclusive of significant industrial users, with 200,000 gallons per day per Significant Industrial User.

CAP Policy 1.1.7: Solid Waste Facilities Level of Service: within the Solid Waste Service Area: 5.0 pounds of solid waste per day, per capita.

- County Solid Waste Facilities: For all residential areas within City limits but outside the Solid Waste Service Area.
- Two years of permitted landfill disposal capacity at current fill rates to be determined annually by the City of Plant City.

CAP Policy 1.1.8: Park and Recreation Facilities Level of Service: 5 acres per 1,000 population.

CAP Policy 1.1.9: Continue to determine the quantity of capital improvements that is needed.

CAP Policy 1.1.10: The quantity of capital improvements that is needed to eliminate existing deficiencies and to meet the needs of future growth shall be determined for each public facility by the following calculation: $Q = (S \times D) - I$:

Where;

Q is the quantity of capital improvements needed;



*S is the standard for LOS;
D is the demand, such as the population, and;
I is the inventory of existing facilities.*

The calculation will be used for existing demand in order to determine existing deficiencies. The calculation will be used for projected demand in order to determine needs of future growth. Public facilities to serve demand from previously issued development orders are assured by including such demand in "D" (demand) in the preceding calculation. The estimates of projected demand will account for demand that is likely to occur from previously issued development orders as well as future growth. Public facilities to serve demand from previously issued development orders are assured by including such demand in "D" (demand) in preceding calculation.

CAP Policy 1.1.11: Circumstances in which the standards for LOS are not the exclusive determinant of need for a capital improvement:

- Repair, remodeling, renovation, and replacement of obsolete or worn out facilities will be determined by the Plant City City Commission upon the recommendation of the City Manager.
- Capital improvements that provide LOS in excess of the standards adopted in this Comprehensive Plan may be constructed or acquired at any time as long as the following conditions are met:
 - The capital improvement does not make financially infeasible any capital improvement of the same type that

is needed to achieve or maintain the standards for LOS adopted in this Comprehensive Plan, and

- The capital improvement does not contradict, limit or substantially change the Goals, Objectives and Policies of any Element of this Comprehensive Plan.

CAP Policy 1.1.12: Any capital improvement that is determined to be needed as a result of any of the factors listed in this Element, under public facility needs shall be included in the regular Schedule of Capital Improvements contained in this Capital Improvements Element. All such capital improvements shall be approved in the same manner as the capital improvements that are determined to be needed according to the quantitative analysis described in this Element, under public facility needs.

CAP Policy 1.1.13: All public facility improvements that are based on achieving and maintaining a standard for LOS adopted in this Comprehensive Plan are included in the Schedule of Capital Improvements contained in this Capital Improvements Element. Furthermore, legal restrictions on the use of many revenue sources limit the extent to which types of facilities must be prioritized because they do not compete for the same revenues. Each year, prioritization among types of facilities is determined by reaffirming or revising standards for LOS, with available revenues.

CAP Policy 1.1.14: Capital improvements within a type of public facility are to be evaluated on the following criteria and order of priority:



- Repair, remodeling, renovation, or replacement of obsolete or worn out facilities that contribute to achieving or maintaining standards for LOS adopted in this Comprehensive Plan.
- New or expanded facilities that reduce or eliminate deficiencies in LOS for existing demand.
- New or expanded facilities that provide the adopted LOS for new development and redevelopment during the next five fiscal years, as updated by the annual review of this Capital Improvements Element.

CAP Policy 1.1.15: The Hillsborough County Metropolitan Planning Organization’s (MPO) Transportation Improvement Program (TIP) and the Hillsborough County Public Schools Facilities Work Program are incorporated by reference into the Capital Improvements Section of the Plant City Comprehensive Plan. Plant City is not responsible for those capital projects which are funded, maintained and/or under the control of the Hillsborough County School District, Hillsborough County, Florida Department of Transportation or the Hillsborough County Aviation Authority. Plant City is financially responsible for only those projects that Plant City schedules, funds and constructs through its 5-Year Capital Improvement Program (CIP)

Financial Feasibility

CAP Objective 1.2: Provide needed public facilities that are within the ability of the City to fund from City revenues, development’s proportionate share contributions, and grants or gifts from other sources.

CAP Policy 1.2.1: The estimated costs of all needed capital improvements shall not exceed estimates of revenues from

sources that are available to the City pursuant to current statutes, and which have not been rejected by referendum, if a referendum is required to enact a source of revenue.

CAP Policy 1.2.2: Existing and future development shall both pay for the costs of needed public facilities.

- Existing development shall pay for some or all of the capital improvements that reduce or eliminate existing deficiencies, some or all of the replacement of obsolete or worn out facilities, and may pay a portion of the cost of capital improvements needed by future development.
- Existing development’s payments may take the form of user fees, special assessments and taxes.
- Future development shall pay for some or all of the capital improvements needed to address the impact of such development, and pay a portion of the cost of the replacement of obsolete or worn out facilities.

CAP Policy 1.2.3: Capital improvements shall be financed and debt shall be managed as follows:

- Public facilities financed by City enterprise funds (i.e., potable water, wastewater, stormwater management and solid waste) shall be financed by:
 - Debt to be repaid by user fees and charges for enterprise services, or
 - Current assets (i.e., reserves, surpluses and current revenue), or
 - A combination of debt and current assets.



- Public facilities financed by non-enterprise funds (i.e., roads, parks, library, law enforcement, fire service, and other City government buildings) may be financed from current assets.

CAP Policy 1.2.4: No public facility shall be provided, if the City is unable to pay for the subsequent annual operating and maintenance costs of the facility.

Needed Improvements

CAP Objective 1.3: Provide needed capital improvements for repair or replacement of obsolete or worn out facilities, eliminating existing deficiencies, and meeting the needs of future development and redevelopment caused by previously issued and new development orders.

CAP Policy 1.3.1: Provide the public facilities listed in the Schedule of Capital Improvements in the "Requirements for Capital Improvements Implementation" section of this Capital Improvements Element. The Schedule of Capital Improvements may be modified as follows:

- The Schedule of Capital Improvements shall be updated annually by ordinance.
- The Schedule of Capital Improvements may be amended two times during any calendar year, and as allowed for emergencies, developments of regional impact, and certain small-scale development activities.

CAP Policy 1.3.2: The City shall include in the capital appropriations of its annual budget all the capital improvements projects listed in the Schedule of Capital Improvements for

expenditure during the appropriate fiscal year, except that the City may omit from its annual budget any capital improvements for which a binding agreement has been executed with another party to provide the same project in the same fiscal year.

CAP Policy 1.3.3: Continue to determine, whether or not there is sufficient capacity of non-transportation public facilities to meet the standards for LOS for existing population and the proposed development:

- Development orders will include a specific plan for development, and will not be issued unless non-transportation public facilities exist or are assured to be available to meet LOS standards.
- Public facilities which serve less than the entire City shall achieve and maintain the standard for levels of service within their assigned service area. No development order shall be issued in an assigned service area if the non-transportation standards for LOS are not achieved and maintained throughout the assigned service area for the following public facilities and assigned service areas:
 - Stormwater Management Systems: Major Drainage Basin.
 - Potable Water Systems: Treatment Plant Service Area, except that individual transmission system limitations will not result in closing the entire area to development if plant capacity remains.
 - Wastewater Systems: Treatment Plant Service Area, except that individual collection system limitations will not result in closing the entire area to development if plant capacity remains.



Coordinate Capital Improvements with Land Development

CAP Objective 1.4: Manage the land development process to insure that all development receives public facility LOS equal to, or greater than the standards adopted in this Element.

CAP Policy 1.4.1: All “Category A” public facility capital improvements shall be consistent with the Goals, Objectives and Policies of the appropriate Elements of this Comprehensive Plan. A comparison of the individual Elements to ensure consistency is the basis for this Policy. Category B facilities are not contained in the other Elements, therefore a consistency comparison does not pertain.

CAP Policy 1.4.2: Continue to integrate land use planning and decisions for public facility capital improvements by developing and adopting the programs listed in the “Implementation Programs”, which are adopted as part of this Capital Improvements Element. The location of and LOS provided by projects in the Schedule of Capital Improvements shall maintain adopted standards for LOS for existing and future development in a manner and location consistent with the Future Land Use Element of this Comprehensive Plan. Individual land use decisions shall be consistent with the Comprehensive Plan.

Capital improvements for Public School Facilities

CAP Objective 1.5: Continue to ensure that future needs are addressed consistent with the adopted LOS standards for public schools. The City, shall ensure that

the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted LOS standards. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, and the local governments within Hillsborough County.

Level-of-Service Standards

CAP Policy 1.5.1: Consistently apply the LOS standards set forth herein to be applied by all the local governments within Hillsborough County and by the School Board district-wide to all school of the same type.

CAP Policy 1.5.2: Consistent with the Interlocal Agreement, the uniform, district-wide level-of service standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas calculated by the FDOE on June 13, 2005, at the following levels.

TYPE OF SCHOOL	LEVEL-OF-SERVICE STANDARDS
Elementary	100% of permanent FISH capacity*
Middle	100% of permanent FISH capacity*
K-8	100% of permanent FISH capacity*
High	100% of permanent FISH capacity*
Special Purpose	100% of permanent FISH capacity*

**As adjusted by the School Board annually to account for measurable programmatic changes. “Measurable programmatic changes” mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.*



School Capital Facilities Planning

CAP Objective 1.6: Continue to cooperate with the School Board to ensure existing deficiencies and future needs are addressed consistent with the adopted LOS standards for public schools.

CAP Policy 1.6.1: The City’s strategy, in coordination with the School Board, for correcting existing deficiencies and addressing future needs includes:

- The School Board’s commitment to continue the re-boundary process to reallocate school capacity to reduce school overcrowding within concurrency service areas;
- Implementation of the School District’s 5-year Work Program that identifies capital improvements that are necessary to ensure LOS standards are achieved and maintained;
- Identification of adequate sites for funded schools; and
- The expansion of revenues for school construction from updated impact fees.

CAP Policy 1.6.2: Continue to cooperate with the School Board to ensure that future development provides mitigation proportionate to the demand for public school facilities needed to accommodate new development and to assist in maintaining adopted LOS standards.

CAP Policy 1.6.3: The City adopts the schedule of capacity improvements approved by the School Board annually, which includes school capacity sufficient to meet anticipated student

demands projected by the County and municipalities, in consultation with the School Board’s projections of student enrollment, based on the adopted LOS standards for public schools. The 5-year schedule of improvements ensures the LOS standards for public schools are achieved and maintained within the period covered by the 5-year schedule and are shown in CAP Table 2.

CAP Policy 1.6.4: Funding for the construction and acquisition of sites for new schools adequate to meet identified needs is included in the financially feasible 5-year schedule of improvements. However, sites have not been identified for all schools included in years 4 and 5 of the schedule. Priority will be given to locating adequate sites, within the first 3 years.

CAP Policy 1.6.5: Each year, the City, shall amend CAP Table 2 in the Capital Improvements Element to update the five year work program approved by the School Board to ensure the LOS standards will be achieved by the end of the five-year period

*Strategies for Implementation**

Schedule of Capital Improvements, Including General Location

The Schedule of Capital Improvements on the following pages will repair or replace obsolete or worn out facilities, eliminate existing deficiencies, and make available adequate facilities for future growth. Individual projects are not designated for repair, deficiency or growth because most projects serve two or all three purposes.



The projects are listed according to the type of public facility. Within each list, projects are listed in sequence according to the fiscal year in which the initial project expenditures are scheduled. Each project is named, and briefly described. Capacity increases may meet the needs of current deficiencies or future development or both, as noted above.

The estimated cost of each project during each of the next five fiscal years is shown, and the total 5-year cost is also shown. Any costs incurred before or after the 5-year schedule are omitted from the project total. All cost data is in current dollars; no inflation factor has been applied because the costs will be revised as part of the annual review and update of the Capital Improvements Element. Most project locations are specified in the name or description of the project.

It is important to note that in addition to the City's 5-Year Capital Improvement Schedule of Projects (updated annually), additional capital improvements schedules are also included by reference [see CAP Policy 1.1.15] to show the entire scope of projects which will directly serve the City of Plant City. The Plant City is not responsible for those capital projects which are funded, maintained and/or under the control of: the Hillsborough County School District, the Florida Department of Transportation, Hillsborough County or the Hillsborough County Aviation Authority. Plant City is financially responsible for only those projects that the City schedules, funds and constructs through its 5-Year Capital Improvement Program (CIP).

PROGRAMS TO ENSURE IMPLEMENTATION

The following programs ensure that the Goals, Objectives and Policies established in the Capital Improvements Element will be achieved or exceeded. The following program descriptions are part of the adopted Comprehensive Plan. Each implementation program was adopted by the City by ordinance, resolution or executive order, as appropriate to each implementation program.

1. **Review of Applications for Development Orders.** The City shall continue to implement its land development regulations to provide for a system of review of various applications for development orders which applications, if granted, would impact the LOS of Category A and Category C public facilities. Such system of review shall assure that no development order shall be issued which results in a reduction in the LOS below the standards adopted in this Element for Category A public facilities and Category C public facilities. (The requirements above do not apply to transportation related impacts as Plant City is a designated Transportation Concurrency Exception Area.) The land development regulations shall address the following, at a minimum, in determining whether a development order can be issued:
 - A. Review of Applications for Building Permits. No building permit shall be issued by the City unless there shall be sufficient capacity of Category A and Category C non-transportation public facilities to meet the standards for LOS for the existing population and for the proposed development according to the following deadlines: Prior



to the issuance of the certificate of occupancy for the following public facilities:

- Potable Water;
- Wastewater;
- Solid Waste.

Prior to the completion of the same City fiscal year as the issuance of the certificate of occupancy for the following public facilities:

- Stormwater Management;
- Parks and Recreation.

B. Review of Applications for Development Orders other than Building Permits. No development order other than a building permit, shall be issued if the LOS of Category A and Category C non-transportation public facilities will be reduced as a result of the impacts of the proposed development below the standards adopted in this Element. Development orders, other than building permits, shall be subject to the condition that sufficient capacity of Category A and Category C non-transportation public facilities are available to meet the standards for LOS for the impacts of the proposed development. The determination of whether sufficient capacity of public facilities will be available to serve the impacts of the proposed development shall take into consideration the difference in the timing of the actual impacts of development caused by different types of development orders. Under all circumstances, however, the development order shall be conditioned upon

findings of sufficient public facility capacity at all subsequent stages of the development permitting process.

C. Public Facilities Provided by Applicants for Development Orders. Applicants for development orders may offer to provide public facilities at the applicant’s own expense in order to insure sufficient capacity of Category A and Category C public facilities, as determined according to Paragraphs A and B, above. Development orders may be issued subject to the provision of public facilities by the applicant subject to the following requirements:

- The City and the applicant enter into an enforceable development agreement which shall provide, at a minimum, a schedule for construction of the public facilities and mechanisms for monitoring to ensure that the non-transportation public facilities are completed concurrent with the impacts of the development, or the development will not be allowed to proceed.
- The public facilities are contained in the Schedule of Capital Improvements of the Comprehensive Plan.

2. **Impact Fees.** Impact fee ordinances, shall require the same standard for the LOS as is required within this element.
3. **Annual Budget.** The annual budget shall include in its capital appropriations all projects in the Schedule of Capital



Improvements that are planned for expenditure during the next fiscal year.

4. **Capital Improvements Program.** The City’s annual multi-year Capital Improvement Program (CIP) shall be prepared in conjunction with the annual review and update of the Capital Improvements Element. The CIP shall contain all of the projects listed in the Schedule of Capital Improvements of the updated version of the Capital Improvements Element. The Plant City staff shall initiate the preparation of the Capital Improvements Program.
5. **Update of Capital Improvements Element.** The Capital Improvements Element shall be reviewed and updated annually in conjunction with the City’s budget process. The official population estimates and projections by the Bureau of Economic and Business Research (BEBR) of the University of Florida shall be the basis for per capita calculations. The update shall include:
 - Revision of population projections;
 - Update of inventory of public facilities;
 - Update of costs of public facilities;
 - Update of Public Facilities Requirements analysis (actual LOS compared to adopted standards);
 - Update of revenue forecasts;
 - Revise and develop capital improvement projects for the next six fiscal years;
 - Update analysis of financial capacity, and;
 - Update analysis of public education and public health facility impacts on infrastructure.

The Plant City staff shall initiate the update of the Capital Improvements Element in January of each year by

reviewing the current Schedule of Projects, the updated capital facility inventory, the facility needs of pertinent plans and additional capital projects required to serve Plant City. Each year amendments to the Schedule of Projects which affect level-of-service standards shall be included in the Capital Improvements Element and submitted to the Department of Economic Opportunity by December.

6. **Concurrency Implementation and Monitoring System.** The City established and maintains a Concurrency Implementation and Monitoring System as follows:
 - A. The Concurrency Implementation and Monitoring System is intended to ensure the availability of public facilities and the adequacy of those facilities at the adopted LOS concurrent with the impacts of development. The system shall measure the potential impact of a final development permit application upon the adopted minimum acceptable LOS for solid waste, potable water, schools, sanitary sewage, stormwater or park facility and the planning LOS standards for roadways, as provided in the Goals Objectives and Policies of this Capital Improvements Element. For purposes of concurrency evaluation, a final development order shall be deemed to be a building permit or a final subdivision plat approved by the City Commission. All other development orders shall be deemed preliminary and shall be conditioned upon and subject to findings of adequate public facility capacity at the final stage of the development process.



B. Concurrency Implementation Strategies: The City shall annually review the concurrency implementation strategies that are incorporated in the Capital Improvements Element:

1. Standards for LOS reflect the current public facility capacity, and the available capacity at the adopted LOS.
2. Standards for citywide public facilities are applied to development orders based on LOS throughout the City.
3. Standards for non-transportation LOS are applied according to the timing of the impacts of development on public facilities. Building permits, which impact public facilities in a matter of months, are issued subject to the availability of public facilities concurrent with the impacts of the development. Other development orders are issued conditioned upon and subject to the availability of public facilities in the same fiscal year as the impact on public facilities of the proposed development.
4. LOS are compared to adopted standards on an annual basis. Annual monitoring is used, rather than case-by-case monitoring, for the following reasons:
 - Annual monitoring corresponds to annual expenditures for capital improvements during the City's fiscal year;
 - Annual monitoring corresponds to seasonal variations in LOS, and;

- Case-by-case monitoring would require applicants for development orders or the City to conduct costly, time-consuming research which would often be partially redundant of prior research, or involve disparate methodologies and produce inconsistent results.

5. Public Facility capital improvements required by development applications are prioritized according to the criteria in this Section of the Capital Improvements Element of the Comprehensive Plan. If any capital improvements required by development applications must: be deferred to a future fiscal year because of insufficient capacity of public facilities during the current fiscal year, the improvements to be deferred will be selected by the City Commission.
6. Transportation Concurrency Exception Area: The City of Plant City is designated a Transportation Concurrency Exception Area, co-terminus with the boundaries of the City of Plant City. Within the Transportation Concurrency Exception Area, the requirements of the Plant City Concurrency Management System do not apply to transportation facilities.



Annual Capacity Report

An annual report shall be prepared on the capacity and LOS of public facilities compared to the standards for LOS adopted in the Capital Improvement Element of the Comprehensive Plan. This report summarizes the actual current capacity of public facilities. It reflects the most recently updated Schedule of Capital Improvements in the Capital Improvements Element of the Comprehensive Plan. The LOS is related to the most currently available population and employment estimates. This annual capacity report shall constitute prima facie evidence of the capacity and LOS of non-transportation public facilities for the purpose of issuing development orders during the 12 months following completion of the annual report. The annual capacity report shall be updated each year in conjunction with the development of the Capital Improvement Element.

Monitoring of Development Orders

- A. Final Development Orders. A separate record shall be maintained during the fiscal year to indicate the cumulative impacts of all final development orders approved during the fiscal year-to-date on the capacity of public facilities as set forth in the most recent annual capacity report. The record of such monitoring activity shall be transmitted to the Planning Commission, together with the annual update of the schedule of projects, to be used in the update of the Transportation component of the Annual Capacity Report.
- B. Other Development Orders. All development orders other than final orders shall be monitored for the purposes of planning for the provision of future facilities.

Procedure

- A. Submission Requirements. The City shall use the procedures specified below to determine compliance of an application for a development order with this concurrency management system. At the time of application for a final development order, a concurrency review shall be made to determine the availability of the facilities required to be concurrent. The applicant must supply the following information along with a fee as prescribed by resolution of the City Commission to defray the cost of the review:
 - 1. Name, current address and phone number of the applicant and of the owner, if other than the applicant.
 - 2. The address or location of the parcel to be developed by property description.
 - 3. Proposed land use(s).

If the applicant is the owner of an individually owned lot for which a single residential building permit is requested, the impacts will be determined by staff. For all other applicants the following information is also required:

- 4. Size of the site and square footage of proposed buildings.
 - 5. Number of residential units or the number of employees, if commercial or industrial use.
 - 6. Any unusual service demands, and;
 - 7. Traffic generation expressed as the total number of net new trips produced and the access point(s) to the site from the arterial/collector roadway system.
- B. Methodology for LOS Determination. The methodology for determining whether the LOS of non-transportation facilities



are adequate to support the impact of proposed developments is as shown below. The LOS of six public facilities (stormwater, potable water, schools, wastewater, solid waste and parks) must be determined adequate before a final development order can be issued. Adequate support of the impacts of development shall mean that the necessary facilities are:

1. Under construction or will be under construction during the fiscal year the application is made;
2. The subject of an executed contract for the commencement of construction during the fiscal year the application is made;
3. Included in the Capital Improvements Element of the City, County or the State for the period set in the comprehensive plan and;
4. Provided for in an enforceable development agreement approved by the City Commission.

Facilities:

1. Transportation Measurement of Road Capacities (see Mobility Element).
2. Potable Water: The LOS and the available Reserve Capacity for Potable Water shall be as shown in the Annual Capacity Report. The impact on the water treatment plant shall be calculated using the appropriate standards. The estimated number of gallons generated by the proposed development shall be subtracted cumulatively from the available capacity shown in the Annual Capacity Report to determine whether the Potable Water capacity is adequate to support the development and whether the final development order can be issued.
3. Wastewater:

- a) The LOS and the available Reserve Capacity for Wastewater shall be as shown in the Annual Capacity Report. The impact on the wastewater treatment plant shall be calculated using the appropriate standards of the Annual Capacity Report. The estimated number of gallons generated by the proposed development shall be subtracted cumulatively from the available capacity shown in the Annual Capacity Report to determine whether the wastewater capacity is adequate to support the development and whether the final development order can be issued.
 - b) Where septic tanks are to be utilized, the Hillsborough County Health Department shall utilize the standards of Chapter 10 D-6, F.A.C. to determine suitability. The applicant shall submit evidence of Health Department certification that the site is or can be made suitable for an on-site sewage disposal system.
4. Recreation and Open Space:
- a) The LOS and the available Reserve Capacity for Parks shall be determined from the Annual Capacity Report for City recreation parks.
 - b) The impact of a proposed residential development shall be determined by calculating the population to be housed using average household size data as maintained by the Hillsborough County City-County Planning Commission. The estimated acres of parkland required by the proposed development: shall be subtracted cumulatively from the available capacity shown in the Annual Capacity Report to determine whether the quantity of parkland is adequate to support the development and whether the final development order can be issued.



- 5. **Solid Waste:** The City of Plant City is responsible for the collection of Solid Waste. The collected solid waste is then transferred to landfills located outside of Hillsborough County. However, industrial refuse and certain commercial refuse may be privately collected, conveyed and disposed of by producers of such refuse. The adopted LOS is a regulatory level and will be reviewed and maintained as part of the annual budget process of Plant City.
- 6. **Stormwater Management:** The Stormwater Management LOS is also a regulatory standard and will be reviewed and maintained by the City during the review of each development order issued by the City.

Administration

- A. The City Manager shall conduct concurrency reviews prior to the issuance of a building permit or approval by the City Commission of a final subdivision plat, whichever occurs first. When a building permit is issued, it shall be vested for a period of six (6) months and such vesting shall remain in effect so long as construction continues and shall terminate if there is a lapse in continued construction for a period of six months. When a final subdivision plat is approved by the City Commission in accordance with Chapter 112 of the Plant City Code following the effective date of this ordinance, it shall be vested.
- B. Applicants for development orders may offer to provide public facilities at the applicant's own expense in order to insure sufficient capacity of Category A and Category C public facilities, as defined in the Capital Improvements Element of the Comprehensive Plan. Development orders may be issued subject to the provision of public facilities by the applicant subject to the following requirements:

- 1. The City and the applicant enter into an enforceable development agreement pursuant to Chapter 163, Florida Statutes which shall provide, at a minimum, a schedule for construction of the public facilities and mechanisms for monitoring to insure that the public facilities are completed concurrent with the impacts of the development, or the development will not be allowed to proceed.
- 2. The public facilities are shown in CAP Table 1, Plant City Capital Improvements Element Project Schedule.
- 3. **Five-Year Evaluation.** The required five-year Evaluation and Appraisal Report shall address the implementation of the Goals, Objectives and Policies of the Capital Improvements Element. The monitoring procedures necessary to enable the completion of the five-year evaluation include:
 - a) Review of Annual Reports of the Concurrency Implementation and Monitoring System.
 - b) Review of Semi-annual Reports to the Department of Economic Opportunity (DEO) concerning amendments to the Comprehensive Plan.
 - c) Review of Annual Updates of this Capital Improvements Element, including updated supporting documents. The staff of The Planning Commission shall initiate the preparation of the Evaluation and Appraisal Report.



CAP TABLE 1 - CAPITAL IMPROVEMENTS PROJECT SCHEDULE – APPENDIX A

FY23-FY27 CIE Schedule of Projects						
Project	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	Total
Parks and Recreation						
Cultural Events Center	\$500,000	\$1,000,000	\$1,000,000	\$1,000,000	\$	\$3,500,000
Splash Park	\$150,000	\$150,000	\$	\$	\$	\$300,000
Streets						
Sidewalk Improvements/Replacement	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000
Street Resurfacing - 1 mil	\$3,437,044	\$3,488,599	\$3,540,928	\$3,594,042	\$3,647,953	\$17,708,566
Park Pedestrian Access Bridges	\$200,000	\$	\$	\$	\$	\$200,000
Bridge Repair/Replacement	\$150,000	\$150,000	\$150,000	\$100,000	\$100,000	\$650,000
Collins Street Complete Street	\$950,000	\$2,000,000	\$2,000,000	\$	\$	\$4,950,000
Utilities Maintenance and Operations						
Waterline Replacement	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$2,750,000
Sewer line Replacement/Upgrade	\$550,000	\$1,100,000	\$1,600,000	\$1,850,000	\$1,850,000	\$6,950,000
Lift Station Maintenance	\$315,000	\$315,000	\$315,000	\$315,000	\$315,000	\$1,575,000
Water System Storage Tank Rehabilitation	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000
Wastewater System Storage Tank Rehabilitation	\$200,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,200,000
Reclaimed Water Recharge	\$300,000	\$	\$	\$	\$	\$300,000
McIntosh Park Wetland Expansion	\$	\$2,000,000	\$2,466,393	\$	\$	\$4,466,393
McIntosh Park Indirect Potable Reuse (IPR)	\$300,000	\$	\$	\$	\$	\$300,000
Water Capacity Improvements	\$	\$250,000	\$500,000	\$1,250,000	\$500,000	\$2,500,000
Stormwater Projects						
Stormwater Drainage Pipe Rehabilitation	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Total	\$7,877,044	\$11,578,599	\$12,747,321	\$9,334,042	\$7,687,953	\$49,224,959



Definitions*

65 Day Night Level (DNL) – The 65 decibels DNL is the Federal Aviation Administration’s (FAA) established standard in Part 150 for residential noise compatibility. DNL is the actual level at which noise creates an adverse impact on populations. Any land use that is sensitive to noise impacts and falls within the 65 DNL is eligible for mitigation measures where applicable/feasible.

Adjacent - To have property lines or portions thereof in common or facing each other across a right-of-way, street or alley.

Adjusted for Family Size - Means adjusted in a manner which results in an income eligibility level which is lower for households with fewer than four people, or higher for households with more than four people, than the base income eligibility otherwise determined, based upon a formula as established by the United States Department of Housing and Urban Development.

Adjusted Gross Income - Means all wages, regular cash or non-cash contributions from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under s. 62 of the Internal Revenue Code.

Assisted Living Facility (ALF) - Any building(s), section of a building, or distinct part of a building, residence, private home,

boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services and one or more personal care services (as defined by the City of Plant City Land Development Code) to persons not related to the owner or operator by blood, marriage, or adoption, and licensed, certified or approved by the State. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms.

Advanced Wastewater Treatment (AWT) - As currently defined in Chapter 403.086, F.S., treatment which will provide a recovered water product that contains not more than, on an annual average basis, the following concentrations: 5 mg/l biological oxygen demand; 5 mg/l suspended solids; 3 mg/l total nitrogen; 1 mg/l total phosphorous.

Adverse Impact (upon a natural resource) - Direct contamination, destruction, or that which contributes to the contamination or destruction of a natural resource, or portion thereof, to the degree that its environmental benefits are eliminated, reduced, impaired, or where there is a resultant threat to its present or future function.

Affected Person - Includes the affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose Plan is the subject of the review; owners of real property abutting real property that is subject of a proposed change to the future land use map; and adjoining local governments that



can demonstrate that the Plan or plan amendment will produce substantial impacts on the increased need for publicly-funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdiction. Each person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written comments, recommendations, or objections to the local government during the period of time beginning with the transmittal hearing for the plan or plan amendment, and ending with the adoption of the plan or plan amendment.

Affordable Housing - Means housing for which monthly rents or monthly mortgage payments, including taxes, insurance, and utilities, do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in s. 420.0004, F.S. (1991).

Aggrieved or Adversely Affected Party - Any person or local government which will suffer an adverse effect to an interest protected or furthered by the local government Comprehensive Plan, including interests related to health and safety, police and fire protection service systems, densities or intensities of development, transportation facilities, health care facilities, equipment or services, or environmental or natural resources. The alleged adverse interest may be shared in common with other members of the community at large, but shall exceed in degree of the general interest in community good shared by all persons.]

Agricultural Uses - Activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland; pastureland; orchards; vineyards; nurseries; ornamental horticulture areas; groves; confined feeding operations; specialty farms; and silviculture areas.

Agriculture/Residential -1 (A/R-1) - This future land use plan category is used to designate geographically on the Future Land Use Map and/or textually in the Imagine 2040: Plant City Comprehensive Plan those areas that are best suited for farmsteads, ranches, churches, public uses such as parks, large-lot single-family home sites, and uses related to agricultural production subject to the goals, objectives and policies of the Imagine 2040: Plant City Comprehensive Plan and applicable land development regulations of the City of Plant City. A density range of 0-1 dwelling units per gross acre may be considered within A/R-1. Churches (and associated daycare/schools with less than thirty children), public uses and structures used for agricultural production are limited to 30,000 square feet or a .25 floor area ratio (FAR), whichever is less intense, if in compliance with applicable land development regulations of the City of Plant City.

Agriculture/Residential -2 (A/R-2) - This future land use plan category is used to designate geographically on the Future Land Use Map and/or textually in the Imagine 2040: Plant City Comprehensive Plan those areas that are best suited for farmsteads, ranches, churches, public uses such as parks, large-lot single-family home sites, and uses related to agricultural production subject to the goals, objectives and policies of the



Imagine 2040: Plant City Comprehensive Plan and applicable land development regulations of the City of Plant City. A density range of 0-2 dwelling units per gross acre may be considered within A/R-2. Churches (and associated daycare/schools with less than fifty children), public uses and structures used for agricultural production are limited to 60,000 square feet or a .25 floor area ratio (FAR), whichever is less intense, if in compliance with applicable land development regulations of the City of Plant City.

Airport Clear Zone - A designated area of land which is subject to peak airport noise and on which there is the highest potential of danger from airport operations.

Airport Facility - Any area of land or water improved, maintained or operated by a governmental agency for the landing and takeoff of aircraft, or privately owned paved runways of 4,000 or more feet in length, and any appurtenant area which is used for airport buildings, or other airport facilities or rights-of-way.

Airport Obstruction - Any structure, object of natural growth, existing condition, or use of land which obstructs the airspace required for the flight of aircraft in landing or taking off at an airport or which otherwise increases the risk of danger to aircraft operations.

Amendment - Means any action of a local government which has the effect of amending, adding to, deleting from, or changing the adopted comprehensive plan text or map or map series, including an action affecting a prior plan or plan

amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements schedule concerning costs, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in Chapter 163, F.S., and corrections, updates, or modifications of current costs in other areas, as provided in Chapter 163, F.S.

Annexation - The adding of real property to the boundaries of the City in accordance with the provisions of Florida Statutes, Chapter 171.031, such addition making such real property in every way a part of the municipality.

Aquifer Recharge - The replenishment of groundwater in an aquifer occurring primarily as a result of infiltration of rainfall, and secondarily by the movement of water from adjacent aquifers or surface water bodies.

Area or Area of Jurisdiction - The total area qualifying under the provisions of this act, whether this be all of the lands lying within the limits of an incorporated municipality, lands in and adjacent to incorporated municipalities, all unincorporated lands within a county, or areas comprising combinations of the lands in incorporated municipalities and unincorporated areas of counties.

Areas of High Aquifer Recharge/Contamination Potential - Areas which, by virtue of their hydrogeologic characteristics, represent a relatively high pollution potential to the underlying Floridan Aquifer, and for which DRASTIC indices



of 160 or greater have been determined using the USEPA DRASTIC methodology.

Areawide Development Plan - A plan of development that, at a minimum, encompasses a defined planning area approved pursuant to F.S. 380 subsection that will include at least two or more developments; maps and defines the land uses proposed, including the amount of development by use and development phasing; integrates a capital improvements program for transportation and other public facilities to ensure development staging contingent on availability of facilities and services; incorporates land development regulation, covenants, and other restrictions adequate to protect resources and facilities of regional and state significance; and specifies responsibilities and identifies the mechanisms for carrying out all commitments in the areawide development plan and for compliance with all conditions of any areawide development order.

Arterial Road (Arterial) - A roadway carrying relatively continuous and relatively high traffic volume. Trip length is long and free-flow operating speed is high. Arterials serve major through movements between important centers of activity in a metropolitan area and serve a substantial portion of trips entering or leaving the area. Primary arterials are for the most part owned by the State, while minor arterials are generally under the jurisdiction of the State, county, or local government. In addition, every U.S. numbered highway is an arterial road.

Attenuation - To limit stormwater flow to reduce downstream impacts.

Average Daily Traffic (ADT) - The total number of vehicles passing a point or segment of a highway facility, in both directions, over a 24-hour period.

Best Available Control Technology (Air Pollution) - An air quality emission limitation, including a visible emissions standard, based on the maximum degree of reduction of each pollutant emitted which, on a case-by-case basis, taking into account energy, environmental and economic impacts, and other costs, is determined to be achievable through application of production processes and available methods, systems, and techniques (including fuel cleaning or treatment or innovative fuel combustion techniques) for control of each such pollutant. A design, equipment, work practice, operational standard, or combination thereof, may be prescribed instead to satisfy the requirement for the application of this technology.

Best Management Practice - Method or combination of methods determined after problem assessment, examination of alternative practices, and appropriate public participation, to be the most effective and practicable means of reducing or preventing non-point source pollution to levels compatible with water quality goals. These measures could include both structural (e.g., sediment/debris basins, wetland impoundment of agricultural runoff, etc.) and nonstructural (e.g., street vacuuming, deferred grazing systems, etc.) approaches to abatement of nonpoint source pollution, and would vary on a regional and local basis depending on the nature of the problems, climate, physical characteristics, land use, soil types and conditions and other factors.



Bicycle and Pedestrian Ways - Any road, path, way, or sidewalk which is open to bicycle travel and foot traffic and from which motor vehicles are excluded.

Bikeway - Any road, path, or right-of-way that in some manner is specifically designated as being open to bicycle travel, regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Blackwater - That part of domestic sewage carried off by toilet and kitchen drains and sewers.

Blighted Area - An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of the community and is a menace to the public health, safety, morals, or welfare in its present condition and use; (1) predominance of defective or inadequate street layout; (2) faulty lot layout in relation to size, adequacy, accessibility, or usefulness; (3) unsanitary or unsafe conditions; (4) deterioration of site or other improvements; (5) tax or special assessment delinquency exceeding the fair value of the land; and (6) diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

Blockface - Section of land located within a city block as subdivided in accordance with the City's Land Development

Regulations, and which is located adjacent to and fronts on a road right-of-way.

Buffer - A barrier, visual screen and/or physical distance that has restricted activities which serves to minimize the effects of development activity on an adjacent property, structure or natural resource.

Building Permit - Means an official document or certification which is issued by the building department and which authorizes the construction, alteration, enlargement, conversion, reconstruction, remodeling, rehabilitation, erection, demolition, moving or repair of a building or structure. In the case of a change in use occupancy of an existing building or structure, the term shall specifically include certificate of occupancy and occupancy permits, as those permits are defined or required by city ordinance.

Capital Budget - The portion of each local government's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvement - Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual Comprehensive Plan schedule shall be considered capital improvements.



Capital Improvements Program (CIP) - A multi-year (usually five or six) schedule of capital improvements projects, including cost estimates and priorities, budgeted to match the City's financial resources.

Category of Public Facilities - A specific group of public facilities, as follows:

Category A Public Facilities - Are arterial and collector roads, stormwater management, potable water, sanitary sewer, solid waste, and parks owned or operated by Plant City, all of which are addressed in other Elements of this Comprehensive Plan.

Category B Public Facilities - Are Category A facilities which require improvement projects not directly related to the capacity of the facility, such as, street resurfacing, routine maintenance, and related improvements.

Category C Public Facilities - Are arterial and collector roads, stormwater management, potable water, sanitary sewer, solid waste, and parks owned or operated by federal, state, and county governments, independent districts, and private organizations.

Central Business District - Means a compact urban core area of a municipality or unincorporated urbanized area which serves as the primary center for economic activity in the jurisdiction.

City - The City of Plant City, Florida, unless its use and context clearly indicate a more generic application.

City Recreation Park - 1) city owned and maintained parks developed and acquired in accordance to the design and locational standards found within the adopted "*Recreation and Open Space Needs Assessment Study or Master Plan*"; Land Development Regulations, and the Plant City *Comprehensive Plan*; and 2) sites owned or leased on a long-term basis by a federal, state, regional, or local government agency for purposes of recreational use.

Clustering - The grouping together of structures and infrastructure on a portion of a development site. For example: grouping residential uses close together rather than distributing them evenly throughout a site while remaining below the applicable gross density ceiling of the land use plan category.

Collection System - Network of sewer pipes which collect sewage (also called wastewater) from individual establishments and convey it to a central location.

Collector Road (Collector) - Roadways carrying relatively moderate traffic volume; moderate trip length and operating speed are moderate. Collector roads are facilities that connect and augment the arterial system distribute traffic to geographic areas smaller than those served by arterials and places more emphasis on land access between local roads or arterial roads.

Commercial, Convenience Uses - Commercial activities located near home, work, or temporary residence when traveling. Retail establishments are small in size and provide goods and services that are needed immediately and frequently.



Commercial, Highway Uses - Commercial activities that service transient as well as local residents such as hotels and motels, gas or service stations, and restaurants.

Commercial Development Criteria - Means commercial development in the Residential or Industrial future land use plan categories, there are nodal criteria and FAR limits. These are found in the Comprehensive Plan and in the Plant City Land Development Code. In residential categories, commercial development must be located at an intersection of any combination of arterials or collectors. In the Industrial future land use plan category, the commercial development has internal locational and intensity requirements.

Commercial, General Uses - Commercial activities located on the fringe or between residential areas so that the general needs of two or more residential areas may be served. The character of the retail commercial establishments is such that a greater variety of uses is allowed while still catering to the resident population.

Commercial, Neighborhood Uses - Commercial and office development usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development shall be limited as to the intensity of the described use as provided in the Comprehensive Plan and applicable development regulations.

Commercial Uses - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Compactness - Concentration of a piece of property in a single area and precludes any action which would create enclaves, pockets, or finger areas in serpentine patterns. Any annexation proceeding in any county in the State shall be designed in such a manner as to ensure that the area will be reasonably compact.

Compatibility – A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly impacted directly or indirectly by another use or condition.

Compatible Outdoor Recreation Activities - Outdoor recreational activities conducted on the same resource base without interfering with each other and which are not harmful to the environment.

Composition - Means the make-up of various land uses by types, extent, intensity, density, or otherwise, which are included in a development or land use category.

Conceptual Agency Review - General review of the proposed location, densities, intensity of use, character, and major design features of a proposed development required to undergo review under this section for the purpose of considering whether these aspects of the proposed development comply with the issuing agency's statutes and rules.



Concurrency - Means that the necessary non-transportation public facilities and services to maintain the adopted level of service standard are available when the impacts of development occur. In addition, concurrency regulations must be consistent with the intent of Part II, Chapter 163, Florida Statutes, Chapter 75-390, Laws of Florida, as amended, and any implementing regulations or rules.

Concurrency Management System - Means the procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary non-transportation facilities and services are available concurrent with the impacts of development.

Cone of Influence - An area around one or more major waterwells the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.

Conservation Area (also Preservation Area): Means lands designated to:

- Protect the following preservation areas from any further development, except in extreme cases of overriding public interest:
 - a) Critical habitat for species of endangered, threatened, or rare status;
 - b) Class I and II waters;
 - c) Unique environmental features such as springs, steep natural slopes, cavernous sinkholes, and major natural rock outcrops.

- Be environmentally sensitive areas in the Comprehensive Plan and the City's Land Development Code. Development of these areas is limited to conservation uses.
- Be set aside specifically for the protection and safekeeping of certain values within the area, such as game, wildlife, forest, etc. Preserved areas may or may not be outdoor recreation areas, depending on the use allowed therein.

Conservation Uses - Activities within the land areas designated for the purpose of conserving or protecting natural resources or environmental quality and includes areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, fisheries management, or protection of natural vegetative communities or wildlife habitats.

Constrained Facility - Highways, identified in the Comprehensive Plan which cannot, for various reasons, reasonably accommodate additional lanes. Alternative modes, transportation system management improvements, or improvements to parallel roadways will be considered for these constrained facilities.

Contiguous - That a substantial part of a boundary of the territory sought to be annexed by a municipality is conterminous with a part of the boundary of the municipality. The separation of the territory sought to be annexed from the annexing municipality by a publicly-owned County park; a right-of-way for a highway, road, railroad, canal, or utility; or a body of water, watercourse, or other minor geographical division of a similar nature, running parallel with and between the territory sought to be annexed and the annexing municipality, shall not



prevent annexation under this act, provided the presence of such a division does not, as a practical matter, prevent the territory sought to be annexed and the annexing municipality from becoming a unified whole with respect to municipal services or prevent their inhabitants from fully associating and trading with each other socially and economically. However, nothing herein shall be construed to allow local rights-of-way, utility easements, railroad rights-of-way, or like entities to be annexed in a corridor fashion to gain contiguity; and when any provision or provisions of special law or laws prohibit the annexation of territory that is separated from the annexing municipality by a body of water or watercourse, then that law shall prevent annexation under this act.

Contraction - The reversion of real property within municipal boundaries to an unincorporated status.

Currently Available Revenue Sources - Means an existing source and amount of revenue presently available to the local government. It does not include a local government's present intent to increase the future level or amount of a referendum.

Damages - Money damages paid by any person, whether voluntarily or as a result of administrative or judicial action, to this State as compensation or restitution, or as punitive damages, for causing injury to, or destruction of, the coral reefs or other natural resources of the State.

Deep-Well Injection - The discharge of treated wastewater effluent under pressure to deep strata below potable water aquifers.

Demand Assessment Surveys - Surveys conducted to measure the amount, location and frequency of participation in activities. This method generates quantitative demand data that can be compared to the amount of supply to produce quantitative needs data.

Density – An objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

Density Bonus, Incentive - A density or dwelling unit increase which may be considered for those large scale, planned development projects which exceed the minimum requirements of applicable development regulations and meet the criteria for density bonuses, incentives or transfers as established in this Comprehensive Plan and applicable development regulations. When additional density is allowed on a project site containing environmentally sensitive lands, either as a bonus or density credit transfer, total project density may not exceed 100 percent of the potential project density which could be achieved based on a gross density calculation.

Density, Gross - The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions thereof.

Density, Net - The number of dwelling units per net, usable acre. Generally, net acreage will exclude environmental lands, arterial and collector road rights-of-way, utility easements, and water bodies.



Desirable Transportation Level of Service – See “Transportation Level of Service”.

Developer - Any person, legal entity, or association of persons including a governmental agency that petitions for authorization to file an application for development approval such as a plat of a subdivision, or an areawide development plan.

Development: The term “development” means the carrying out of any building activity or mining operation, the making of any material change in the use or appearance of any structure or land, or the dividing of land into three or more parcels.

The following activities or uses shall be taken for the purposes of the chapter to involve “development,” as defined in this section:

- A reconstruction, alteration of the size, or material change in the external appearance of a structure on land.
- A change in the intensity of use of land, such as an increase in the number of dwelling units in a structure or on land or a material increase in the number of businesses, manufacturing establishments, offices, or dwelling units in a structure or on land.
- Alteration of a shore or bank of a seacoast, river, stream, lake, pond, or canal, including any “coastal construction” as defined in f.s. 161.02
- Commencement of drilling, except to obtain soil samples, mining, or excavation on a parcel of land.
- Demolition of a structure.
- Clearing of land as an adjunct of construction.
- Deposit of refuse, solid or liquid waste, or fill on a parcel of land.

The following operations or uses shall not be taken for the purpose of this chapter to involve “development” as defined in this section:

- Work by a highway or road agency or railroad company for the maintenance or improvement of a road or railroad track, if the work is carried out on land within the boundaries of the right-of-way.
- Work by any utility and other persons engaged in the distribution or transmission of gas or water, for the purpose of inspecting, repairing, renewing, or constructing on established right-of-way any sewers, mains, pipes, cables, utility tunnels, power lines, towers, poles, tracks, or the like.
- Work for the maintenance, renewal, improvement, or alteration of any structure, if the work affects only the interior or the color of the structure or the decoration of the exterior of the structure.
- The use of any structure or land devoted to dwelling uses for any purpose customarily incidental to enjoyment of the dwelling.
- The use of any land for the purpose of growing plants, crops, trees, and other agricultural or forestry products; raising livestock; or for other agricultural purposes.
- A change in use of land or structure from a use within a class specified in an ordinance or rule to another use in the same class.
- A change in the ownership or form of ownership of any parcel or structure.
- The creation or termination of rights of access, riparian rights, easements, covenants concerning development of land, or other rights of land.

“Development,” as designated in an ordinance, rule, or development permit includes all other development customarily



associated with it unless otherwise specified. When appropriate to the context, "development" refers to the act of developing or to the result of development. Reference to any specific operation is not intended to mean that the operation is not intended to mean that the operation or activity, when part of other operations or activities, is not development. Reference to particular operations is not intended to limit the generality of subsection (1).

Development Controls - Standards in the Comprehensive Plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the Future Land Use Map.

Development Order - Any order granting, denying, or granting with conditions an application for a development permit.

Development Permit - Includes any building permit, zoning permit, plat approval, subdivision approval, rezoning, variance, or certification of local government and other actions having the effect of permitting the development of land.

Development Phasing - The process by which a large scale project is built in stages over a period of time, concurrent with market conditions and/or the provision of public facilities.

Disability – The term "disability" means, with respect to an individual: A) a physical or mental impairment that substantially limits one or more major life activities of such individual; B) a record of such an impairment; or C) being regarded as having such an impairment. Examples of "Major Life Activities" include:

caring for oneself, performing manual tasks, seeing, hearing, learning, and working.

Distribution - The spatial array of land uses throughout the area.

Drainage Basin - The area defined by topographic boundaries which contributes stormwater to a watershed, drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

Drainage Detention Structure - A structure which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Drainage Facilities - A system of man-made structures designed to collect, convey, hold, divert, or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

Drainage Retention Structure - A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Dwelling Unit - One (1) or more rooms designed for or containing or used as the complete facilities for the cooking, sleeping and living area of a single family only and occupied by no more than one (1) family and containing a single kitchen.

Educational Uses - Activities and facilities of public and private primary or secondary schools, vocational and technical



schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities, or parking.

Enclave - A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Enclave, Residential - A geographical area having a residential land use that is partially or totally surrounded by another land use, which forms a distinct enclosed unit.

Endangered and Threatened Species - Flora and fauna as identified by the U.S. Fish and Wildlife Service’s “List of Endangered and Threatened Wildlife and Plants” in 50 CFR 17.11-12; and fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, F.A.C. Endangered species are so designated due to man-made or natural factors which have placed them in imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

Environmental Element – In the context of the organizational structure of the Plant City Comprehensive Plan the term “*Environmental Element*” may be used interchangeably with the term “*Conservation and Aquifer Recharge Element*” and is meant to fulfill the requirements of Chapter 163.3177 F.S.

Environmentally Sensitive - Descriptive of lands which, by virtue of some qualifying environmental characteristic (e.g., wildlife habitat) are regulated by either the Florida Department of Environmental Protection (FDEP), the Southwest Florida Water Management District (SWFWMD), or any other governmental agency empowered by law for such regulation.

Essential Wildlife Habitat - Natural plant communities which, through the provision of breeding or feeding habitat, are critical to the survival of endangered and threatened species, and species of special concern.

Established Neighborhood - A neighborhood where the majority of platted lands have been developed and occupied without substantial deterioration since such development.

Evacuation Routes - Routes designated by county civil defense authorities or the regional evacuation plan, for the movement of persons to safety in the event of a hurricane.

Evaluation and Appraisal Report - An evaluation and appraisal report as adopted by the local governing body in accordance with the requirements of Chapter 163, F.S.

Evapotranspiration - The combined loss of precipitation through plant transpiration and evaporation from the land surface.

Exotic Nuisance Species - A non-native plant not limited to, but including the following:

SCIENTIFIC NAME

COMMON NAME



<i>Bauhinia variegata</i>	Orchid tree
<i>Broussonetia papyrifera</i>	Paper mulberry
<i>Casuarina spp.</i>	Australian pine
<i>Citrus spp.</i>	Citrus tree
<i>Dalbergia sissoo</i>	Indian rosewood
<i>Enterolobium contortisiliguum</i>	Earpod tree
<i>Eucalyptus spp.</i>	Eucalyptus
<i>Grevillea robusta</i>	Silk oak
<i>Melaleuca quinquenervia</i>	Punk tree
<i>Melia azedrach</i>	Chinabery
<i>Schinus terebinthifolius</i>	Brazilian pepper

Expressway - A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections. Refers only to those highways so designated on the Plant City Highway Functional Classification Map.

Extent - The amount of development, including the area or size in acres.

Facility Availability - Means whether or not a facility is available in a manner to satisfy the concurrency management system. Note: Plant City is a Transportation Concurrency Exception Area and transportation facilities are not part of the concurrency management system.

Final Development Order - A building permit or a final subdivision plat approved by the City Commission.

Floodprone Areas - Areas inundated during a 100-year, or other specified flood event or identified by the National Flood

Insurance Program as an A Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Floor Area Ratio (FAR) - The ratio of permitted floor area to the area of the lot. For example, a FAR of 3 on a 20,000 square foot lot would allow a three story building with 20,000 square feet on each floor or a variety of similar combinations as long as the total floor area did not exceed 60,000 square feet. This concept is used as a measure of intensity for commercial office and industrial development in the same way that density is used to measure residential development.

Florida Friendly Landscaping - Landscaping that conserves water and protects the natural environment as promoted by the Florida Yards and Neighborhoods Program.

Formal Agreements - Contractual settlements which are legal and binding upon an entity(ies) for a specified period of time.

Foster Care Facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents and serving either children or adult foster residents.

Functional Relationship - Means a complementary and interactive relationship among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs or workers between land uses or developments.



Functionally Restored Wetlands - Hydrologically and/or biologically altered wetlands which have been restored to natural levels of productivity and species diversity.

Future Land Use Element - Long-range development guide to coordinate the various functional plans related to the physical development of the community.

Future Land Use Map - The graphic aid intended to depict the spatial distribution of various uses of the land in the City by future land use plan category, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and applicable development regulations.

Future Land Use Plan Category: A classification used to designate, geographically on the Future Land Use Map and/or verbally in text form, which activities are permitted within the area designated. The "Plan Category" section provides 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 as prescribed within this section. The adopted Future Land Use Map provides the following plan category definitions:

Commercial (C): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, those areas of the City which are suited for general and highway commercial uses and compatible related uses subject to the Goals, Objectives and Policies of the Comprehensive Plan and applicable development regulations. Potential development may consider

a maximum density of 16 dwelling units per gross acre, 20 dwelling units per gross acre may be considered in the Midtown Redevelopment District; and maximum Floor Area Ratios shall not exceed 0.35 and 1.00 within 1/4 mile of an interstate interchange.

Downtown Core (DC): The future land use plan category generally used to designate, geographically on the Future Land Use Plan Map and/or textually in the Comprehensive Plan, the primary area and the center of the City designed for pedestrian movement and which is uniquely suited for retail commercial, office, governmental, financial, institutional, and residential uses.

Environmentally Sensitive Areas Overlay: The future land use plan category is generally used to designate, geographically on the Land Use Map and/or textually in the Comprehensive Plan, those areas in the City that are potentially environmentally sensitive and thereby subject to classification as Conservation or Preservation areas under the provisions of the Comprehensive Plan for the City of Plant City. The Environmentally Sensitive Areas Overlay (ESA) future land use plan category on the Future Land Use Map is generalized and not exhaustive of all environmentally sensitive sites. Therefore, actual on-site environmental evaluations must occur for any specific project review, and development of any lands containing environmentally sensitive areas is restricted by applicable federal, state, and/or local environmental regulations and by the applicable Goals, Objectives, and Policies of the Comprehensive Plan. (Refer also to the definitions of



Preservation Area and Conservation Area and to the policies, land use category description, and density computation provisions related to environmentally sensitive areas). In conjunction with on-site environmental evaluation, the adjacent land use designation shall provide guidance as to the development potential that may be considered once environmentally sensitive areas are surveyed and mapped on site.

Industrial Land Use (I): The future land use plan category used to designate geographically on the Future Land Use Map and/or textually in the Comprehensive Plan those areas in the City that are potentially suitable for industrial activities (as described in the Plan Categories Section) that create a minimal degree of impact to the surrounding area, particularly in terms of non-objectionable levels of noise, vibration, dust, and/or odor, and for convenience commercial uses that are limited to serving the development. All new development and major expansions of existing uses are subject to site plan review with the intent to integrate and minimize adverse impacts upon adjacent land uses. No new residential development is allowed. Development in these areas is subject to the Goals, Objectives and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto which allows up to a floor area ratio (FAR) of .5 and a maximum commercial area limited to 10% of the planned development industrial building square footage.

Light Commercial/Office (LC/O): Community or neighborhood serving uses, such as personal service, small

office, low-intensity retail where manufacturing, wholesale distribution, warehousing, mini-storage, outside storage, or other visible signs of intensive-commercial enterprise will not be permitted.

Residential uses are permitted up to 10 dwelling units per acre; and non-residential uses are limited to an F.A.R. of .35. Light Commercial/Office areas shall have direct frontage on arterial or collector streets, or shall be accessible from arterial or collector streets via connecting local streets that do not pass through residential areas. Where possible, joint and/or cross access between parcels is mandatory. Uses shall be developed in a cohesive and compatible development pattern through a C-1B, C-1C or planned development according to the land development regulations of Plant City.

Gateway District (G): This plan category is designed to support economic development, reinforce a sense of entry, promote transportation efficiency, and provide a specific location where a mixing of working, shopping, office, lodging and residential uses can occur along major entry corridors into Plant City. The intent is to promote an integration of land uses, not to require separation. Compatibility shall be addressed by providing effective alternatives to buffering, such as building/street alignment and orientation, screening, provision of pedestrian and bicycle facility continuity, building articulation, and controlled heights and other regulatory tools. Primary uses include Civic, Commercial/Office, and Housing/Residential.

The general development standards for uses within the Gateway District are:



- a) The maximum density for the land use plan category is sixteen (16) units per acre.
- b) The maximum floor area ratio (FAR) for non-residential uses is 0.35, but as a bonus, residential uses may be incorporated vertically above the first floors without impacting the project’s overall FAR.

Mixed Use-Residential/Commercial Land Use Plan Category (MU-RC): This land-use plan category may be used to designate mixed-use planned developments consisting of residential and commercial uses. Non-residential development intensities up to 0.35 Floor Area Ratio (FAR), and residential densities up to 12.0 dwelling units per gross acre, may be permitted within this land use category. Rezoning shall be considered for approval through a Planned Development (PD) rezoning process which requires, at a minimum, an integrated site plan controlled through site-specific design features and specified development conditions to achieve developments which are internally well-designed and compatible with surrounding land uses and consistent with the Goals, Objectives and Policies of the Plant City Comprehensive Plan.

Mixed Use-Residential/Commercial/Industrial Land Use Plan Category (MU-RCI): This land use plan category may be used to designate large-scale mixed-use planned developments consisting of residential, commercial uses, and light-industrial uses, which typically have long-term build out flexibility in a changing market.

Non-residential commercial development intensities up to 0.35 Floor Area Ratio (FAR), light industrial intensities up to 0.50 FAR, and residential densities up to 12.0 dwelling units per

gross acre, may be permitted within this land use category. Development may be considered for approval through a Planned Development (PD) rezoning process which requires, at a minimum, an integrated site plan controlled through site-specific design features and specified development conditions to achieve developments which are internally well designed and compatible with surrounding land uses and consistent with the Goals, Objectives and Policies of the Plant City Comprehensive Plan.

Natural Preservation (N): To recognize public or privately owned lands of significant environmental importance set aside primarily for conservation purposes. No development is permitted except for facilities determined necessary to serve a caretaker/property manager or compatible passive recreational/educational development. Educational uses may be limited to those which utilize the natural amenities found on the site (i.e. the study of flora, fauna or wildlife). Natural Preservation designations are very generalized, may represent only major systems, are not exhaustive and on-site evaluation will be required for specific project review to determine actual extent of these Environmentally Sensitive Areas.

Public/Semi-Public (P): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, those major existing public or semi-public facilities that have major unique land use impacts on surrounding land uses, such as schools (elementary, junior high schools, high schools and community college), major public assembly areas



(stadium/baseball spring training grounds), hospitals, sewer treatment plants, and public cemeteries. Although this future land use plan category only identifies existing major public/semi-public uses, it may be used to designate major future uses or other major existing uses having a unique land use impact, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and to the applicable development regulations pursuant thereto. Except for the 1914 High School and South Florida Baptist Hospital that may have up to a 1.0 FAR, future development on lands designated under the Public/Semi-Public (P) plan category shall not exceed .35 FAR.

Parks, Recreation and Open Space (RO): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, existing and proposed parks and recreational facilities available for public use, subject to the Goals, Objectives and Policies of the Comprehensive Plan for the City of Plant City and applicable land development regulations. The level of service standard for City Recreation Parks shall provide a minimum of 5 acres per 1,000 population. All future development within the Recreation and Open Space Plan Category may consider a maximum of .25 Floor Area Ratio.

Residential – 4 (R-4): The future land use plan category generally used to designate geographically on the Future Land Use Map and/or textually in the Comprehensive Plan those areas that are best suited for single family detached residential uses although other housing approaches and compatible related uses such as churches and public utilities serving the

neighborhood can be integrated in the area subject to the Goals, Objectives and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A density range of 0-4 dwelling units per gross acre maybe achieved within (R-4).

Residential – 6 (R-6): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, those areas in the City suitable for single-family detached residential uses and compatible related uses such as limited convenience commercial and office developments, and home day care facilities serving the neighborhood, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A density range from 0-6 dwelling units per gross acre may be achieved; and the floor area ratio shall not exceed a maximum of .25 (FAR) within (R-6). For consideration of commercial development, a nodal intersection (Arterial/Collector) distance of 250 feet is required.

Residential – 9 (R-9): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, those areas in the City which are uniquely suited for single family and multi-family (duplexes, townhouses, patio homes, and garden apartments) residential uses and compatible related uses such as neighborhood commercial and office development, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A



density range from 0-9 dwelling units per gross acre may be achieved; and the floor area ratio (FAR) shall not exceed a maximum of .35 (FAR) within (R-9). For consideration of commercial development, a nodal intersection (Arterial/Collector) distance of 500 feet is required.

Residential – 12 (R-12): The future land use plan category generally used to designate, geographically on the Future Land Use Map and/or textually in the Comprehensive Plan, those areas in the City which are uniquely suited for single family and multi-family (duplexes, townhouses, patio homes, and garden apartments) residential uses and compatible related uses such as neighborhood commercial and office development, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A density range from 0-12 dwelling units per gross acre may be achieved; and the floor area ratio (FAR) shall not exceed a maximum of .35 (FAR) within (R-12). For consideration of commercial development, a nodal intersection (Arterial/Collector) distance of 500 feet is required.

Residential–16 (R-16): The future land use plan category is generally used to designate geographically on the Future Land Use Plan Map and/or textually in the Comprehensive Plan, those areas in the City which are suited for single-family attached and multi-family residential development (duplexes, townhouses, and apartments) and compatible related uses such as neighborhood commercial and office developments serving the area subject to the Goals, Objectives and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A density ranging from 0-16

dwelling units per gross acre maybe achieved; and the floor area ratio (FAR) shall not exceed a maximum of .35 FAR within (R-16). For consideration of commercial development, a nodal intersection (arterials/collectors) distance of 500 feet is required.

Residential – 20 (R-20): The future land use plan category is generally used to designate geographically on the Future Land Use Plan Map and/or textually in the Comprehensive Plan, those areas in the City which are suited for multi-family residential development (duplexes, townhouses, and apartments) and compatible related uses such as neighborhood commercial and office developments serving the area subject to the Goals, Objectives and Policies of the Comprehensive Plan and applicable development regulations pursuant thereto. A density range from 0-20 dwelling units per gross acre maybe achieved; and the floor area ratio (FAR) shall not exceed a maximum of .35 (FAR) within (R-20). For consideration of commercial development, a nodal intersection (Arterials/Collector) distance of 500 feet is required.

G-1 Aquifers - Prime or unique potable water aquifers which should be afforded maximum protection.

Geographic Information System (GIS) - A computer hardware/software system capable of storing and analyzing geographic information as well as sophisticated image processing.

Goal - The long-term end toward which programs or activities are ultimately directed.



Governing Body - The Board of County Commissioners of a county, the Commission or Council of an incorporated municipality, or any other chief governing body of a unit of local government, however designated, or the combination of such bodies where joint utilization of the provisions of this Act is accomplished as provided in F.S. Chapter 163 and Chapter 177.

Governmental Agency - The United States or any department, commission, agency, or other instrumentality thereof; this State or any department, commission, agency, or other instrumentality thereof; any local government, as defined in F.S. Chapter 380, or any department, commission, agency, or other instrumentality thereof, any school board or other special district, authority, or governmental entity.

Grant Program - Money available from government sources for specific purposes.

Graywater - All residential waste that includes bath, lavatory, sink (but not the kitchen sink) and laundry wastes.

General Lanes - Intrastate roadway lanes not exclusively designated by the Florida Department of Transportation for long distance, high speed travel. In urbanized areas, general lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

Gross Residential Acreage - The residential land area of a development proposal which is used in calculating gross residential densities.

Gross Residential Density - The number of dwelling units per gross acre within a given land area.

Group Home - A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents. Assisted Living Facilities comparable in size to group homes are included in this definition. It shall not include rooming or boarding homes, clubs, fraternities, sororities, monasteries or convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management - A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Hazardous Waste- Solid waste, or a combination of solid wastes which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to an increase in mortality; or an increase in serious irreversible or incapacitating irreversible illness; or incapacitating reversible illness; or may pose a substantial present or potential hazard to human health or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

Hazardous Waste Generator - Any person, or site, whose action or process produces hazardous waste identified or listed



in 40 CFR 261, or whose act first causes a hazardous waste to become subject to regulation.

High Recharge Area or Prime Recharge Area - Means an area so designated by the appropriate water management district governing board. High recharge and prime recharge areas shall receive a level of protection commensurate with their significance to natural systems or their status as current or future sources of potable water.

Historic Resources - All areas, districts or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

Hotel/Motel - Hotel/motel means any building containing principally sleeping rooms in which transient guests are lodged with or without meals, with no provision made for cooking in any individual room or suite. Such building would structurally and for purposes of safety be obliged to conform to the laws of the state regulating to hotels/motels. Hotels/motels do not include apartments, condominiums, boarding/rooming houses, assisted living facilities, school dormitories, extended stay medical facilities, nursing homes, and migrant or farm worker housing.

Hurricane Shelter - A structure designated by local officials as a place of safe refuge during a storm or hurricane.

Hurricane Vulnerability Zone (also areas subject to coastal flooding) - The areas delineated by the regional or local hurricane evacuation plan as requiring evacuation. The

hurricane vulnerability zone shall include areas requiring evacuation in the event of a 100-year storm or Category 3 storm event.

Imagine 2040 - Plant City Comprehensive Plan – Also known as the Comprehensive Plan for the City of Plant City or Comprehensive Plan.

Impervious Surface - Surface which has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots and other similar structures.

In Compliance - Consistent with the requirements of Chapter 163 F.S., the State Comprehensive Plan, and the appropriate regional policy plan, where such rule is not inconsistent with Chapter 163 F.S.

Individual Graywater Disposal System - A system of piping, a tank or treatment device, and a subsurface absorption bed or drainfield for handling and treating graywater where blackwater is treated by a central sewerage system.

Industrial Uses - The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill Development - Development on scattered vacant sites within the urbanized area of a community.



Informal Agreements - Simple non-binding arrangement of cooperation to provide services or facilities among different entities. Agreements represent acts of goodwill between communities or other entities.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites; or retention/detention areas; stormwater systems; utilities; and roadways.

Intensity - Means an objective measurement of the extent to which land may be developed or used, including the consumption or use of the space above, on or below ground; the measurement of the use of or demand on natural resources, and the measurement of the use of or demand on facilities and services.

Interagency Hazard Mitigation Report - The recommendations of a team of federal, state, regional, or local officials which address measures to reduce the potential for future losses and which is prepared in response to a Presidential Disaster Declaration.

Interchange - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

Intergovernmental Coordination - Process in which different levels of government (federal, state, regional, and local) act together in a smooth, concerted way to either avoid

and/or to share the responsibilities and benefits of a common service or facility.

Interim Wastewater Treatment Plant - A wastewater treatment plant which has a design service life of five years or less.

Interstate-4 Green Tech Corridor Overlay - Overlay used to designate areas and corridors within the municipality, which have been determined to have qualities that promote development and redevelopment of target industries in and around the City of Plant City. The purpose of this overlay is to diversify and expand the employment base in the municipality in ways that increase median income and high quality employment opportunities that achieve the economic development, environmental and sustainability objectives of Plant City.

This overlay is used to designate those areas that are suited for target industry development under one of the development pattern typologies. The overlay provides for additional development options if minimum criteria can be met. Projects that use this overlay must compatibly integrate uses on the site, addressing scale, connectivity, building and site design. Office uses, research corporate park uses, light industrial multi-purpose and mixed use projects can be considered with varying FARs, based on location (See Interstate-4 Tech Corridor Overlay). Strip development with separate driveway access for commercial uses shall be prohibited. Development in these areas is subject to the Goals, Objectives, and Policies of the



Comprehensive Plan and applicable Land Development Regulations.

Land - The earth, water, and air above, below or on the surface, and includes any improvements or structures customarily regarded as land.

Land Acquisition - Obtaining land and related resources for public outdoor recreation by various means.

Land Development Regulation Commission - A commission designated by a local government to develop and recommend to the local governing body land development regulations which implement the adopted Comprehensive Plan and to review land development regulations, or amendments thereto, for consistency with the adopted Plan and report to the governing body regarding its findings. The responsibilities of the Land Development Regulation Commission may be performed by the Local Planning Agency.

Land Development Regulations - Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulations controlling the development of land, except that this definition shall not apply in Chapter 163 F.S. where applicable.

Land Use - The development that has occurred on the land, the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or portion thereof, land

development regulations, or a land development code, as the context may indicate.

Latent Demand – Is the measure of potential demand for a yet to be provided supply. In terms of transportation this is typically referred to bicycle and pedestrian facilities. The latent demand for bicycle and pedestrian facilities is combined with the calculation of bicycle and pedestrian levels of service to indicate the facilities with the greatest need for improvement or construction.

Laws - All ordinances, resolutions, regulations, comprehensive plans, land development regulations, and rules adopted by a local government affecting the development of land.

Level-of-Service (LOS) - An indicator of the extent or degree of service provided by, or proposed to be provided, by a facility based on and related to the operational characteristics of the facility. Level-of-service shall indicate the capacity per unit of demand for each public facility.

Level of Service for Planning Purposes – See “Transportation Level of Service”.

Limited Access Facility - A roadway especially designed for through traffic, and over, from or to which owners or occupants of abutting land or other persons have no greater than a limited right or easement of access. A “Limited Access Facility” provides uninterrupted flow at relatively high speeds, such as freeways and expressways, and usually controls access through grade-separated interchanges.



Local Comprehensive Plan - The *Plant City Comprehensive Plan*, which is the local comprehensive plan adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, as amended.

Local Government - Any county or municipality.

Local Peacetime Emergency Plan - The plans prepared by the county civil defense or county emergency management agency addressing weather-related natural hazards and man-made disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery and in coastal counties, hurricane evacuation.

Local Planning Agency- The Hillsborough County City-County Planning Commission under Chapter 75-390 and Chapter 78-523, Laws of Florida, which is the agency designated to prepare the comprehensive plan pursuant to the "Florida Local Government Comprehensive Planning and Land Development Act".

Local Road (Street) - A roadway carrying relatively low traffic volume, short trip lengths are typically short and through movements are frequent. The main purpose of a local road is to provide immediate land access primarily to residential areas.

Low and Moderate Income Families - Lower income families as defined under the Section 8 Assisted Housing Program, or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" includes "households".

Low Income Persons - One or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80% of the median annual adjusted gross income for households within the state, or 80% of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Major Public Facility - Any "publicly owned" facility of more than local significance.

Major Trip Generators (or Attractors) - Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

Man-Made Water Bodies - For the purposes of determining permitted density, those water-covered lands, either existing or to be created as part of a proposed development (including land excavation and lake creation as defined in applicable development regulations), which do not satisfy the definition of "Water Bodies" as defined in this section.

Manufactured Housing - A mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Mediation - Process of intervening between conflicting parties to promote reconciliation, settlement or compromise.



Minerals - All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the State.

Minimum Housing Code - Standard used to determine whether a structure is safe for human occupancy. The Minimum Housing Code is to insure maintenance and improvement of existing housing to meet accepted standards.

Mitigation - The abatement or diminution of adverse environmental impacts through corrective action after the impacts have occurred (e.g., compensation, restoration, replacement, etc.), or through an avoidance or minimizing of impacts prior to occurrence.

Mixed Use Development - A relatively large scale project composed of one or a group of structures located in proximity to major roadways and intersections which is characterized by two or more significant revenue producing uses (e.g., retail, office, residential, hotel/motel, and recreation).

Mobile Home - A structure, transportable in one or more sections, which is built on an integral chassis and designed to be used as a dwelling when connected to the required utilities and includes the plumbing, heating, air-conditioning, and electrical systems contained therein. For tax purposes, the length of a mobile home is the distance from the exterior of the wall nearest to the drawbar and coupling mechanism to the exterior of the wall at the opposite end of the home where such walls enclose living or other interior space. Such distance

includes expandable rooms, but excludes bay windows, porches, drawbars, couplings, hitches, wall and roof extensions, or other attachments that do to enclose interior space. In the event that the mobile home owner has no proof of the length of the drawbar, coupling, or hitch, then the tax collector may in his discretion either inspect the home to determine the actual length or may assume four feet to be the length of the drawbar, coupling, or hitch.

Mobility Element - In the context of the organizational structure of the Plant City Comprehensive Plan the term "*Mobility Element*" may be used interchangeably with the term "*Transportation Element*" and is meant to fulfill the requirements of Chapter 163.3177 F.S.

Mobility Fee - Means the transportation mobility fee established pursuant to Article IV of Chapter 86, Plant City Code (or as same Article may be renumbered in the future).

Mobility Plan - Means the study which supports the implementation of mobility fees, as referenced in Article IV of Chapter 86, Plant City (or as same Article may be renumbered in the future).

Modal Split - The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, walk).

Moderate Income Persons - Means one or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state; or 120



percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA); or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Multi-Family Dwelling Units - Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Family High-Rise - A structure over eight stories containing multiple dwelling units.

Multi-Family Mid-Rise - A three to eight story structure containing multiple dwelling units.

Multi-Family Quadruplex - A multi-family structure containing four units (may be stacked vertically or not).

Multi-Modal Transportation System - A comprehensive transportation system including the following options of mode-choice users: fixed-guideway transit, bus, auto, motorcycle, bike and pedestrian modes.

Multi-Purpose Outdoor Recreation Facility - (As contrasted to a "single purpose facility"). An outdoor recreation facility which is designed for more than one activity use; e.g., athletic field or racquetball/handball court.

Multi-Purpose Project - A structure(s) which contains more than one use, but which lacks either part or all of the integration, scale, and diversity of "mixed use developments".

Municipality - A governmental entity created pursuant to general or special law authorized or recognized pursuant to S.2 or S.6, Art. VIII of the State Constitution.

National Ambient Air Quality Standards (NAAQS) - Restrictions established by the Environmental Protection Agency pursuant to Section 109 of the Clean Air Act to limit the quality or concentration of an air pollutant that may be allowed to exist in the ambient air for any specific period of time. Those air pollutants for which standards exist are: carbon monoxide, lead, nitrogen dioxide, ozone, sulfur dioxide and total suspended particulates.

Native Species - Flora and fauna which naturally occur in Plant City; not to mean naturalized or indigenous species which originate from outside the City.

Natural Aquifer Recharge - The replenishment of ground water in an aquifer.

Natural Drainage Features - The naturally occurring features of an area which accommodate the flow of significant amounts of stormwater, such as streams, rivers, lakes, sloughs, floodplains and wetlands.

Natural Drainage Flow - The pattern of surface and stormwater drainage through or from a particular site before the construction or installation of improvements or prior to regrading.

Natural Groundwater Aquifer Recharge Areas, or Natural Groundwater Recharge Areas, or Groundwater



Recharge Areas - Areas contributing to or providing volumes of water which make a contribution to the storage or regional flow of an aquifer.

Natural Plant Communities - Mature stands of native plant assemblages exhibiting minimal signs of anthropogenic disturbance.

Natural Reservations - Areas designated for conservation purposes and operated by contractual agreement with or managed by a federal, state, regional or local government or non-profit agency such as: national parks; state parks; lands purchased under the Save Our Coast; Conservation and Recreation Lands or Save Our Rivers programs; sanctuaries; preserves; monuments; archaeological sites; historic sites; wildlife management areas; national seashores; and Outstanding Florida Waters.

Natural Resources - Land, air, water, ground water, drinking water supplies, fish and their habitats, wildlife and their habitats, biota, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the State of Florida and situated in an area of critical state concern or offshore from an area of critical state concern.

Natural Streamcourses - Perennial streams which have not been physically altered through dredging, filling, bulkheading, or hardening.

NESHAPS Program - A Federal program regulating stationary sources of air pollutants, defined by CAA Section 112 as the National Emission Standards for Hazardous Air Pollutants.

Net Density - Refers to the number of dwelling units per net developable acre (total acreage of developable residential portions of the site) within a given land area.

Newspaper of General Circulation - A newspaper published at least on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

Node - A focal point within the context of a larger, contiguous area. A node is an area of concentrated activity that attracts people from outside its boundaries for purposes of interaction within that area.

Nonattainment (Air Pollution) - Any area not meeting ambient air quality standards and designated as a nonattainment area under Section 17-2.410, FAC for any of the NAAQS-listed air pollutants.

Non-Point Source Pollution (of Air or Water Pollution) - Source of air or water pollution that is diffuse and unidentifiable in terms of specific location of origin. Non-point sources of air pollution may be a "complex source" such as entrained dust from a roadway or a "mobile source" such as hydrocarbon emissions from automobiles. Non-point sources of water



pollution include stormwater runoff from roads or agricultural lands.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Office - A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity.

Open Spaces - A part or parts of a lot reserved for light, air or visual, aesthetic, environmental or recreational amenities or similar purposes. Such open space shall be available for entry and use by the occupants of the building(s) or to the general public. Open space shall include parks, plazas, lawns, landscaped areas, pedestrian ways and active or passive recreation areas.

Outdoor Recreation Activity - A specific, individual type of outdoor recreation. Activities are divided into two categories: active activities are those which involve some direct and specialized physical manipulation by the participant such as swimming, hiking, boating, etc.; passive activities are those which are mental rather than physical, such as sightseeing, nature study, scenic appreciation, etc.

Outfall - The natural or man-made storm-water conveyance system that drains the land.

Overriding Public Interest - Actions required by local, state, or federal government, necessary for the promotion of public safety, health, and general welfare.

Paratransit - Transit services, including ridesharing, car or van pools, demand responsive buses, and other public transit services, which are characterized by their nonscheduled, non-fixed route nature.

Parcel of Land - Any quantity of land capable of being described with such definiteness that its locations and boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.

Park - A "City Recreation Park", or a regional park.

Pattern - The form of the physical dispersal of development or land use.

Peak Sensitive Lands - Land that is prone to flooding because the outfall is inadequate to handle the water flow.

Performance Standard - A target or objective which defines or qualifies the desired or required state of operation of a specific public facility (stormwater treatment), through use of certain variable parameters which are associated with the public facility.

Person - An individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two or



more persons having a joint or common interest, or any other legal entity.

Person Per Dwelling Unit Conversion Factor - An infrastructure measurement factor which assigns weights to certain groups of people (e.g., the elderly) so that their impacts on the land and supporting infrastructure can be objectively compared to groups whose impacts approximate the average.

Plan - Refers to the adopted Comprehensive Plan for the City of Plant City, or *Plant City Comprehensive Plan*.

Planned - A future project, event, or land area use that has been anticipated and prepared for, usually with a site plan, a land use plan and/or within the Capital Improvement Program and Capital Budget.

Planned Development (PD) - Development, governed by the requirements of the City of Plant City's Planned Development (PD) zoning district, or revisions thereof, and which is (1) designed as a unit, (2) may include one or more land uses, (3) generally avoids a gridiron pattern of streets, and (4) usually provides common open space, recreation areas, or other amenities. Planned development requirements include submission and review of site plans as well as capital improvements commitments, when applicable.

Playground - A recreation area with play apparatus.

Point Source Discharge - Release of degraded water through a discernible, confined or discrete conveyance, including but not limited to pipes, ditches, channels, tunnels, conduits or wells.

This term does not include return flows from irrigated agriculture.

Point Source Pollution - Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock concentrated animal feeding operation, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.

Policy - The way in which programs and activities are conducted to achieve an identified goal.

Pollution - The presence in the outdoor atmosphere, ground or water of any substances, contaminants, noise or man-made or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

Potable Water Facilities - A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

Potable Water Wellfield - Means the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.



Preservation Area - See Conservation Area.

Preliminary Development Order - A zoning approval, Development of Regional Impact approval, or any other development order other than a final development order.

Primary Tributaries - Waterbodies shown on the most recent U.S. Geological Survey quadrangle sheets as having perennial flow which eventually drain into any permanent open water body.

Priority - The ranking or order or precedence assigned to each project or need to establish its place with respect to all others under consideration at any given time.

Private Recreation Sites - Sites owned by private, commercial or non-profit entities available to the public for purposes of recreational use.

Private Sector Contributions - Land or money donated by the private sector to expand the park system.

Programmed - A facility that has been officially scheduled for construction in the Capital Improvements Program and Capital Budget.

Proposed Evaluation and Appraisal Report - A draft evaluation and appraisal report for the *Plant City Comprehensive Plan* prepared by the local planning agency that is transmitted to the local governing body for review and adoption.

Public Access - The ability of the public to physically reach, enter or use recreation sites.

Public Buildings and Grounds - Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities - Major capital improvements, including, transportation, sewer, solid waste, drainage, potable water, educational, parks and recreation facilities.

Public Notice or Due Public Notice - As used in connection with the phrase "public hearing" or "hearing to be held after due public notice" means the noticing requirements as articulated in the *Comprehensive Plan Amendment Procedures Manual for unincorporated Hillsborough County and the Cities of Tampa, Plant City and Temple Terrace*.

Public Recreation Sites - See "City Recreation Park".

Public or Mass Transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Purchase of Development Rights - The acquisition of a governmentally recognized right to develop land which is severed from the realty and held or further conveyed by the purchaser.



Quasi-Public - Partially supported or operated by a public agency.

Real Property - All lands located in an area of critical state concern, including improvements and fixtures thereon and property of any nature appurtenant thereto or used in connection therewith, and every estate, interest, and right, legal or equitable, therein, including terms of years and liens by way of judgment, mortgage, or otherwise and the indebtedness secured by such liens.

Receiving Waters - The surface water area into which point source pollution enters after appropriate water quality treatment.

Recreation - The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility - A component of a recreation site used by the public such as a trail, court, athletic field or swimming pool.

Recreational Uses - Activities within areas where recreation occurs.

Redevelopment - A process that is used in developed areas to rehabilitate and infill underutilized areas more efficiently and/or replace blighted areas by changing the types of uses, intensities or densities of the land uses, usually to achieve an economically higher and best use of the land.

Regional Activity Center - An area in the city's and region's comprehensive plans designated for the purpose of promoting intense concentrated growth in areas that have adequate infrastructure or planned infrastructure, in order to reduce sprawled development patterns and their associated negative impacts.

Regional Park - A park which is designated to serve two or more communities.

Regional Planning Agency - The Tampa Bay Regional Planning Council, which is the agency designated by the state land planning agency (*Florida Department of Economic Opportunity*) to exercise responsibilities under law for the City of Plant City.

Regional Wastewater Treatment Plants - Large wastewater treatment plants (generally 5 MGD or greater capacity) with the permitted capacity for significant future expansion and higher levels of treatment (AWT).

Regulatory Authority - A constituted body established under law to control, fix or adjust the time, amount, degree or rate of the provision of a public or quasi-public service or facility.

Relocation Housing - Those dwellings which are available to families displaced by public programs, provided that such dwellings are decent, safe and sanitary and within the financial means of the families or individuals displaced.

Research Corporate Park - 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.

Resident Population - Inhabitants counted in same manner utilized by the United States Bureau of the Census, in the category of total population. Resident population does not include seasonal population.

Residential Uses - Activities within land areas used predominantly for housing.

Resource Protection Areas - Environmentally sensitive lands or lands containing economically significant natural resources for which special protective measures have been, or may be in the future, prepared.

Resource-Based Recreation - Outdoor recreation that is dependent on some particular element or combination of elements in the natural or cultural environments. Activities that are limited in both quality and location, include hunting, fishing, camping, boating, water-skiing, surfing and nature study. Also

may include visiting historical and archaeological sites that can be provided only to the extent that the supporting natural or historical resources are available.

Right-of-Way- Land in which the State, a county, or a municipality owns the fee simple title or has an easement dedicated or required for a transportation or utility use.

Roadway Functional Classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, collector roads, and local streets which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Rural Areas - Low density areas characterized by social, economic and institutional activities which may be largely based on agricultural uses or the extraction of natural resources in unprocessed form, or areas containing large proportions of undeveloped, unimproved, or low density property.

Rural Village or Rural Activity Center - A small, compact node of development within a rural area containing development, uses and activities which are supportive of and have a functional relationship with the social, economic and institutional needs of the surrounding rural areas.

Safe Yield - The volume of groundwater which can be withdrawn from public water supply aquifers without resulting in adverse environmental impacts (e.g., saltwater intrusion), while at the same time ensuring an adequate long-term water



supply under conditions of historically precedented low rainfall, predictable increases in demand, and events causing significant interruption of the water supply.

Sanitary Sewer Facilities (or Sewerage) - Structures or systems designed for the collection, transmission, treatment, or disposal of sewage and includes trunk mains, interceptors, treatment plants, and disposal systems.

Sanitary Sewer Interceptor - A sewerage conduit which connects directly to, and transmits sewage to, a treatment plant.

Sanitary Sewer Trunk Main- A sewerage conduit which connects directly to, and transmits sewage to, an interceptor.

Scale - Generally refers to relative size or extent.

Seasonal Population - Part-time inhabitants who utilize, or may be expected to utilize, public facilities or services, but are not residents. Seasonal population shall include tourists, migrant farmworkers, and other short-term and long-term visitors.

Section 8 - The low income housing assistance program authorized in Title II of the Housing and Community Development Act of 1974. Assistance is provided on behalf of eligible families occupying new, substantially rehabilitated, or existing rental units through assistance payments and contracts with owners.

Septic Tank - A watertight receptacle constructed to promote separation of solid and liquid components of wastewater, to provide limited digestion of organic matter, to store solids, and to allow clarified liquid to discharge for further treatment and disposal in a soil absorption system.

Service Agreement - A contract by common consent between two or more entities (e.g., municipalities, special authorities) to promote and coordinate programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities and infrastructure set out in the local Plan or required by local, state or federal law. Service agreements can be formal or informal in nature though they are almost always formal.

Service Radius - The radius of the generally circular surrounding land area from which a park, recreation site or facility draws its participants. (Adapted from Outdoor Recreation in Florida definition).

Services - The programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, state, or federal law.



Setback - Physical distance which serves to minimize the effects of development activity on an adjacent property, structure or natural resource; and within which it may be necessary to restrict activities for the area. Also, a required horizontal distance from the subject land or water area designed to reduce the impact on adjacent land of land uses or cover types located on the subject land or water area.

Significant Wildlife Habitat - Large contiguous stands of natural plant communities which have the potential to support healthy and diverse population of wildlife.

Single Family Attached Dwellings - A structure containing three or more single family dwelling units with both side walls (except end units of building) attached from ground to roof. (See Townhouses)

Single Family Detached Dwellings - A single family dwelling with open space on all sides.

Site - Any tract, lot, or parcel of land or combination of tracts, lots or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project.

Solid Waste - Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

Solid Waste Facilities - Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

Solid Waste Processing Plant - A facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

Solid Waste Transfer Station - A facility for temporary collection of solid waste prior to transport to a processing plant or to final disposal.

Special District - A designated land area set up to manage a unique resource (e.g., water, historical) or to encourage the redevelopment of an area to its original or a more desired state.

Special Park - A park which is a single purpose park characterized by one major facility such as a boat ramp, a fishing pier, a beach, a small playground, an isolated picnic area, or a community center.

Species of Special Concern - Fauna identified in Section 39-27.03-05 FAC, which warrants special protection, recognition or consideration because it has an inherent significant vulnerability to habitat modification, environmental alteration, human disturbance, or substantial human exploitation which, in the foreseeable future, may result in its becoming a threatened species; may already meet certain criteria for designation as a threatened species but for which conclusive data is limited or lacking; may occupy such an unusually vital and essential ecological niche that should it decline significantly in numbers



or distribution other species would be adversely affected to a significant degree; or has not sufficiently recovered from past population depletion.

Spectator Activities - Those outdoor recreation activities which are carried on primarily for the visual benefit of others rather than for the direct enjoyment of the active participants. These are all activities such as stadium sports, horse races, etc.

State Bond Act - SS.215.57-215.83, as the same may be amended from time to time.

State Land Development Plan - A comprehensive statewide plan or any portion thereof setting forth state land development policies.

State Land Planning Agency - The Department of Economic Opportunity.

State Water Quality Standards - Numerical and narrative standards that limit the amount of pollutants that are allowed in Waters of the State, as defined by Chapter 62-4, FAC.

Stormwater- The flow of water which results from a rainfall event.

Stormwater Facilities - Means man-made structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities and retention facilities.

Stormwater Management System - The system, or combination of systems, designed to treat stormwater, or collect, convey, channel, hold, inhibit, or divert the movement of stormwater on, through, and from the site.

Stormwater Runoff - That portion of precipitation which is not passed into the soil by infiltration, evaporated into the atmosphere, or entrapped by small surface depressions and vegetation, and which flows over the land surface during, and for a short duration following, any rainfall.

Stormwater Treatment Facility - A system of man-made structures designed to collect, convey, hold, divert or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

Strip Commercial – A suburban pattern where most businesses occupy their own building on a lot facing a commercial corridor. Lots on suburban commercial strips are large enough to accommodate their peak parking demand and have individual driveways to the commercial corridor as their primary access.

Structure - Anything constructed, installed, or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural or office purposes either temporarily or permanently. "Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.



Subdivisions - The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable state statutes and local land development regulations.

Suburban- Generally refers to development on the periphery of urban areas, predominantly residential in nature, with many urban services available. Intensity of development is usually lower than in urban areas.

Sufficiency of Petition - The verification of the signatures and addresses of all signers of a petition with the voting list maintained by the county supervisor of elections and certification that the number of valid signatures represents the required percentage of the total number of qualified voters in the area affected by a proposed annexation.

Sufficiency Review - Florida Department of Economic Opportunity's (DEO) review of an adopted evaluation and appraisal report to determine whether it has been submitted in a timely fashion and whether it contains components in accordance with the prescribed criteria in Chapter 163, F.S., and this Rule.

Suitability - The degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

Support Documents - Any surveys, studies, inventory maps, data, inventories, listings or analyses used as bases for or in developing the local comprehensive plan.

Townhouses - Two or more single-family dwelling units within a structure having common side walls, front and rear yards, and individual entryways. (See Single Family Attached Dwelling).

Transfer of Development Rights - Means a governmentally recognized right to use or develop land at a certain density, or intensity, or for a particular purpose, which is severed from the realty and placed on some other property.

Transitional Area – Graphic representation on the Future Land Use Plan Map indicating lands which have been annexed into the municipal limits of Plant City from the unincorporated areas of Hillsborough County. In accordance with Florida Statutes Chapter 171.062 (2), the annexed areas are subject to the county land use plan (*Hillsborough County Comprehensive Plan*), county zoning and other regulations in effect at the time of the annexation. These regulations remain in full force and effect (including intensity and density limitations) until the Plant City City Commission adopts a comprehensive plan amendment to designate the annexed areas with a land use plan classification consistent with the *Plant City Comprehensive Plan*.

Transitional Use - Land uses which can be compatibly located between high and low intensity uses (e.g., office or multi-family developments between single-family and commercial areas). Transitional uses are generally projects of a large enough scale to accommodate one or more structures and/or uses within the project boundaries (see Mixed Use).

Transportation Demand Management - Strategies and techniques that can be used to increase the efficiency of the



transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs, flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged - Those individuals who because of physical or mental disability, income status, or age are unable to transport themselves or to purchase transportation and are, therefore, dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Transportation Level of Service – As used throughout the *Plant City Comprehensive Plan*, Transportation levels of service are “benchmarks” that the City Commission will use to evaluate the condition of the transportation system and to help the City Commission plan for improvements to be added to the Capital Improvements Program as needed and financially feasible. In the Comprehensive Plan, transportation level of service is referred to as “desirable level of service”, “level of service for planning purposes”, “level of service standards”, etc. In all cases, the transportation levels of service are intended to assist the City of Plant City in monitoring the condition of the transportation system and identifying potential improvements, but are not included within a concurrency management system.

Transportation Level of Service Standards – See “Transportation Level of Service”.

Transportation Systems Management (TSM) - A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as elements of one single urban transportation system. The key objective of TSM is to coordinate these individual elements through demand management strategies, incident management strategies, demand management regulatory and service policies, and other actions to achieve maximum efficiency and productivity for the system as a whole.

Uniform Mitigation Assessment Method (UMAM) – Standardized state assessment method to determine the amount of mitigation needed to offset adverse impacts to wetlands and other surface waters. This methodology was promulgated through Chapter 62-345, F.A.C. and requires the replacement of the ecological value of impacted wetlands and other surface waters.

Urban Area - Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services. Characterized by social, economic and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and non-residential development uses other than those which are characteristic of rural areas.

Urban in Character - An area used intensively for residential, urban recreational or conservation parklands, commercial,



industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.

Urban Purposes - Land is used intensively for residential, commercial, industrial, institutional, and governmental purposes, including any parcels of land retained in their natural state or kept free of development as dedicated greenbelt areas.

Urban Services - Any services offered by a municipality, either directly or by contract, to any of its present residents.

Urban Sprawl – A development pattern characterized by low density, automobile dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

User-Oriented Recreation - Outdoor recreation which can be provided almost anywhere for the convenience of the user. Golf, tennis, baseball, archery, skeet, and trap shooting, and playground activities are included. Also may include less strenuous pastimes such as listening to a band concert in a park, watching spectator sports or strolling through a zoo. Can always be provided, assuming the availability of space and funds for development.

Utility Rights-of-Way - Land dedicated to a public authority for community services, including, but not limited to, electricity, telephone, water supply, gas, and wastewater disposal.

Vegetative Communities- Ecological communities, such as coastal strands, oak hammocks and cypress swamps, which are classified based on the presence of certain soils, vegetation, and animals.

Very Low-Income Family (Household) - One or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the metropolitan statistical areas (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Volume Sensitive Lands - Lands that drain into areas that do not have a positive outfall. Positive outfall is the condition when the natural or man-made stormwater conveyance system that drains the land is functioning adequately. This includes man-made swales, waterways or other means of conveyance systems and does not include sheet flow.

Wastewater– The term "*wastewater*" may be used interchangeably with the term "*sanitary sewer*" and is meant to fulfill the requirements of Chapter 163.3177 F.S.

Water Bodies - For the purpose of determining permitted density, rivers, lakes, or pond beds and any other permanently or historically water-covered land that occurs naturally at the inundated site up to the mean high water level.

Water Budget- A formula which can be used to derive estimates of the maximum and minimum limits of a water



supply by quantifying all inputs (e.g., precipitation) and outputs (e.g., runoff, consumptive use).

Water Dependent Uses- Activities which can be carried out only on, in or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

Water Recharge Areas- Land or water areas through which groundwater is replenished.

Water Wells - Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural or potable water for general public consumption.

Water-Related Uses- Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Wellhead Protection Area - An area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, as defined in this chapter, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

Wetlands - Those areas that are inundated or saturated by surface water or ground water at a frequency and duration sufficient to support, and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soils. Soils present in wetlands generally are classified as hydric or alluvial, or possess characteristics that are associated with reducing soil conditions. The prevalent vegetation in wetlands generally consists of facultative or obligate hydrophytic macrophytes that are typically adapted to areas having soil conditions described above. These species, due to morphological, physiological, or reproductive adaptations, have the ability to grow, reproduce or persist in aquatic environments or anaerobic soil conditions. Florida wetlands generally include swamps, marshes, bayheads, bogs, cypress domes and strands, slough, wet prairies, riverine swamps and marshes, hydric seepage slopes, tidal marshes, mangrove swamps and other similar areas. Florida wetlands generally do not include longleaf or slash pine flatwoods with an understory dominated by saw palmetto.

Wildlife - Any member of the animal kingdom, including but not limited to any mammal, fish, bird, amphibian, reptile, mollusk, crustacean, arthropod, or other invertebrate.

Wildlife Corridors - Large contiguous stands of significant wildlife habitat which facilitate the natural migratory patterns, as well as other habitat requirements (e.g., breeding, feeding), of wildlife.



Xeriscape Landscaping - Cultivated landscaping utilizing predominantly native, drought tolerant, plant species to minimize irrigation requirements.

Zoning - In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (e.g., commercial, industrial, residential, or office) and the location, bulk, height, shape, use, and coverage of structures within each zone.

Zoning Conformance - The process by which zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Comprehensive Plan and the adopted zoning conformance matrix which illustrates which zoning classifications are permitted in which land use plan categories. State law requires that all land development regulations must be in conformance with the specified and implied intent of the Comprehensive Plan.

