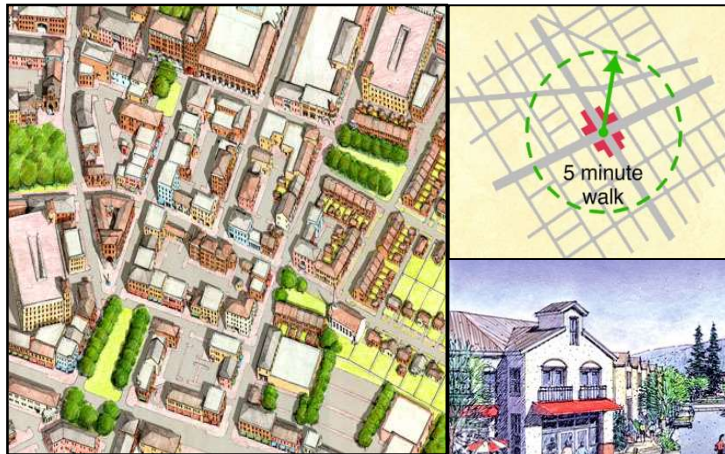




Future of Hillsborough

Comprehensive Plan for Unincorporated Hillsborough County Florida



Livable Communities Element

As Amended by the Hillsborough County Board of County Commissioners June 5, 2008 (Ordinance 08-13)

Department of Community Affairs Notice of Intent to Find Comprehensive Plan Amendments in Compliance published August 4, 2008 {DCA PA No. 08-1ER-NOI-2901- (A)-(I) }

August 26, 2008 Effective Date

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1.0 COMMUNITY AND SPECIAL AREA STUDIES

Purpose of Community and Special Area Studies

Community and Special Area Studies are intended to be extensions and refinements of the County's Comprehensive Plan. The studies should discuss the special and unique characteristics of the areas under study and examine the issues and problems facing the areas and provide strategies for solutions. They are meant to portray a vision for the future and may have an impact on zoning. Community and Special Area Studies are to be developed through an extensive citizen participation program.

The Comprehensive Plan is general in nature and provides guidance on an issue county-wide. A community or special area study is more detailed in nature and is intended to provide specific recommendations on issues in a particular area of the county.

The County's Comprehensive Plan, for example, would permit consideration of commercial use at all major intersections. A Community or Special Area Study may specify certain locations for commercial development. Further, community or special area studies may define the form (or character) of commercial development, such as a Main Street, town center, strip or shopping center.

Another example is that, while the County's Comprehensive Plan does not identify all public facilities, a Community or Special Area Study could identify major public facilities such as schools, parks, libraries and the infrastructure needed to support the community or area under study.

The general steps for the community and special area study preparation would be defining community or area boundaries, preparing a plan for citizen participation, collecting data (including input from the citizens), analyzing data, extracting and prioritizing issues and recommending solutions and bringing them forward in a public setting. The citizen participation component is expected throughout the planning process.

1.0 COMMUNITY AND SPECIAL AREA STUDIES (CONTINUED)

There are three components of a community or special area study:

1. Comprehensive plan amendments to incorporate the appropriate sections of the study(s) into the adopted comprehensive plan and to make any necessary adjustments;
2. Land development regulations (LDR's) to address the special and unique development issues identified; and
3. A capital improvements program to identify the future infrastructure issues.

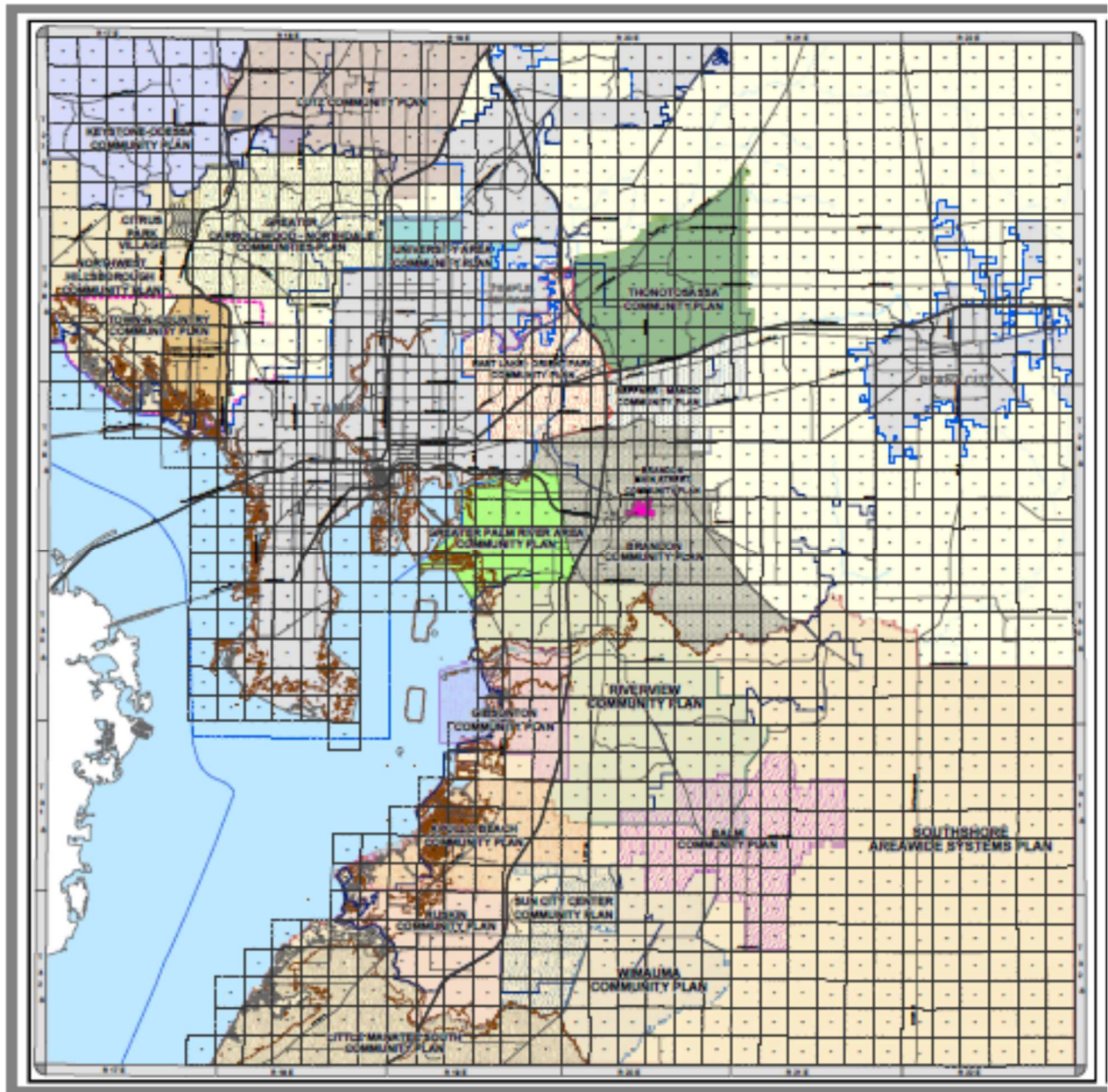
Community or Special Area Studies will be adopted as part of the County's Comprehensive Plan. The study will include strategies that will be included in the existing comprehensive plan, land development regulations and a capital improvement program as mentioned above. These changes will be the tools for implementation.

It is recognized that from time to time, compliance with regulations implementing community plans may create unforeseen hardships for particular properties. Therefore, the Comprehensive Plan contemplates allowing a procedure for requesting variances from the regulations implementing provisions of community plans. The procedure for requesting a variance from the regulations implementing provisions of community plans and the criteria for granting such a variance shall be those procedures and criteria set out in Hillsborough County's Land Development Code for variances.

1.0 COMMUNITY AND SPECIAL AREA STUDIES (CONTINUED)

In May of 1998, the Hillsborough County Board of County Commissioners approved the Community Based Planning Program under its Sustainable Communities Program.

As the "Vision", strategies and boundary maps for community and special area studies are developed, it is intended that they will be adopted into the Plan, in this subsection, by study name and their boundaries identified in the graphic below.



LUTZ COMMUNITY PLAN

Location: The graphic on this page illustrates the Lutz Community Plan and delineates the boundary established during the community planning process and within which the visions and strategies discussed herein are to be considered. The Lutz Community Plan area is located in northwest Hillsborough County and is generally bordered on the east by I-275, on the north by Pasco County, on the west by the Suncoast Parkway, and on the south by the Urban Service Area boundary.

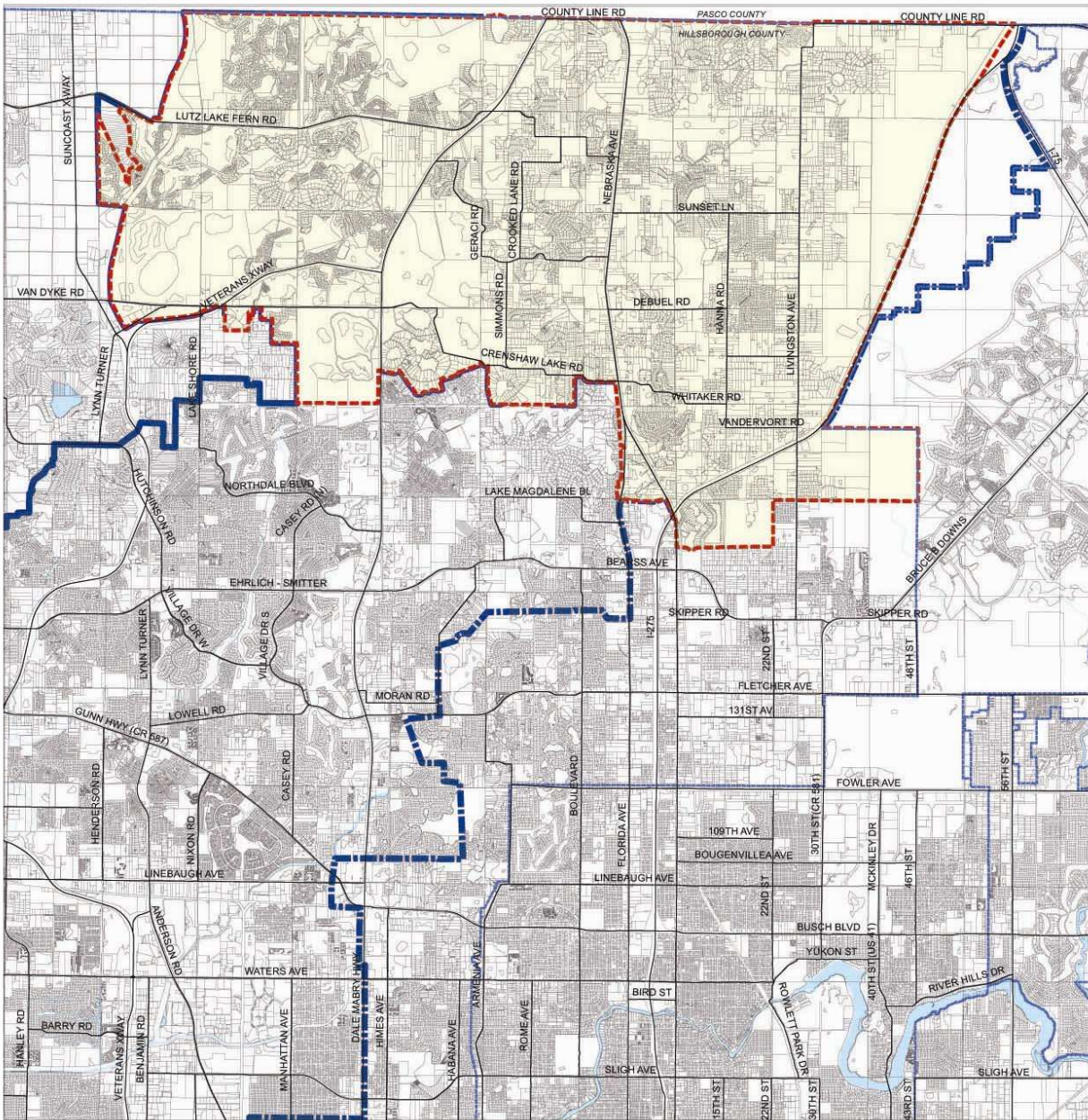


Figure 2 – Lutz Community Plan Boundary Map

Vision: The Lutz community appreciates and welcomes things that create the “feeling” or “image” of openness. Residents have a strong sense of their heritage and history, and want to remain in touch with natural systems, wildlife and the environment.

“Lutz will continue to be a community whose citizens treasure open spaces over urban or suburban form. We appreciate and welcome things that create the “feeling” or “image” of openness. We have a strong sense of our heritage and history, and will remain in touch with natural systems, wildlife and the environment. We also have a strong sense of independence and individuality, and will work hard to preserve our lifestyle with less dependence on governmental control and regulations.

We will also work to support more local, small businesses, while accepting the trade-off of traveling beyond Lutz for major goods and services. Lutz architecture will be diverse within a broad theme, and residential development will not be accomplished with conventional subdivisions.”

The Lutz community has two distinct components. The majority of the community located east of Dale Mabry Highway, including the historic downtown, can be described as a semi-rural community. It is characterized by residential development on lots of ½ acre and larger scattered along curving narrow roadways woven around natural environmental features, which include many large and small lakes, and wetland systems.

The second component of the Lutz community is located west of Dale Mabry Highway, which can be described as suburban style, planned residential developments, including the communities of Calusa Trace, Cheval, Villa Rosa and Heritage Harbor. These planned communities are a part of the Lutz community, but have been generally planned, rezoned and are under construction or have been built. There is minimal opportunity for new developments of that type and scale in the western part of Lutz.

However, it should be noted that neither area is exclusively developed in either semi-rural or in a suburban style. There are several areas within the semi-rural portion of Lutz that have been developed with suburban style, walled residential subdivisions; and there are areas within the western area of Lutz that are developed in a rural or semi-rural, large lot pattern. The intent of this Community Plan is to recognize and protect those planned communities from incompatible land uses, but not to continue development in Lutz in a suburban manner. The strategies listed below have been developed to maintain a semi-rural character for the Lutz Community, as a whole. (The

Lutz background documentation illustrates major features of the strategies in a graphic format.)

STRATEGIES

To ensure the implementation of the Vision formulated by the residents of the Lutz community the following strategies will guide future growth and redevelopment.

Semi-rural, Single-family Residential Community Character

Residents desire to maintain Lutz as a low density, semi-rural, single family community offering a variety of housing styles, lot sizes, configurations, and setbacks; while ensuring quality of life and sustainability. To do so residents want to:

- ensure modular homes have the appearance of being site built;
- retain native vegetation and utilize drought tolerant and preferably native plantings in landscaping plans which will attract wildlife (encourage the removal of exotic plants);
- maintain lot sizes of one acre or greater, using clustering only in projects with a minimum acreage of 30 acres or more to allow for the preservation of open space, and to restore a semi-rural environment;
- support existing agricultural uses for their importance as a historical component of the community, their economic importance to the County and for the open space they provide;
- require new subdivisions to face existing local roads or as new residential areas are developed, create inter-connected roadways to link the community together;
- address situations where densities have been permitted greater than 1 du/1ga, to:
 1. allow for the transfer of those development rights for both residential and commercial development to areas inside the USA;
 2. permit development to cluster on larger acreage's to achieve meaningful open space and agricultural lands;
 3. on lots smaller than 2 acres, develop building square footage to lot ratios or other tools to create compatible development between older, smaller lot development and new development;
 4. require minimum open space and varied setbacks for rural residential lots; and,
 5. eliminate the 'flex' provision within and into the community boundaries.

Lutz Rural Area Development Standards have been created which will implement the Lutz Community Plan goal of retaining the semi-rural residential character of Lutz.

These standards have been incorporated into the County's land development code. These guidelines are meant to:

- achieve compatibility between new and existing uses;
- protect the area from suburban and urban sprawl;
- maintain ecological balance;
- improve design aesthetics to make the physical development of the community more attractive and provide for individual expression;
- protect natural resources by clustering development i.e., having somewhat smaller lots (1/2 acre) and leaving useable open space;
- retain natural areas in residential lot development;
- vary lot size and setbacks;
- encourage use of native landscape materials and xeriscape principals;
- preserve and encourage connection of open spaces; and
- provide for the development of paths and trails.

Fences and Barriers

Solid, masonry-type walls or fencing materials which act as barriers should not be used in the community, unless they are needed to separate incompatible land uses. Commercial and residential property owners are encouraged to use rural fencing materials i.e., split rail, 3 or 4-board, picket, green or black chain link, or vegetation since they maintain a sense of openness throughout the community.

Suburban Style Planned Residential Community Character

It is not the desire of the Lutz community to continue a pattern of planned, suburban style subdivisions. The residents have a strong commitment to preserving open space and maintaining a sense of openness. However, there is a strong interest in ensuring that those communities that have already been established be permitted to thrive as part of the community. The majority of this development occurs near or around North Dale Mabry Highway, particularly to the west of that roadway.

In 1989, the Board of County Commissioners adopted the North Dale Mabry Corridor Plan, which controls development along the highway from Van Dyke Road, north to the County line. This plan provides for mandatory landscaping standards, control of commercial uses and larger buffer areas off the roadway. There is some opportunity for new development in that corridor and the most effective assurance that incompatible land uses will not encroach into these communities is to enforce the application of the Special Public Interest-North Dale Mabry Overlay (SPI-NDM) zoning district for new uses as they are proposed in that corridor.

Those suburban subdivisions not located near North Dale Mabry Highway can expect the surrounding area to develop in accordance with the general standards described in this plan. This means a continuation of the semi-rural pattern that dominates the community.

This plan should not be construed to limit the ability of these established communities from replacing or repairing solid walls or fences, which are otherwise discouraged. Additionally, the design guidelines formulated for the Lutz community should not be applied to existing, suburban style residential subdivisions.

Commercial Character

The Lutz community desires to retain existing and encourage new commercial uses geared to serving the daily needs of area residents in a scale and design that complements the character of the community. Currently there is approximately 301,559 square feet of commercial approved but not built within the community planning area.

The Lutz community seeks to ensure that commercial development and special uses in the community are properly placed to enhance the utility and historic character of the downtown. The community does not want new commercial and special use development to force the creation of development that does not complement the character of the area. To ensure that new commercial development is consistent with the character of the Lutz community, design guideline standards have been created and adopted into the County's land development regulations.

These regulations ensure that:

- commercial uses are developed in character and/or scale with the rural look of the community and the environment;
- the Lutz downtown, generally located at the intersection of Lutz Lake Fern Road and US Highway 41, is recognized as community activity center, and defined as an overlay district within the County's Land development regulations;
- the Lutz Downtown Center Zoning District incorporates design guidelines which reflect the historic development pattern already in place and promote desirable complements to that pattern. These standards include:
 1. recognizing proximity of the historic old Lutz schoolhouse and its Georgian Revival architecture (and incorporating this into new schools);
 2. interruptions in roof lines and structures;
 3. public courtyards or open space(s) with shade trees;
 4. architectural features to emphasize the location of the downtown;
 5. residential style roof lines;

6. outside structure facades made of wood siding, brick or vinyl material;
 7. preserved natural areas to act as buffers along perimeters;
 8. ground level monument signage standards in scale and related to architectural character overlay district;
 9. drought tolerant trees and vegetation plantings for shade, screening and buffers along roadways; and,
 10. nighttime lighting that mimics gaslights or kerosene lights (circa early 1900's).
- the commercial activity centers identified in the North Dale Mabry Corridor Plan will be maintained (Figure 3 (of the Lutz background documentation));
 - new commercial zoning is encouraged to locate at the three existing activity nodes along U.S. Highway 41(Figure 4 (of the Lutz background documentation)):
 1. Lutz's historic downtown area to Newberger Road;
 2. Crystal Lake Road to Sunset Lane; and
 3. Crenshaw Lake Road area

Recreation

To prevent shortfalls in recreational facilities in the Lutz community, to keep new development from increasing the imbalance between facilities and user pressures, and to maintain adopted levels of service the County will work with local agencies to develop a recreational facilities plan. The plan will:

- provide more family recreation areas; and
- maintain recreational opportunities in Lutz by preserving and improving natural systems.

Schools

The educational needs of the children in the Lutz community are a high priority for the residents of the community. As the School District of Hillsborough County determines that additional school facilities are needed to serve these children, the citizens of Lutz respectively request that:

- the planning and development of schools reflects the character of the community and the historic character of the old Lutz schoolhouse and its Georgian Revival architecture (incorporating this into new schools);

- sensitive siting to the environment, avoiding major environmental areas, with no schools built on or within environmentally areas;
- high schools be located on major (4 lane or greater) roads and be designed to serve the student population generated by the Lutz community;
- middle and elementary schools be designed to accommodate drop-offs and pick-ups on site, without interrupting traffic flow on local streets;
- a public involvement program, is utilized which includes meaningful input from the community in the development of a long-range plan, for school locations within the community; and
- schools and other publicly-owned community facilities such as libraries, parks and community centers can be collocated to allow for shared resources and savings in cost.

Streetscape/Roadway

Residents of Lutz want an interconnected shaded streetscape/roadway system, which visually enhances its corridors. To do so:

- roadways designated as scenic corridors will be protected;
- if a fence or wall is located along a designated scenic corridor/roadway, the setback of the fence or wall should be determined by whether it is in the Rural or Urban Service Area, and not by the underlying land use designation. The Land Development Code will be updated to implement this requirementⁱ.
- planting programs of drought tolerant, preferably native trees and/or vegetation along roadways identified as scenic corridors and/or greenway trails will be undertaken to create a sense of place, and to improve or preserve specific views;
- Gateways, located to create a sense of arrival through a change in character from the surrounding landscape have identified. These gateways, when developed with local community participation, are intended to create a lasting impression through:
 - the selection of signage;
 - location of structures;
 - proximity of shrubbery or other vegetation; and
 - roadway layout/configuration.
- the County will work with local agencies to develop a mobility plan which will:

- study the placement of future rural roadways designed to provide intermodal connections rather than widening existing roadways;
- determine appropriate locations for the placement of sidewalks for schools, parks and other public uses; and
- provide for pedestrian paths and trails to interconnect the community.

Transportation

Within the Lutz community, two-lane local and collector roadway connection rural roads that transect the community will remain in their present form providing traffic movement without the need to enter onto major arterial highways. These two-lane roadways will continue to accommodate local traffic on local roads and directing through traffic onto the arterial roads. Residents want safe crossings for pedestrians over local area roads, and for the County to examine the appropriateness of providing such amenities as underpasses, overpasses, traffic calming devices, pedestrian paths or otherwise safe crossings on arterial or collector roads for people.

The Lutz community borders Pasco County, which is experiencing suburban growth close to the Lutz area. The improved Dale Mabry Highway and US Highway 41 both provide substantial north/south access between Hillsborough and Pasco Counties. East-west traffic through Lutz is somewhat limited, in that very few roads provide straight access. Improvements in Pasco County to SR 54 and County Line Road will offer some relief, but due to the many lakes and wetland systems in Lutz, the existing roadway configuration is intended to stay in its current configuration.

While it is understood that over time some changes to roadway configuration may be needed for safety, the residents want to limit those changes to turn lanes, sidewalks, bikepaths, paved shoulders, pedestrian crossings or traffic control mechanisms rather than widening the roadways.

Livability/Safety

In order to ensure livable roadways in the community the County shall encourage development of pedestrian/equestrian trails along roadways identified in the 2015 Scenic Corridor Map, in the Future Land Use Element. Off-road pedestrian/equestrian trails and bikeways will developed whenever possible in the preserved greenway corridors identified in Hillsborough Greenways Master Plan. Off-road trails and bikeways will be developed when possible in these greenways. The 1995 Greenways Master Plan was used in identifying pedestrian trails, which should be included to provide connectivity.

The following transportation concepts will be supported:

- utilizing existing transportation corridors (e.g., rail lines, US Highway 41, etc.) to make transit accessible for our aging population and to complement our commercial corridors;
- keeping development consistent with what the roads can handle without widening existing roadways;
- providing multi-modal transportation such as bike pathways or lanes, trails and sidewalks; and
- utilizing traffic calming measures to reduce speed on roads.

Water Quality and Quantity (Wetlands, Open Space, Environment, Wildlife, Natural Systems)

The community seeks to create continuity and connectivity to surrounding communities through designation of a system of greenways and open space preserves. This can be accomplished by designating areas including acquired ELAPP areas, parks, wetlands and greenways/trails to be part of a system of open space preserves to remain protected from development in perpetuity. The County is asked to consider the transfer of development rights for potential reserve areas currently designated as significant wildlife habitat area, lands approved for purchased ELAPP, and wellhead protection buffer areas, to be adopted as part the its land development code. To promote continuity and connectivity and to protect and preserve natural areas the community recognizes the following approaches:

- the development of stormwater management plans that contribute to the open space system of preserve areas and protect the historic drainage patterns of the community's drainage basins should be developed; and,
- the regulations or other mechanisms ensure that lands designated as open space will be maintained in perpetuity should be explored and placed in the land development code, where appropriate.

Improving existing protection of water resources is a high priority. To ensure healthy lakes and wetlands for aesthetics and recreation by preserving the aquifer and moving water in a natural way:

- Excessive withdrawals of groundwater for new development that reduces both the resource and its potable qualities will be avoided to

- ensure safe and adequate ground and surface resources for all users and the environment;
- Current natural drainage systems, like wetland sloughs and bayheads, will be improved and/or maintained by removing exotics and reducing public supply wellfield pumping;
 - The County with local agencies will study drainage and flooding problems in the Hog Island area;
 - Habitat areas for viable wildlife populations will be protected through public acquisition of land and voluntary dedications and through other incentive programs;
 - The County will study, and amend as necessary, current comprehensive plan policies and the land development code, to ensure the protection and sustainability of lake resources for the long term;
 - New lakefront development shall be required to retain a natural vegetative buffer, for the water quality and wildlife benefits it affords. New hardened shoreline is prohibited, and existing hardened shoreline shall not preclude the requirement for the preservation of a vegetative buffer. However, these requirements should recognize the provision for recreational access, which minimizes impacts to these natural resources;
 - In recognition of the perception of the residents, that the variance process for lakefront environmental protection regulations is failing to adequately protect lake associated natural resources, the County shall review and amend this process, as necessary;
 - Densities and intensities on lake front property should be restricted in order to protect water quality. This would recognize the need for regulations, specific to waterfront property, which will protect the natural resource in the long term;
 - In recognition of the importance of lake associated wetlands to the ongoing health and sustainability of the lake resource, lake associated wetlands should have protection in excess of isolated wetlands;
 - The County should strengthen its efforts to educate lakefront property owners. This is considered the most effective method of protecting lake water quality on developed lake shorelines. A significant amount of natural resource degradation is the result of uninformed property owners; and

- The County should expand its lake watershed study program in an effort to systematically address the problem of natural resource degradation in Hillsborough County.

KEYSTONE-ODESSA COMMUNITY PLAN

Location

The Keystone-Odessa Community Plan Area delineates the boundary established during the community planning process and within which the Vision and strategies discussed herein are to be considered. The Keystone-Odessa community plan study area is located in northwest Hillsborough County and is generally bordered on the west by Pinellas County, on the north by Pasco County, on the east by Dale Mabry Highway, and on the south by the Urban Service Area boundary.

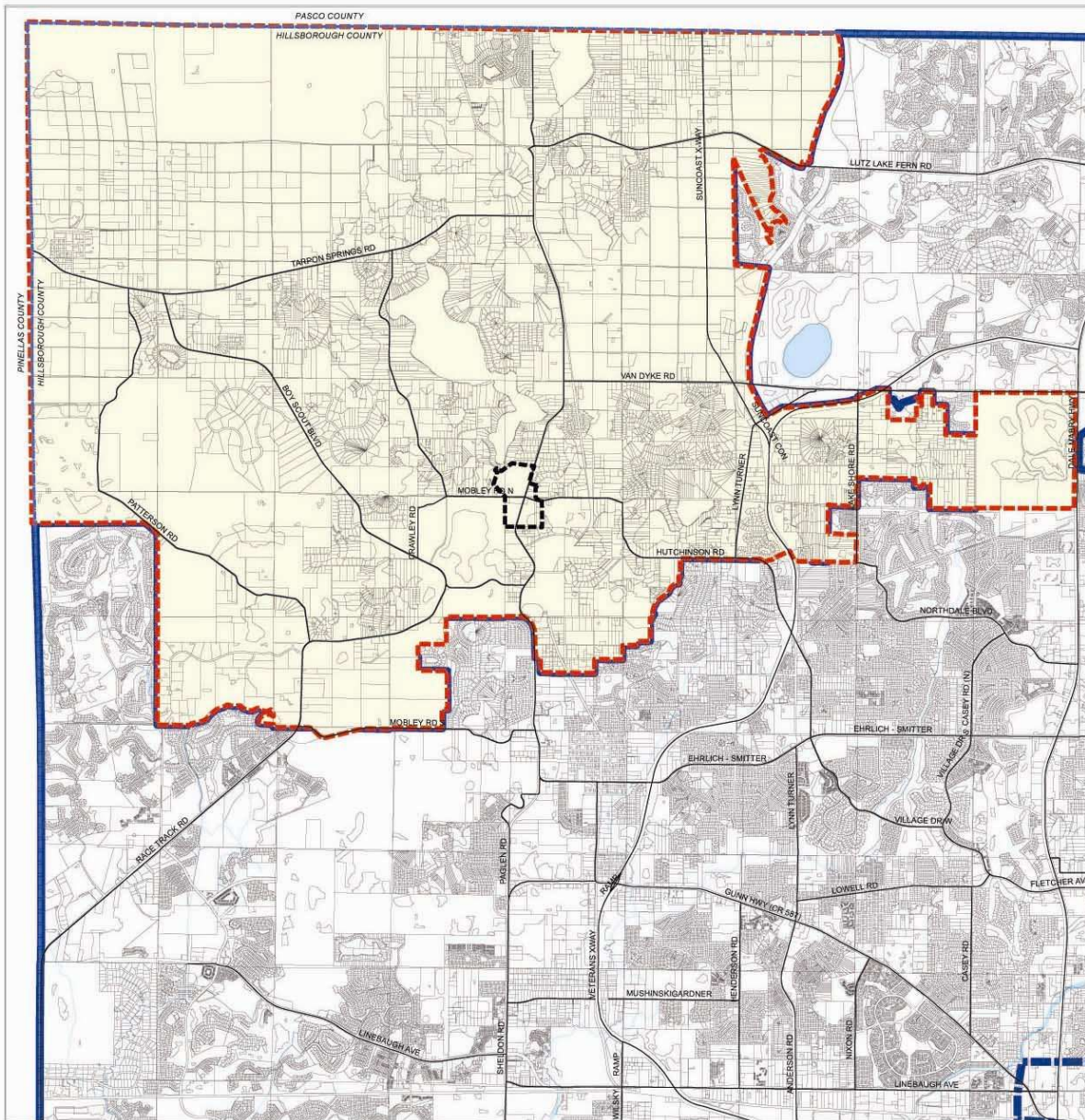


Figure 3 – Keystone-Odessa Community Plan Boundary Map

Vision

The Keystone-Odessa community will continue to be a rural community, embracing its agricultural past. Its continuing desire is to be an open area that: values nature above commercialism; dark, star-filled skies at night above the glare of urban lights; and, the sound of crickets and frogs above traffic noise.

Blessed with many lakes, wetlands and creeks; and dependent on water wells for survival, these will be supported to ensure their continued health. Protection of water resources will be paramount.

Rural roads that transect the Keystone-Odessa community will remain in their present form (two-lane local and collector roadway connections for movement without entering major arterial highways), freely used by community residents. Urban design standards and/or traffic generated by surrounding high population centers are not to degrade the community's country roads.

Strategies

To ensure the implementation of the Vision formulated by the residents of the Keystone-Odessa community the following strategies have been adopted in the County's Land Development Code to guide future growth and redevelopment. The illustrated plan in Figure 2 (of the Keystone-Odessa background documentation) locates gateways, the rural activity center, open spaces, and greenway connections.

Rural Residential Community Character

The Keystone-Odessa community desires to retain its rural residential character as an area of lakes, agricultural activities, and homes built on varied lot sizes and in a scattered development pattern. Rural is based on the County's Future Land Use Element, Urban Service Area boundary objectives and policies.

Rural design guidelines were developed to implement the Keystone-Odessa Community Plan in order to retain the rural residential character of the Keystone-Odessa community planning area. These guidelines have been incorporated into the County's land development code. The adopted provisions do not apply to previously approved planned developments, previously approved subdivision, or any project with unexpired preliminary site development approval prior to the August 1, 2002 adoption date. The community recognizes the development pattern of those projects, but not to continue a similar development pattern other than the adopted Keystone-Odessa Rural

Development Standards in the County's Land Development Codes which include standards that:

- achieve "compatibility" between new and existing uses;
- protect the area from suburban and urban sprawl;
- maintain ecological balance;
- improve design aesthetics to make the physical development of the community more attractive;
- protect natural resources through clustering development, when appropriate;
- define the area's unique architectural design;
- preserve natural areas in residential lot development;
- improve local vehicular circulation between uses;
- provide for ground level monument signage standards;
- include screening and buffering requirements;
- provide for nighttime lighting standards (minimizing light pollution);
- provide for the development of paths and trails where appropriate to move people without cars; and,
- recognize that pre-existing urban scale subdivisions and commercial developments do not set a precedent for additional development of this density and design.

General Development Criteria

To maintain the scenic visual quality of open and agricultural lands in the Keystone-Odessa community, development criteria that embraces the area's agricultural past is defined under the following headings.

Fences and Barriers

Minimal use of walls or opaque screening materials which act as fences or barriers will be used in the community. Commercial and residential property owners using screening materials other than vegetation are required to use rural fencing materials; e.g., split rail, 3 or 4-board, barbed wire, horse wire and hog wire. Opaque screening materials along public right-of-ways, other than vegetation will not be permitted.

Residential

The established rural pattern of residential development will be continued and the intrusion of suburban style residential development will be as defined by the Keystone-Odessa Rural Development Statndard adopted in the County's Land Development Code which provides for:

- maintaining low-density residential development of a minimum of one unit per 5 acres consistent with the comprehensive plan (unless otherwise permitted);
- discouraging plan amendments to densities higher than 1 du/5ga;
- addresses situations where densities have been permitted greater than 1 du/5ga, (in those cases regulations):
- allow for the transfer of those development rights to areas inside the Urban Service Area (USA);
- permit development to cluster on larger acreages to achieve meaningful open space and agricultural lands;
- on lots smaller than 2 acres, develop building square footage to lot ratios or other tools to create compatible development between older, smaller lot development and new development;
- require minimum open space and varied setbacks for rural residential lots; and,
- eliminate the 'flex' provision within and into the community boundaries.

Agriculture

The Keystone-Odessa community desires to support the existing agricultural uses and ensure that development standards accommodate new agricultural uses. It seeks to do so through development regulations and mechanisms that support and expand existing and new agricultural uses including citrus, farming, ranching, and equestrian facilities. In order to achieve this outcome the following are recommended:

- regulations which permit individuals to build and maintain accessory structures for farm animals on agricultural-residential property to reflect the nature of the area as agricultural rather than suburban;
- the use of the greenbelt property tax exemption being monitored to ensure that it is appropriately used on bona fide agricultural properties;

- encourage preservation of open space as an asset to the community and provide tax relief to maintain open space to keep it that way;
- allow for the creation of uses which complement the community character such as riding stables, horse track support facilities, and equestrian facilities; and
- allow private barns on small agricultural properties, and other regulations (such that solid waste requirements are flexible enough to accommodate small land holders).

Commercial

Keystone-Odessa Rural Activity Center

The Keystone-Odessa community desires to have uses that are geared to serving the daily needs of area residents, in a scale and design that complements the character of the community. It is the desire of the community to encourage transfer of development rights for some of the currently approved unbuilt commercial within the community planning area and to direct new commercial to the intersection of Gunn Highway and North Mobley Road with the community plan boundary, and to other eligible receiving areas in Hillsborough County.

The intersection at Gunn Highway and North Mobley Road is recognized as a rural activity center by the community, and designed to serve the majority of the community's daily shopping needs such as groceries, post office, animal supplies, etc. To ensure that the area is developed in compliance with the Keystone-Odessa Community Plan this area has been defined as an overlay district within the County's land development code. The overlay district incorporates specific design guidelines that include:

- staggered building orientations, with interruptions in roof lines and structures;
- public courtyards or open space(s) with shade trees;
- architectural features to emphasize the location of the center;
- connected structures with covered walkways made of pavers, brick or boardwalks;
- residential style pitched roof lines;
- external facades made of wood siding, brick or vinyl material;
- preserved natural areas to act as buffers along perimeters;

- irregular vehicular circulation and parking patterns to accommodate existing trees;
- signage in scale and related to architectural character of the center (externally illuminated monument signs not pole signs);
- drought tolerant tree and vegetation plantings for shade, screening and buffers along roadways; and,
- nighttime lighting that mimics gaslights or kerosene lights.

The Gunn Highway and North Mobley Road rural activity center area (overlay district) is generally shown on the illustrated plan (of the Keystone-Odessa background documentation).

Other Commercial

The desired rural commercial character for the Keystone-Odessa community includes uses which:

- are small in scale; (both in square footage for individual structures and in the FAR);
- are specifically geared to serve the agricultural and equestrian interests in the area;
- are designed using an architectural style which reflects a rural vernacular with metal or wood shake roofs; and,
- have exterior walls constructed of natural materials (vs. a “franchise architecture” appearance).

Tourist/Leisure Industries

The Keystone-Odessa community recognizes that its attractive natural amenities, and active equestrian accommodations and related activities are unique characteristics that attract tourists. Regulations adopted in the County’s land development code will ensure the continuation and expansion of uses that support the equestrian and agricultural activities for their tourist value. These land development regulations will support the creation of uses such as bed and breakfasts, dude ranches, riding stables, horse track support facilities, and equestrian facilities (in scale and designed to be compatible with the community).

Schools

The educational needs of the children in the Keystone-Odessa community are a high priority for the residents of the community. As the School District of Hillsborough County determines that additional school facilities are needed to serve these children, the citizens of Keystone-Odessa respectively request that:

- the planning and development of schools reflects the rural character of the community and to serve the student population of Keystone-Odessa;
- a public involvement program is utilized which includes meaningful input from the community in the development of a long-range plan, for school location within the community; and
- schools and other publicly owned community facilities such as libraries, parks and community centers can be co-located to allow for shared resources and savings in cost.

Streetscape/Roadway

Residents of Keystone-Odessa want an integrated shaded streetscape/roadway system, which visually enhances its corridors. To do so:

- canopy trees along roadways designated as scenic corridors will be protected;
- planting programs of drought tolerant trees and vegetation along roadways identified as scenic corridors and/or greenway trails will be undertaken to create a sense of place, and to improve or preserve specific views;
- Gateways, located to create a sense of arrival through a change in character from the surrounding landscape are identified. These gateways, developed through local community input are intended to create a lasting impression through:
 - the selection of signage;
 - location of structures;
 - proximity of drought tolerant shrubbery or other vegetation; and
 - roadway layout/configuration;
- residents will work with utility providers to determine ways to minimize the use of overhead utilities; and,

- street lighting should not be required nor permitted unless public safety is at risk.

Transportation

The Keystone-Odessa community is presently served by a system of two-lane roadways. Gunn Highway is a primary north/south roadway with Boy Scout, Patterson and Race Track Road all serving in that similar capacity. Van Dyke, Lutz-Lake Fern, Tarpon Springs, North and South Mobley roads all provide east to west travel. Several other significant roadways serve the community: Hutchinson, Tobacco, Lakeshore, Lake LeClare Roads are just a few. In recent years, the Veterans Expressway has been constructed through the community providing limited access at Van Dyke, and Hutchison Roads. The Suncoast Parkway is the northern extension of the Veterans Expressway. Within the Keystone-Odessa area an improved intersection has been constructed at Lutz-Lake Fern Road.

These limited access facilities should be seen as relief for the heavily traveled roadways in the Keystone-Odessa community, particularly for Gunn Highway, which serves Pasco County travelers, as well as Hillsborough County.

The Keystone-Odessa community borders both Pasco County and Pinellas County, both of which are experiencing suburban growth close to the Keystone-Odessa area. The Suncoast Parkway, the improved Dale Mabry, and U.S. 41 Highways all provide substantial north/south access between Hillsborough and Pasco Counties. East-west traffic from Pinellas has limited choices; however, the connection of State Road 584 and Forest Lakes Boulevard, and Linebaugh Avenue into northern Pinellas provide an additional choice for travelers headed into Hillsborough County. The community supports the expansion of the Suncoast Parkway to 6 lanes (3 lanes in each direction) to relieve traffic through the Keystone-Odessa Community Plan Area.

Residents want to retain the existing roadways as two-lane facilities geared to primarily serve local traffic. While it is understood that over time some changes to roadway configuration may be needed for safety, the residents want to limit those changes to turn lanes, pedestrian/equestrian crossings or traffic control mechanisms rather than widening the roadways.

Gunn Highway will be identified as a County roadway, which cannot be widened further due to social, economic, policy and environmental constraints. The identified and designated constrained corridors list found in the Transportation Element will also be recognized. The truck route on Gunn Highway from the Pasco County Line to Van

Dyke, is enforced as set out by the adopted Hillsborough County Truck Route Ordinance.

Equestrian trail connections are important and should be considered in-line with future improvements. Measures such as traffic calming, inter-modal connections to disperse impacts, and diverting traffic to the Suncoast Expressway are also to be considered.

Livability/Safety

In order to ensure livable roadways in the community the County shall encourage development of pedestrian and equestrian trails along roadways identified in the 2015 Scenic Corridor Map, as amended, in the Future Land Use Element. Off-road pedestrian/equestrian trails and bikeways will be developed whenever possible in the preserved greenway corridors identified in Hillsborough Greenways Master Plan. Off-road trails and bikeways will be developed when possible in these greenways. The 1995 Greenways Master Plan was used in identifying pedestrian trails, which should be included to provide connectivity.

Water Quality and Quantity Goals (Wetlands, Open Space, Environment, Wildlife, and Natural Systems)

Improving existing protection and understanding of water resources found in the Keystone-Odessa area like wellfield and lake/creek protection, is recognized as a high priority needed to ensure healthy ground and surface water resources for humans and the environment. Specifically, the Rocky and Brushy Creeks and the Brooker Creek riverine system are to be protected and preserved.

The community seeks to create continuity and connectivity to surrounding communities through designation of a system of greenways and open space preserves. To do so it will continue to designate areas including acquired ELAPP areas, parks, wetlands and greenways/trails to be part of a system of open space preserves to remain protected from development in perpetuity. The County is asked to consider the transfer of development rights for potential reserve areas currently designated as significant wildlife habitat area, lands approved for purchased ELAPP, and wellhead protection buffer areas, to be adopted as part of the land development code. To promote continuity and connectivity and to protect and preserve natural areas the community recognizes the following approaches:

- density calculations for clustered developments in the community will be based on upland areas;

- no density credits will be assigned to wetland areas for new development;
- stormwater management plans that contribute to the open space system of preserve areas and protect the historic drainage patterns of the community's drainage basins should be developed; and,
- regulations or other mechanisms that provide land designated as open space be maintained in perpetuity should be explored and placed into the land development code, where appropriate.

Improving existing protection of water resources is a high priority. To ensure healthy lakes and wetlands for aesthetics and recreation by preserving the aquifer and moving water in a natural way:

- Excessive withdrawals of groundwater for new development that reduces both the resource and its potable qualities will be avoided to ensure safe and adequate ground and surface resources for all users and the environment;
- Current natural drainage systems, like wetland sloughs and bayheads, will be improved and/or maintained by removing exotics and reducing public supply wellfield pumping;
- Habitat areas for viable wildlife populations will be protected through public acquisition of land and voluntary dedications and through other incentive programs;
- The County will study, and amend as necessary, current comprehensive plan policies and the land development code, to ensure the protection and sustainability of lake resources for the long term;
- New lakefront development shall be required to retain a natural vegetative buffer, for the water quality and wildlife benefits it affords. New hardened shoreline is prohibited, and existing hardened shoreline shall not preclude the requirement for the preservation of a vegetative buffer. However, these requirements should recognize the provision for recreational access which minimizes impacts to these natural resources;
- In recognition of the perception among residents, that the variance process for lakefront environmental protection regulations is failing to adequately protect lake associated natural resources, the County shall review and amend this process, as necessary;

- Densities and intensities on lake front property should be restricted in order to protect water quality. This would recognize the need for regulations, specific to water front property, which will protect the natural resource in the long term;
- In recognition of the importance of lake associated wetlands to the ongoing health and sustainability of the lake resource, lake associated wetlands should have protection in excess of isolated wetlands;
- The County should strengthen its efforts to educate lakefront property owners. This is considered the most effective method of protecting lake water quality on developed lake shorelines. A significant amount of natural resource degradation is the result of uninformed property owners; and
- The County should expand its lake watershed study program in an effort to systematically address the problem of natural resource degradation in Hillsborough County.

NORTHWEST AREA COMMUNITY PLAN

Vision

The Northwest Area Community Plan will create well-defined, vital communities with a sense of place through a development option that features creation of traditional neighborhoods and town centers while preserving a large interconnected greenway system and natural resources. The creation of compact, mixed-use neighborhoods, with economic vitality, mobility and connectivity will encourage a desired community pattern within the Northwest Hillsborough area. (See proposed boundary map below).

Location

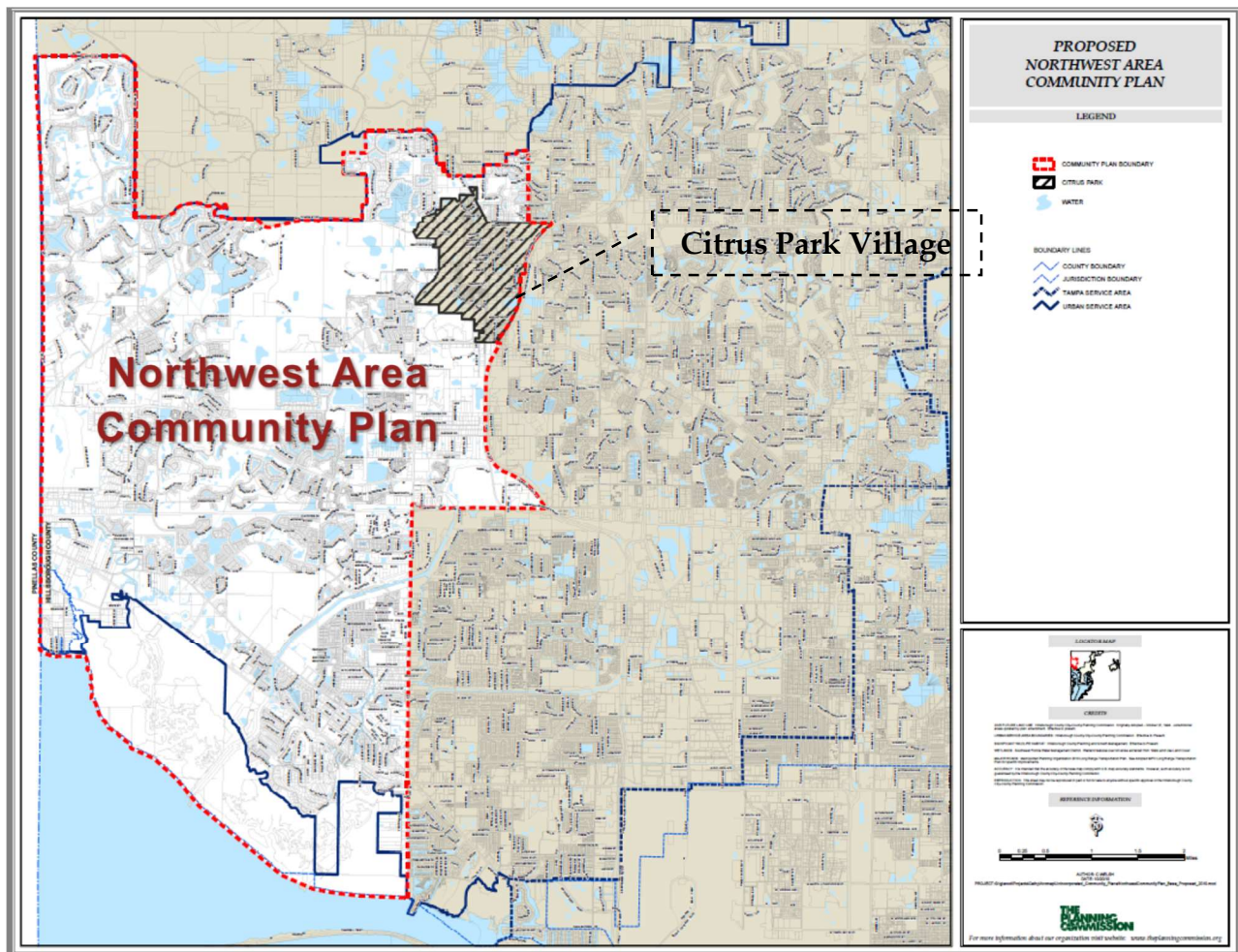


Figure 4 – Northwest Area Community Plan Boundary Map

Strategies

To ensure the implementation of the Vision formulated by the residents of the Northwest community, the following strategies will guide future growth and development in the area. The proposed community plan boundary map will be amended to generally align with the Urban Service Area boundary.

Section A

Large scale ecosystems have been identified which will remain free of inappropriate development by:

Assigning wetlands, water bodies, greenways/trail corridors, acquired environmental lands (ELAPP-Environmental Land Acquisition and Protection Program) and parks to a defined system of Preserves to be permanently protected from development.

Assigning significant wildlife habitat, approved environmental lands (ELAPP), stream corridor buffers, and connecting corridors to a system of Reserves in need of protection from inappropriate forms of development. Techniques to preserve these lands will include public acquisition, transfer of developmental rights and public private management.

Creating stormwater management plans that utilize large surface storage lakes and natural biological treatment systems, rather than incremental isolated ponds.

Section B

An alternative community form has been identified that encourages the creation of mixed-use traditional neighborhoods as well as higher density town centers, while permitting conventional suburban development. This alternative community form is encouraged by:

- Adopting the composite master plan, known as the Northwest Hillsborough Regulating Plan (See Figure 4A) which locates and defines each intended neighborhood, and town center by parcel boundaries, the site plans provide an example of a Traditional Neighborhood Development (TND) pattern for each site. These are conceptual plans and are not regulatory in any way over the future development of these properties.

Provide incentives for an alternative development pattern characterized by:

- a) Neighborhoods that are compact, pedestrian-friendly, and mixed-use.

- b) Neighborhoods within which the activities of daily living should occur within walking distance, allowing independence to those who do not drive, especially the elderly and the young.
- c) Neighborhoods with a broad range of housing types and price levels which can bring people of diverse ages and incomes into daily interaction, strengthening the personal civic bonds essential to an authentic community.
- d) Concentrations of civic, institutional, and commercial activity embedded within neighborhoods, not isolated in remote single-use complexes.
- e) School facilities sized and located to enable children to walk or bicycle to them.
- f) Range of town squares, parks, playgrounds, playing fields, and community gardens, distributed within neighborhoods along with corridors of green space used to define and connect different neighborhoods and centers.
- g) Walkable neighborhoods with defined centers and edges, allowing for home occupation and convenient transit.
- h) Safe, beautiful streets for informal socializing and community meeting halls for purposeful gatherings.
 - Ensuring the evolution of neighborhoods, districts, and corridors through precise urban design codes that serve as predictable guides for change.
 - Planning for the evolution of existing suburban areas into economically vital mature mixed-use communities.

Designating the Tampa Bay Downs site (See Site 3 on Figure 4A) as a Special Entertainment Center (SEC) intended to encourage mixed-use development, based upon TND principles, that functions as an employment center. The SEC, will be based on the horse racetrack uses, and foster interconnectivity between local and regional neighborhoods, promote economic vitality, efficient transportation, mobility, and a unique sense of place. Additional definition of the SEC will be provided through development standards created as part of the Land Development Code through an optional regulatory plan.

Section C

Flexible and innovative mobility options have been identified to offset the deficient street network by:

Connecting neighborhoods with employment, retail, and education centers through Greenways of equestrian, pedestrian, and bicycle trails integrated with other recreation areas, and ensuring that major streets do not act merely as vehicular thoroughfares but serve pedestrians and bicyclists equally well.

Requiring town centers designed with a mix of uses of sufficient density to support public transit (bus, light rail, and trolley).

Planning for a transit system that runs frequently and has comfortable waiting facilities.

Requiring new development to be designed with a continuous local network of roads characterized by short blocks with minimal use of cul-de-sacs. This network separates community based trips from long-distance through traffic, and provides a variety of alternative routes and itineraries that connect to adjacent neighborhoods as often as possible.

Creating incentives that provide land use patterns that improve transportation efficiency through internal capture.

Balancing capital funding of transportation improvements to support right-of-way pedestrian enhancement, and alternative modes of travel, in addition to traditional roadway widening projects.

Revising design standards to allow low-speed vehicular design within defined community boundaries.

Section D

Social and economic vitality and sustainability has been ensured through:

Locating and designing civic infrastructure, buildings and services to support town centers and neighborhoods.

Requiring a range of housing suitable for younger and older people in addition to housing for families in the neighborhood.

Ensuring adequate infrastructure and balancing urban service systems through an equitable assignment of fiscal responsibility between private and public sectors.

Encouraging economic development opportunities to balance employment opportunities with housing.

Enable market forces to affect housing type and density without compromising the neighborhood structure.

Creating economic incentives for the construction of neighborhoods and town centers.

Stabilizing property values by master planning at the neighborhood and community scale.

Section E

Incentives have been identified for transfer of development rights from areas planned for permanent open space preservation to areas planned as denser cores.

Permitting development rights to be transferred from reserves, as identified on the Community Plan to town centers to achieve a maximum density of 9 units per acre and an intensity of a 1.0 floor area ratio.

Requiring each reserve area from which development rights have been transferred to become a permanent part of a Preserve Area.

Permitting an increase of a maximum of 50% of the transferred development rights to be added to the receiving site.

Figure 4A site plans are visual illustrations of the concepts embodied in the Northwest Community Plan.

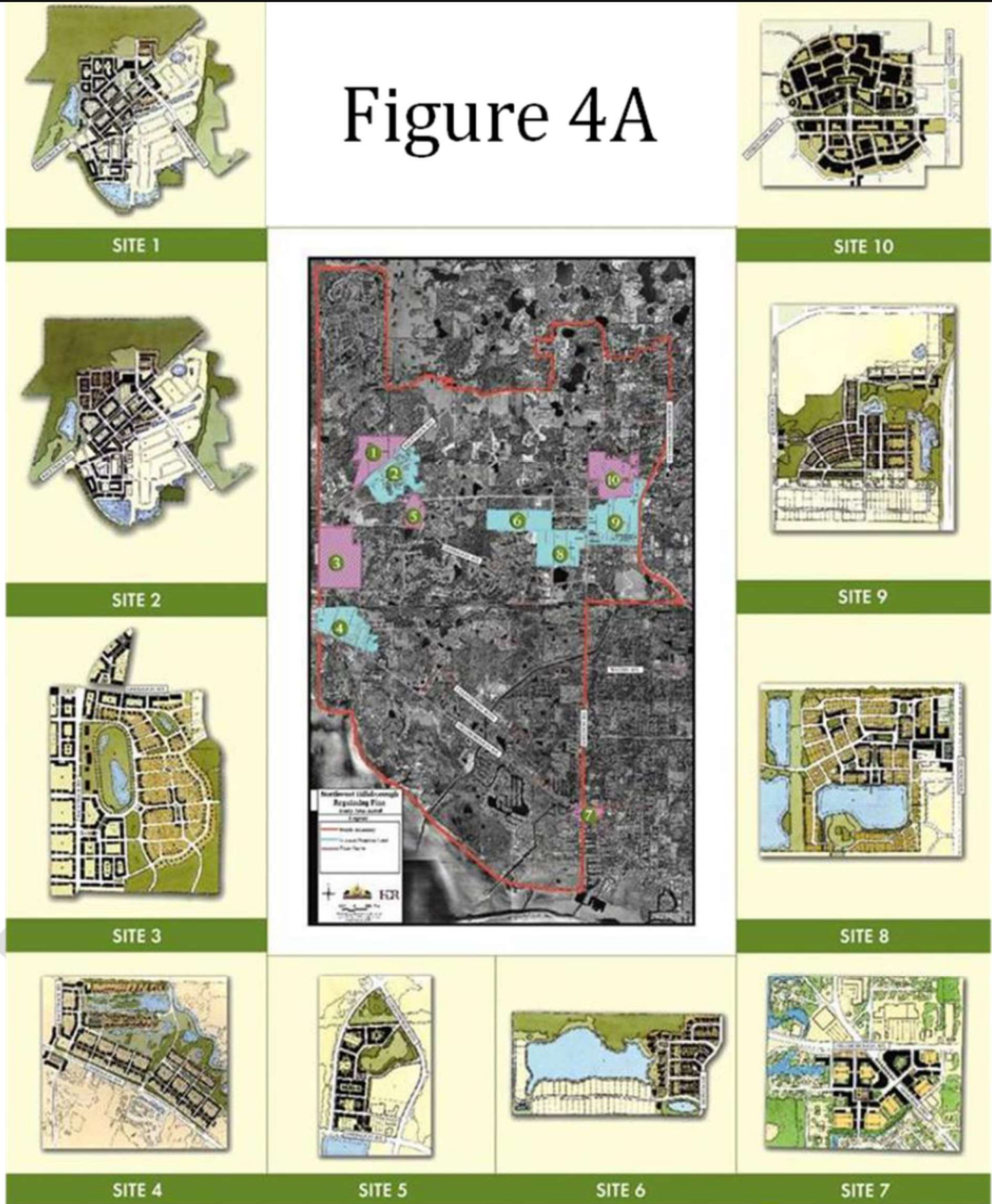


Figure 4A – Northwest Area Community Plan Boundary Map

CITRUS PARK VILLAGE

Location

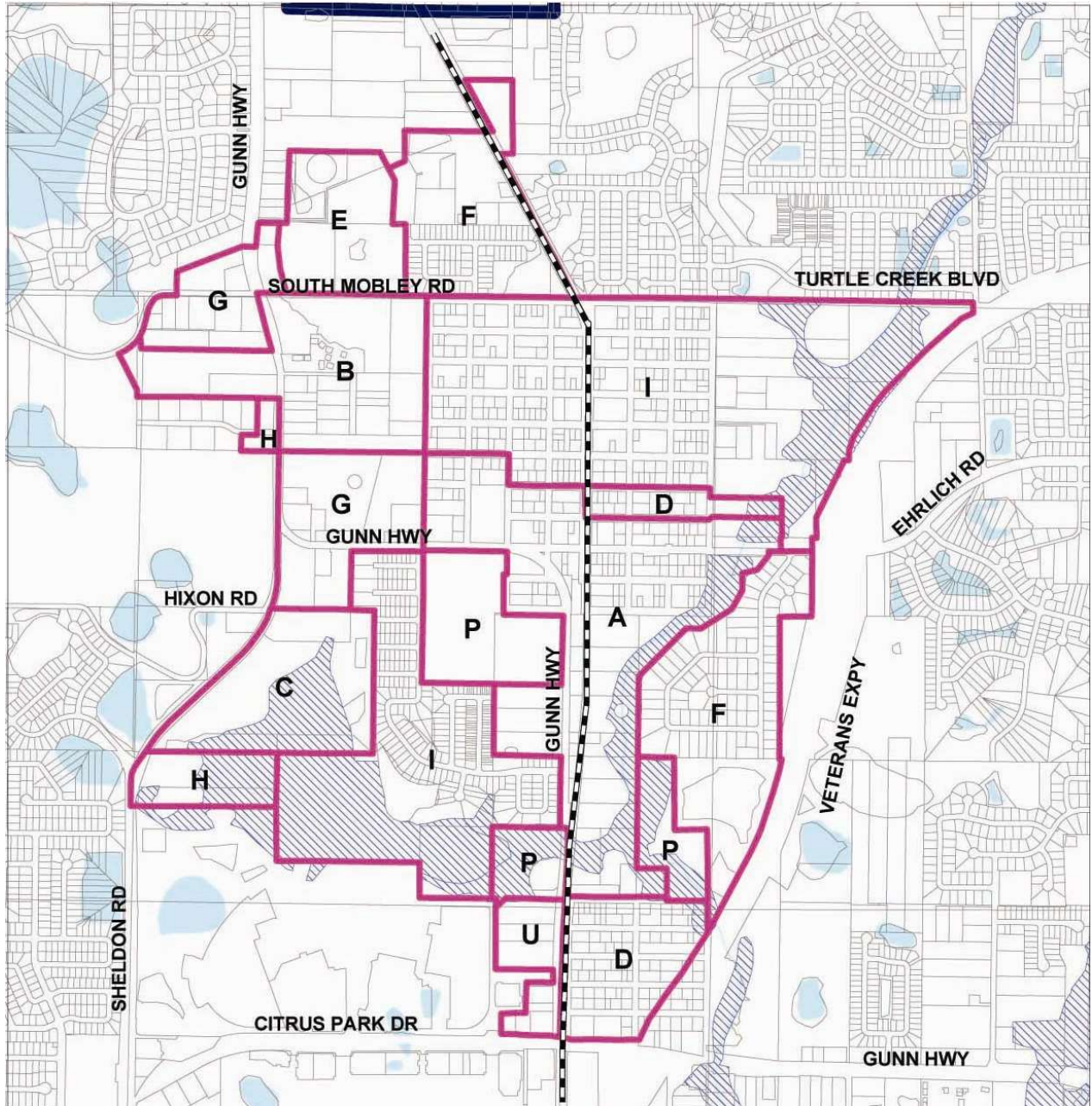


Figure 5 - Citrus Park Village Plan Boundary Map and Land Use Category Sub-areas

Vision Statement

The Citrus Park Village Plan strives to achieve a well-balanced combination of residential, recreational, commercial, and public uses served by a trail and transportation network, while preserving the layout and character of existing neighborhoods. The existing, historically platted grid system provides a framework within which special areas adjacent to major arterials can be developed in a mixed-use commercial, office and residential format which enhances the area's character and ambience.

The Plan also strives to promote the development of a Town Center, ensure management and conservation of the natural environment and ultimately manage growth so the delivery of public facilities and services will occur in a fiscally responsible manner, while supporting redevelopment and new development within the Plan boundaries.

Citrus Park Village Plan

The Citrus Park Village (CPV) Plan, implements the vision and principles of the Northwest Hillsborough Plan (Section F). The intent of the Plan and Regulations is to ensure the development of a well-balanced, vital, pedestrian-oriented traditional village that can support a variety of residential, commercial, office, and civic uses.

The Village Plan establishes a guide for public and private investment, set standards for new development, and regulate the design and appearance of new development and provide a view of the future of Citrus Park Village. The CPV Plan and Regulations are implemented through adoption of a specific District Plan and Regulations in the Hillsborough County Land Development Code (LDC) and Zoning Atlas.

The Zoning Atlas identifies the specific location and boundary of the specific Zoning District. The Zoning District Plan identifies the location of each of the sub-districts within the Citrus Park Village. District-wide standards, detailed sub-district descriptions and specific land uses, densities and/or intensities, and design requirements are defined within the Citrus Park Village Zoning District Plan.

Schools are a permitted use in all proposed sub-districts within the Citrus Park Village Zoning District Plan.

The descriptive policies listed below outline eleven (11) different sub-areas proposed in the Comprehensive Plan component of the CPV Plan. It is the intent of the Citrus Park Village Plan that development within its boundaries occurs in accordance with

corresponding CPV Regulations. Until such time as the CPV zoning and development regulations are adopted, rezonings within the CPV shall be for uses allowed in the underlying CPV Plan category and in the form of a planned development that incorporates the intent and design concepts of the CPV Plan. Additionally, property may be developed under current zoning entitlement until the CPV District Plan and Regulations are adopted. However, all new development must be in compliance with the allowable uses, density and intensity limits of the CPV Comprehensive Plan categories.

In order to achieve the community vision of a well-balanced combination of uses, the following percentage distribution of uses will be utilized to determine if a successful balance is being achieved.

COMM.	OFFICE	RES.	PUBLIC
10 – 30%	5 – 25%	50 – 80%	5 – 15%

A. Village Center 24 du/ac

Intent of Sub Area Category

The intent of Sub Area A is to allow for vertically and horizontally mixed use development within the village downtown core. Sufficient density and intensity are needed to enable the village center to develop as the village core. The village core shall serve as the employment center, the main street commercial center, and community focal point for the village. The village center will allow for vertically and horizontally integrated mixed use housing, and a balance of housing choices within the village.

Allowable Uses

Traditional Main Street commercial, office residential uses, and public facilities.

Maximum Density

Up to 24 units per gross acre.

Maximum Non-Residential Intensity

Up to 0.40 FAR.

B. High Density Residential 20 du/ac**Intent of Sub Area Category**

The intent of Sub Area B is to allow for high density residential development in support of the commercial and employment base proposed within the village. Housing is a required use. Commercial uses are permitted on the first floor of structures, if vertically integrated with housing or office on remaining floors.

Allowable Uses

Vertically integrated commercial, office and housing development.

Maximum Density

Up to 20 units per gross acre.

Maximum Non-Residential Intensity

Up to 0.25 FAR.

C. High Density Residential 16 du/ac**Intent of Sub Area Category**

The intent of Sub Area C is to allow for high density residential in support of the commercial and employment base proposed within the village. The sub area will allow for a balance of housing choices within the village.

Allowable Uses

Residential.

Maximum Density

Up to 16 units per gross acre.

MAXIMUM NON-RESIDENTIAL INTENSITY

Not Applicable.

D. Mixed Use/Medium Density Residential 12 du/ac**Intent of Sub Area Category**

The intent of Sub Area D is to allow for medium density residential in support of the commercial and employment base proposed within the village. The sub area will allow for a balance of commercial and office, with residential housing choices within the village.

Allowable Uses

Residential, commercial and office.

Maximum Density

Up to 12 dwelling units per gross acre.

Maximum Non-Residential Intensity

- Up to 0.35 FAR for vertically integrated, mixed-use commercial or office, with residential development.
- Up to 0.25 FAR for single-story, stand-alone commercial.

E. Medium Density Residential 9 du/ac**Intent of Sub Area Category**

The intent of Sub Area E is to allow for medium density residential in support of the commercial and employment base proposed within the village. The sub area will allow for a balance of housing choices within the village.

Allowable Uses

Attached and single family residential.

Maximum Density

Up to 9 units per gross acre.

Maximum Non-Residential Intensity

Not Applicable.

F. Low Density Residential 4 du/ac**Intent of Sub Area Category**

The intent of Sub Area F is to allow for low density residential in support of the commercial and employment base proposed within the village. The sub area will allow for a balance of housing choices within the village.

Allowable Uses

Single family residential.

Maximum Density

Up to 4 units per gross acre.

Maximum Non-Residential Intensity

Not Applicable.

G. Commercial/Office/Residential 12 du/ac**Intent of Sub Area Category**

The intent of Sub Area G is to recognize existing development within this sub area. The sub area will allow for commercial, office and residential land uses, or a mixture of these uses.

Allowable Uses

Commercial, office and residential.

Maximum Density

Up to 12 units per gross acre.

Maximum Non-Residential Intensity

Up to 0.25 FAR.

H. Office/Residential 6 du/ac**Intent of Sub Area Category**

The intent of Sub Area H is to recognize existing development rights within this sub area. The sub area will allow for office and residential land uses.

Allowable Uses

Residential and office uses.

Maximum Density

Up to 6 units per gross acre.

Maximum Non-Residential Intensity

Up to 0.25 FAR.

I. Low Density Residential 6 du/ac**Intent of Sub Area Category**

The intent of Sub Area I is to allow for low density residential in support of the commercial and employment base proposed within the village. The sub area will allow for a balance of housing choices within the village.

Allowable Uses

Single family residential.

Maximum Density

Up to 6 units per gross acre.

Maximum Non-Residential Intensity

Not applicable.

P. Public**Intent of Sub Area Category**

The intent of Sub Area P is to recognize existing and proposed facilities.

Allowable Uses

Public services (fire station, sheriff's office, public facilities, and parks).

Maximum Density

Not applicable.

Maximum Non-Residential Intensity

.50 FAR

U. Commercial/Office/Residential 20 du/ac**Intent of Sub Area Category**

The intent of Sub Area U is to recognize an existing Comprehensive Plan designation within this sub-area. The sub area will allow for commercial, office, and residential land uses or a mixture of these uses.

Allowable Uses

Commercial, office and residential.

Maximum Density

Up to 20 units per gross acre.

Maximum Non-Residential Intensity

Up to 1.0 FAR.

UNIVERSITY AREA COMMUNITY PLAN

Location

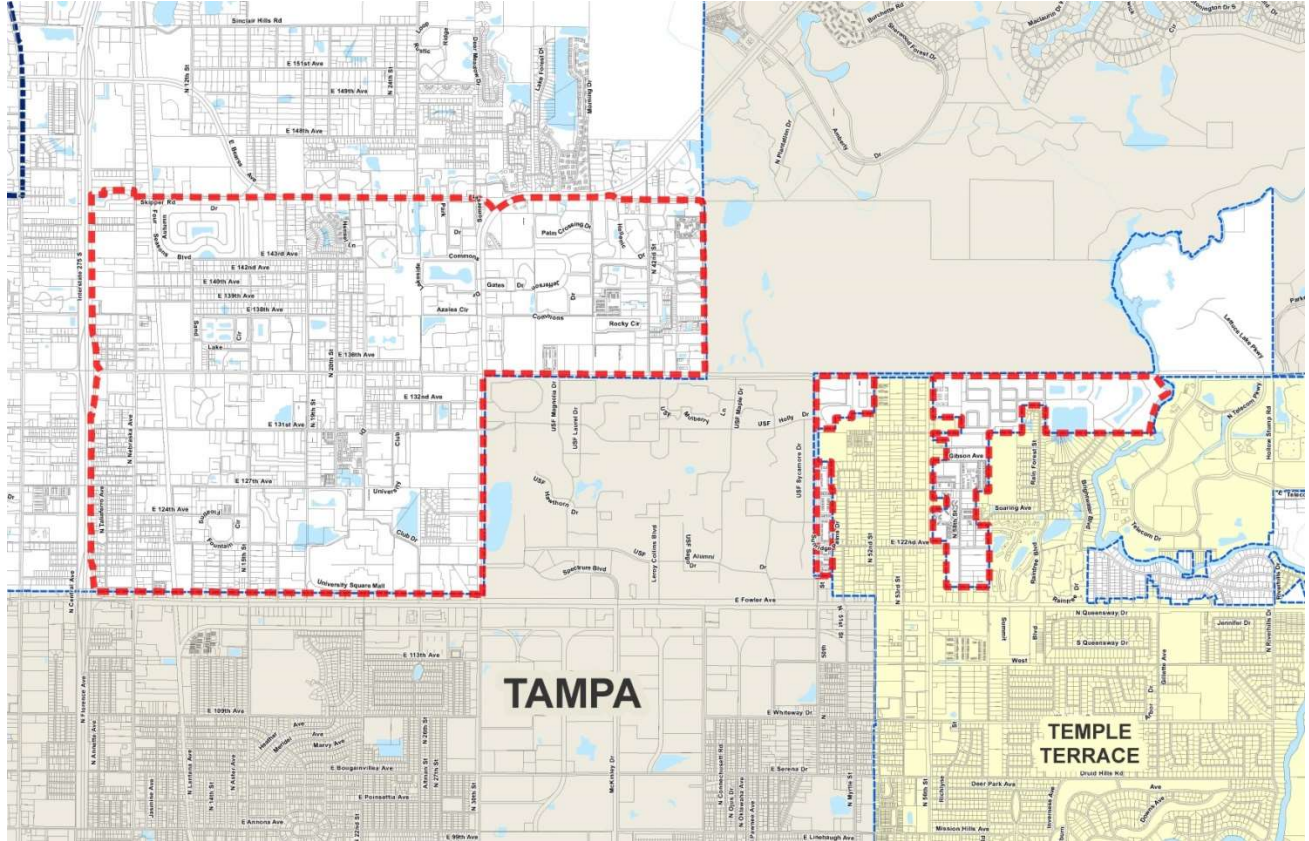


Figure 6 – University Area Community Plan Boundary Map and Urban Infill and Redevelopment Areas

Disclaimer:

- *This community plan demonstrates Hillsborough County's commitment to use the community plan vision, goals, strategies, and action plan when evaluating and deciding on matters pertaining to the community plan area. The Community Plan does not legally obligate the County to implement or commit public funds for any of the goals or strategies presented.*
- *The goals and strategies are listed in the community's priority order.*
- *Documents listed herein, unless previously adopted by the Board of County Commissioners (BOCC), constitute a reference to planning and design practices. No BOCC adoption by reference of these documents is intended*

Vision

The University Area Community Plan will strive to create a stable, safe, and livable community through physical revitalization which establishes positive neighborhood identity and provides community design guidelines to achieve a pedestrian friendly, mixed use area that will serve the needs of the citizens of the University Area Community.

The Community Plan was originally published as "The University Community Area: A Master Plan for Physical Revitalization. The Community Plan will promote the redevelopment and revitalization of the University Area Community while addressing the interdependent relationship between the area's regional assets and the surrounding local businesses and neighborhoods. These assets include, the University of South Florida, University Mall, the University Area Community Development Center, surrounding medical facilities and Community hospitals, and residential neighborhoods.

Goals and Strategies

The University Area Community Plan, as shown on the boundary map, delineates the boundaries that were established and within which the following strategies are to be considered.

Goal 1: Build Community Infrastructure

The community supports:

- implementing infrastructure projects as recommended within the context of overall county priorities, and as feasible in the Community Plan Background document through a combination of public and private funding;
- continuing the stormwater management planning efforts within the community plan area;
- creating a network of boulevards, main streets, and pedestrian links (sidewalks/trails) to facilitate mobility and non-motorized travel within the University Area Community;
- implementing traffic calming techniques including traffic islands and roundabouts, where appropriate,
- the design and planning recommendations of:
 - the University of South Florida Area Multimodal Transportation District, Study Area Evaluation and Transportation Needs for the University Area,
 - Tampa Walk Bike Plan, and
 - Pedestrian and Bicycle High Crash Areas Strategic Plan the Unincorporated Hillsborough

Goal 2: Eliminate Obsolete Land Uses

The community supports:

- advocating local business and home ownership to promote community stability and reinvestment;
- discouraging criminal activity and providing a sense of security for area residents through implementation of CPTED (Crime Prevention through Environmental Design) principles;
- working with the Hillsborough County Sheriff's Office and other stakeholders to develop strategies for crime prevention and public safety with the UAC boundary;
- maintaining a variety of land-use options and promotion mixed-use developments in the area;
- implementing the University Area Community Main Street and Neighborhood Office zoning districts to create stable, pedestrian friendly neighborhoods with compatible mixed uses, a variety of housing types, and tree lined main streets and boulevards;
- improvement to East 131st Avenue should support it as a neighborhood east-west corridor, looking at appropriate design features and roadway layouts that support pedestrian and local circulator connectors;

- providing greater flexibility in land-use and density for future development while ensuring that neighborhood buffers and urban amenities are enhanced;
- creating unified pedestrian links between land uses by means of community Main Streets and sidewalks;
- encouraging the redevelopment of sub-standard and deteriorated housing focused along main streets through mixed land uses and higher densities; and
- encouraging public and private collaboration to implement strategies 1, 2 and 3 of the 2012 University Area Rental/Redevelopment Study.

The County will, where feasible:

- revise the Land Development Code in the University Community Area zoning districts (UCA-MS and NHO) to:
 1. achieve a common architectural theme similar to public structures and roadway landscaping built since the district was established;
 2. allow alternate design techniques, in accordance with the Stormwater Technical Manual, such as natural sloping and limited fencing that improve the aesthetic and amenity value of stormwater management facilities; and
 3. encourage a common architectural theme to public structures and roadway landscaping built since the district was established
- to ensure safety and quality of life, the County will in collaboration with the Hillsborough County Sheriff's Office maintain a strategic program for crime prevention and public safety within the UCA boundary. The strategic program will identify and implement actions appropriate both for the UAC as a whole and for specific areas within the UAC boundary. Tools, techniques and programs expected to reduce crime and promote public safety may include but not be limited to:
 - Crime Prevention Through Environmental Design (CPTED) applied to building and site design;
 - Crime Prevention Through Environmental Design (CPTED) applied to public spaces;
 - revisions to the Special Public Interest University Community and University Community zoning districts (SPI-UC-1,2,3 and 4 and UCA-MS and NHO to support CPTED principles;
 - enhanced police presence/community policing;
 - street lighting;

- surveillance cameras with monitoring;
- emergency call boxes;
- improved bike/pedestrian crossings; and
- traffic control improvements

Tools, techniques and programs for crime prevention and public safety will be evaluated in terms of:

- effectiveness;
 - cost of initial implementation (public and private);
 - operational and maintenance cost (public and private); and
 - community and public resources required for effective implementation.
-
- in recognition of 131st Avenue (North 30th Street/Bruce B. Downs to North Nebraska Avenue) as an economically important east-west corridor, the County will prepare a Strategic Redevelopment Plan for revitalization of the corridor in keeping with the Comprehensive Plan's Design Component. The strategic redevelopment plan will consider both the public and private implications of various design options, and identify a combination of regulations, investments and incentives required to achieve the desired result over a period of time.

Goal 3: Create Community Identity

The community supports:

- developing physical improvements such as landscaping, gateways, sidewalks, signage, and street trees to define community identity;
- using landscape buffers and urban design features/techniques to reduce conflicts between land uses, to promote high quality development, and to create an identifiable community character;
- using Hillsborough County code enforcement to assist in regulating land-use and improving community identity and safety.

Goal 4: Ensure Community Input

The community supports:

- implementing the strategies and principles contained in the University Area Community Plan in a collaborative and holistic manner to encourage participation by the stakeholders of the University Area Community;

- coordinating future development in the area with input from residents, property owners, and other representatives from the community;
- creating a citizen-based umbrella organization that will ensure that the Vision, Goals and Strategies of this community plan are implemented:
 - provide a joint forum for public, private and non-profit community and neighborhood groups/associations to meet and discuss community issues
 - work in partnership with the public, private and non-profit sectors
 - monitor and comment on:
 - capital improvement plans,
 - Comprehensive Plan changes,
 - new development proposals and negotiations (e.g., rezonings, public facilities, public works projects)
 - pursue and/or encourage public and private sector grant sources
 - encourage conservation projects
 - encourage other civic programs
 - create awareness of opportunities for participation

Goal 5: Economic Development

The community supports:

- implementing the Urban Infill and Redevelopment Area delineated on the Urban and Infill Redevelopment Area Map and as defined by s. 163.2514 (2), F.S. The geographic limits of this area is bounded by I-275 to the west, Skipper Road to the north, Bruce B. Downs to the east, and Fowler Avenue to the south. Within this area, the following components will be promoted: economic development; job creation; housing; transportation; crime prevention; neighborhood revitalization and preservation; and land use incentives to encourage urban infill and redevelopment within the University Area Community;
- implementing the recommendations of the Hillsborough County Post-Disaster Redevelopment Plan;
- implementing the recommendations of the Economic Development Areas and Economic Potential Evaluation studies for the Future of Hillsborough Comprehensive Plan; and
- evaluating the application of an area-wide brownfield designation for the University Area Community.

BRANDON MAIN STREET COMMUNITY PLAN

Location

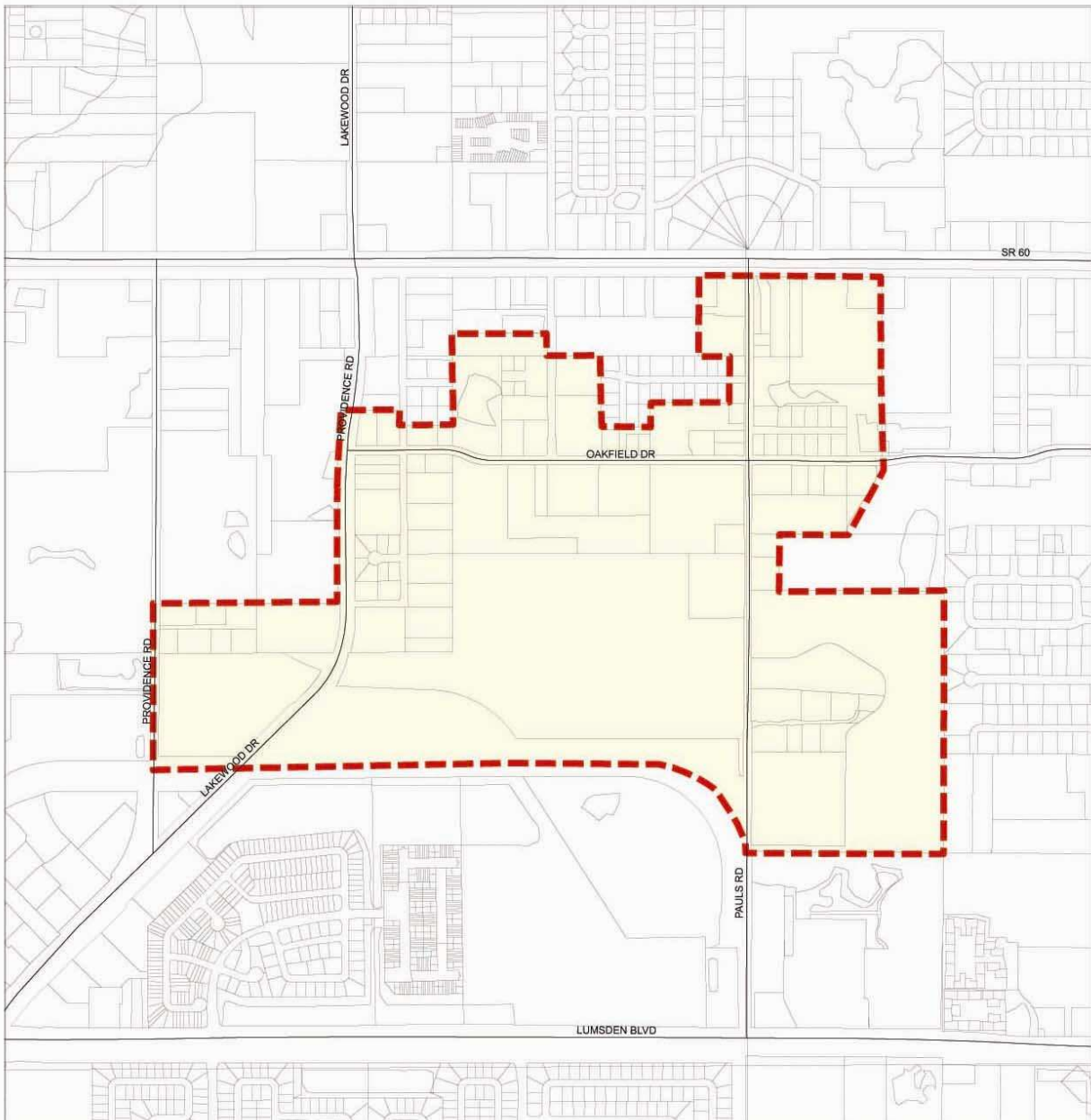


Figure 7 - Brandon Main Street Community Plan Boundary Map

Vision

The Brandon Main Street (BMS) Community Plan identifies a physical and social heart for the Brandon community that is intended to attract people of all ages and provide a civic identity and image for its residents. See above graphic of the Brandon Community Plan Boundary Map. The BMS plan recognizes the effect that recent and programmed infrastructure improvements (i.e. State Road 60, Brandon Parkway, County Regional

Service Facility, etc...) will have upon this area of Brandon in the near future. The BMS plan strives to link the land-use pattern with the transportation improvements by promoting a more urban form of new development and redevelopment. The BMS plan envisions multiple uses, including open spaces, government and civic uses, shopping, employment, housing and other uses, being established. Development and redevelopment will be sensitive to the surrounding neighborhoods and will incorporate an interconnected transportation system that prioritizes pedestrian and transit features.

History

Having grown in the age of the automobile, Brandon has emerged without one of the central benefits of a traditional community – a civic, social and symbolic center. Brandon lacks a town center where multiple uses and events can occur. The continued development of sprawling, suburban form and vehicular-orientated standards contribute to the lack of a physical or symbolic center or identity. Land use and transportation plans were not integrated and often conflict.

Several recent opportunities provided the County the potential for creating a central identity center or main street for Brandon. These opportunities have included the programmed construction of the limited access Brandon Parkway, the County's reconsideration of its growth management policies and land development regulations, and the County's initiation of a Community-Based Planning program. The BMS plan (See Exhibit A of the BMS background documentation exhibit series) provides a conceptual vision for the County's Community-Based Planning project.

The successful implementation of the BMS plan benefit from cooperation of public and private interests as the plan anticipates future infrastructure improvements that may not be currently programmed or funded. Of particular importance are the following: 1) the location and construction of the publicly funded County Regional Service Center as a focal point for the BMS plan, 2) public/private funding and construction of the local road network providing access to and through the BMS plan area from the intersection of Pauls Drive / Brandon Parkway and the intersection of Lakewood Drive at the Providence / Lakewood Connector, and 3) the location of land uses, and site and structural designs which are flexible, economically feasible, marketable, and in keeping with the building architecture and streetscape design guidelines for traditional neighborhood development.

It is recognized that without a single master developer or the public's commitment to fund the unifying infrastructure, creation of the anticipated BMS plan features and land-use pattern may be difficult to implement. Since it is anticipated that this area of Brandon may experience rapid change in the next several years, the BMS plan will be

re-assessed in 2004. If it is determined that the BMS plan has not been sufficiently realized, the County may amend the Comprehensive Plan to revise the BMS Plan areas which have not been able to progress towards plan realization.

Goals and Strategies

To ensure the implementation of the Vision formulated by the residents of the Brandon community, the following strategies will guide future growth and development in the area defined in Exhibit B (of the BMS background documentation).

Section A: Community Form.

The Community-Based Planning project and the BMS plan identifies the creation of a mixed-use traditional neighborhood land use concept for the area that builds upon the existing community structure to create a main street district that has urban uses, intensities, and civic character. Under this concept, the land uses are to be located and designed to tie together existing activity and employment generators (i.e. the Brandon Town Center regional mall, Brandon Regional Hospital, Brandon Parkway and State Road 60 corridors) in the central Brandon area. Development of this concept will be achieved by the following:

- The BMS plan shown in Exhibit A (of the BMS background documentation). It is intended to provide specific direction and certainty in terms of the objectives to be achieved (i.e. traditional design, mixed uses, significant pedestrian and transit features, and emphasis on civic and open spaces) but to allow flexibility in the design details of individual projects. Building locations and footprints are shown for graphic purposes only.
- The County shall adopt land development regulations creating a Traditional Neighborhood Development (TND) zoning district that includes community development standards permitting the creation of higher density / intensity mixed-use developments. Adoption of these land development regulations is anticipated in 2001. The TND zoning district is intended to promote the creation of multiple use areas throughout the BMS area.
- The County shall initiate a rezoning for the BMS plan area which shall include TND and other appropriate districts. The TND rezoning process will be initiated after this BMS community plan Comprehensive Plan Amendment has been approved. At the time of the County-initiated TND rezoning, the zoning overlay boundary may be expanded to include properties with willing owners that complement the BMS plan.

- Exhibit B (of the BMS background documentation) identifies the conceptual location of the TND zones within the BMS plan. The County will further delineate the uses and building types required as the TND zoning district and the Brandon design criteria are adopted.
- The County will create building architecture and streetscape design criteria that is harmonious with the programmed Brandon Parkway aesthetic treatments, produces a uniform identity and image for Brandon, and reflects the community's heritage. The County will work with the community and conduct public meetings to develop the design criteria and procedures for their application.
- The County will appropriately locate, design, acquire land for, and commence construction of its future government center within the plan area by 2006. Where possible, all of the infrastructure improvements needed to service the government center as well as those that advance the concepts of the BMS plan shall be considered during the site acquisition process. The County will program uses that advance the creation of public/private developed multi-use areas. Civic uses may occur in any of the TND districts.
- The TND development standards will provide for the protection of environmentally sensitive areas through a compact, mixed-use pattern of development that conserves wetlands in accordance with all local regulations.
- The implementation program developed for the Brandon Main Street Community Plan shall be prepared to address the comments received from state and regional agencies for Comprehensive Plan Amendment 00-19.
- A public open space network is identified through wetland preservation, park creation, and utilization of master stormwater management plans that create large surface storage lakes and natural biologic treatment systems, rather than incremental ponds.
- A transportation system will be comprised of interconnected roadways, a strong pedestrian network, transit amenities, bikeways, and recreation trails/corridors. This system will create more walkable neighborhoods that are connected to daily needs, while providing a variety of routes and connections throughout the area.
- A mix of residential uses will be promoted through, among other techniques, inclusion of apartments, residential over commercial, small lot single-family, and accessory units.

- A mix of non-residential uses will be promoted through, among other techniques, inclusion of retail, office, hotel, service, and other compatible uses.
- Mixing of uses within buildings is encouraged and permitted pursuant to the TND district.

Section B: Design Guidelines.

The County shall utilize building architecture and streetscape design criteria to guide future improvements in the area. These criteria will include, where feasible:

- Building heights will be limited to three stories. Additional stories may be permitted through a public zoning application process on an individual basis. The proposal must identify why the three-story limitation is an undue hardship, and how the proposal furthers the intent of the BMS plan. In no event shall the total stories permitted exceed the range identified within the TND zoning district limitations.
- Build-to lines rather than setbacks will be utilized to create street corridors, except where adjacent to existing or proposed single-family residential uses.
- Streetscape plans for private property development and rights-of-way shall be coordinated and complementary, using similar materials and features.
- On-street parking will be utilized to create safe pedestrian walkways and activate first floor land-use. All other parking facilities will occur in a secondary tier of development or masked interior to buildings. Shared parking areas will be encouraged.
- Pedestrian walkways will be shaded, accessible, and link all development.
- Development shall be designed to be compatible with surrounding properties and to reflect design components common to Brandon's character.
- Development will include distinctively designed streets, public spaces and gateways.
- Signage, fences, walls shall be designed to complement the adjacent uses as well as the street and pedestrian network. Such features shall be subject to a coordinated/unified design plan. Use of walls or

other opaque screening materials other than vegetation shall be prohibited along public or private rights-of-ways.

- Street-oriented porches and balconies are encouraged as design features; front oriented garages are discouraged.
- Development of public and private lands shall be designed to be compact and pedestrian and transit-friendly.

Section C: Land Use and Intensities.

The County shall promote mixing and intensification of land use in the area to establish the urban characteristics of a main street instead of current land use designations and zoning classifications which promote a conventional suburban pattern. To implement the Vision, the following land use changes are made (see Exhibit C of the BMS background documentation):

- The portions of the BMS planning area that currently have a Future Land Use designation of Residential-12 (R-12), will be changed to Community Mixed Use-12 (CMU-12).
- The portions of the BMS planning area that currently have a Future Land Use designation of Office Commercial (OC) or Residential-20 (R-20) shall remain.
- TND zoning or other appropriate districts which implement mixed uses and buildings, interconnected streets and pedestrian friendly design would be required for consideration of future development.
- Residential Uses shall be permitted according to the type of dwelling.
 - Single-family (maximum 8 units per acre)
 - Townhouse
 - Multi-family
 - Live/Work
 - Congregate Living Facilities
- Non-residential Uses shall be permitted as follows:
 - Office, Hotel
 - Government Office, Public Uses, Parks

- Retail, Personal Services, Restaurants
- Retail, personal services, restaurants or government offices shall be required on the ground floor of certain blocks.
- Light Industrial, Corporate Research, High Technology uses.
- Development proposals that adhere to the identified strategies will be eligible to increase their project density / intensity to the next higher Comprehensive Plan category by rezoning to TND.

Section D: Infrastructure.

The infrastructure improvements necessary to support the traditional neighborhood development concept set forth within the BMS plan will involve funding and construction by both public and private entities. Implementation of these concepts will include the following:

- The County will identify unfunded capital needs for consideration in future improvement cycles.
- The County will seek alternative funding sources to advance the implementation of the BMS plan.
- The County will support where appropriate, developer agreements that advance the implementation of the BMS plan.
- An interconnected roadway network as generally depicted in the BMS plan and the BMS Roadway Plan (Exhibit D of the BMS background documentation) will be established to create the urban pattern and promote mobility, as follows:
 - Wherever feasible, development of blocks and public and private streets shall be designed along a grid of interconnecting streets. The street grid layout shall be flexible to support private development needs, however, a regular intersection frequency should not exceed a distance of 300-feet.
 - Wherever feasible, development blocks should not exceed 250-feet x 500-feet in size and shall utilize alleys to interrupt any sides that exceed 300-feet in total length.
 - Stormwater management facilities that accommodate multiple properties will be encouraged. Shared, underground or off-site facilities are permitted and encouraged.

- A safe, efficient, environmentally sensitive, and integrated multi-modal transportation system will be promoted within the BMS plan area.
- The County will evaluate identifying portions of the master plan area as a Transportation Concurrency Management Area as provided within Chapter 9J-5 of the Florida Administrative Code. The purpose of this approach will be to promote infill development or redevelopment within selected portions of the urban service area.

SOUTHSHORE AREA WIDE SYSTEMS PLAN

Location

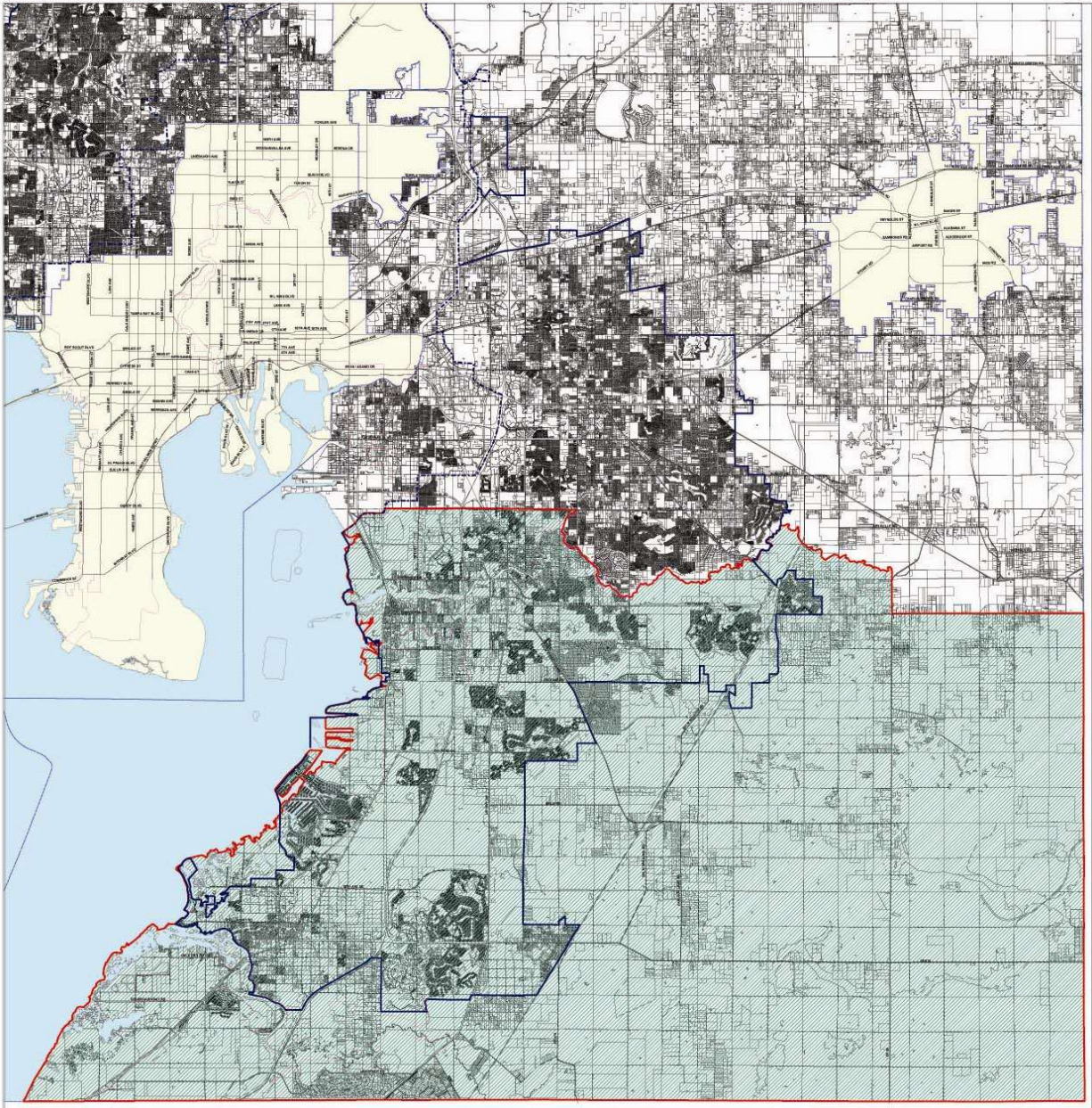
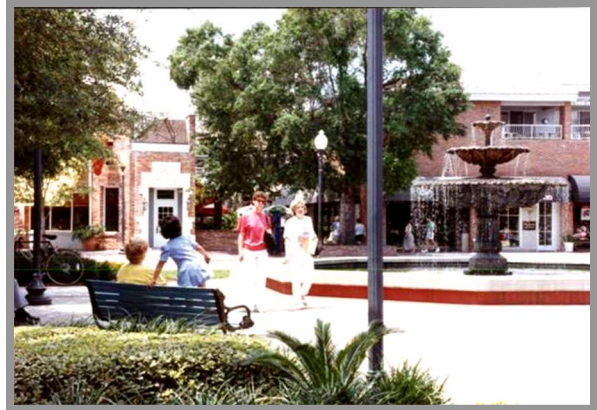


Figure 8 - SouthShore Areawide Systems Plan Boundary Map

Community Vision

The community desires to celebrate and utilize its cultural diversity and to maintain and strengthen its diverse and healthy economy to insure that citizens and businesses prosper. Balancing growth with conservation and preservation will continue the pattern of compact and livable communities surrounded by protected natural environments. Neighborhoods should be served by a balanced transportation system, efficient utilities, and neighborhood-oriented goods and services. Citizens recognize that future opportunities depend on the excellence of their educational experiences from a variety of area institutions. They also desire widespread quality health care, and that social services are available to those in need.



The plan is intended to establish a framework for decisions about growth and development, and will be implemented over time by both public and private actions as resources become available. Objectives, policies and strategies respond to regional issues divided into four distinct subsections: transportation, environment, cultural/historical, and economic development. Compatibility and interconnectivity of various systems among individual community planning efforts should be supported.

The community desires to:

Acknowledge the public engagement and vetting of, and findings of the recommendations of adopted community plans with the SouthShore Area included in the Livable Communities Element when financially feasible.

Transportation Objective

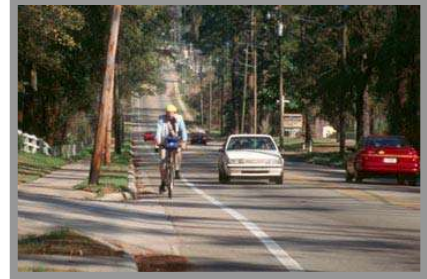
The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of



roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

The community desires to:

- Identify, where appropriate, “co-location” of greenways and corridor co-existence is achievable.
 - Preserve current and future rights-of-way to meet existing and future transportation system needs while accommodating pedestrian traffic (i.e. sidewalks, trails and bike paths). These preserved corridors should be acquired, as development is planned or occurs, supplementing the established system of acquiring right-of-way during project implementation.
 - Support water-borne craft connections between St. Petersburg, Tampa and Sarasota.
 - Support the existing emergency management plans that coordinate plans and activities that integrate emergency-management planning and hazard-mitigation programs to manage and determine consistency within the community that includes, but not limited to:
 - Coordination of response activities and provide guidance with respect to emergency evacuations and shelters,
 - Coordination with appropriate agencies to implement response and recovery duties and responsibilities, and
 - Recommending, in concert with the Hazard Mitigation program, mitigation alternatives to ensure evacuation times and shelter space requirements are met due to development within high-risk areas.
 - Enable the “Areawide Systems Plan,” before or as development occurs so that the area is not segmented, thereby losing the opportunity for the “Plan” to be implemented.
1. Implementation – Use the Capital Improvements Program to schedule improvements that keep pace with growth within SouthShore.
 - a. Implement the system plan with recognition of local values and conditions.
 - b. Implement Intelligent Transportation Systems (ITS) that are consistent with adopted County ITS plans and the regional architecture to better utilize existing and proposed corridors.



2. Coordination - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.
 - a. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.
 - b. Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.
 - c. Support that additional buffering and wildlife undercrossing(s) are considered for the following roadways:
 - Rhodine Road Extension
 - Big Bend Road Extension
3. Livable Roadways - In the future, improved roadway corridors should reflect surrounding character, neighborhood and/or historical and environmental features whenever possible and/or feasible through strategies such as;
 - a. Designing roadways of appropriate scale to preserve the scenic characteristics of the surrounding area, such as neighborhood identity, historic or environmental features, points of interest, and other aspects of community character.
 - b. Discouraging roadway design that encroaches upon or adversely affects environmentally sensitive areas or publicly owned natural preserves.
 - c. Development of roadway corridor landscape guidelines that represent the visual identity the community desires to achieve for specific road segments. Guidelines should be utilized but shall not be limited to, the principles of landscape design defined in Florida Friendly Landscaping and Florida Yards and Neighborhoods procedures. In some cases, low volume irrigation can be considered in medians, to accommodate special features or special areas within SouthShore.
 - d. Encourage appropriate roadway design methods to minimize neighborhood traffic intrusion and protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries,



roundabouts, signage, traffic diverters, on-street parking, bump-outs, and medians.

- e. As development occurs, provide for interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in "Principles for Good Neighborhoods" endorsed by the BOCC in April 1992.
- f. Support the increased participation in the "Adopt a Road" programs.
- g. All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of the following roads:
- 19th Ave. N.E. from US 41 to US 301
 - 24th St. extended from SR 674 to Big Bend Rd.
 - Big Bend Rd. from US 301 to its eastern terminus
- h. Acknowledge the public engagement and vetting of, and the consensus findings of the following transportation initiatives related to the SouthShore Area when financially feasible:
- County projects identified in its adopted Capital Improvement Program
 - Florida Department of Transportation 5 year work program
 - Developer Committed Projects
 - South Coast Greenway
 - Long Range Transportation Plan
 - SouthShore Transit Circulator Study
 - Tampa Bay High Speed Ferry Study
4. Public Transit - Increase public transportation by considering, and when appropriate, encouraging expanded public transit and development that can be connected to a rail system, exclusive transit lanes, and water borne transportation as well other alternative modes, to serve major employment destinations.
- a. Continue to evaluate:
- i. Bus ridership demand within parts of SouthShore that can be efficiently and effectively served by transit, as development occurs and population increases. This includes the potential need for evening or late shift transit service.
 - ii. Potential light rail ridership serving SouthShore.



- iii. Potential of water borne craft connections between SouthShore and neighboring places of interest such as St. Petersburg, Tampa, and Sarasota.
5. Pedestrian Pathways - Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by:
 - a. Implementing "Hillsborough County MPO Pedestrian System Needs Assessment", adopted November, 1998.
 - b. Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan.
 - c. Implementing of the Hillsborough County Greenways Master Plan.
 - d. Implementation of the adopted Scenic Corridor Map and associated regulations.
 6. Emergency Management. Coordinate plans and activities that integrate emergency-management planning and hazard-mitigation programs to manage and determine consistency within the community that includes, but not limited to:
 - Coordination of response activities and provide guidance with respect to emergency evacuations and shelters,
 - Coordination with appropriate agencies to implement response and recovery duties and responsibilities, and
 - Recommending, in concert with the Hazard Mitigation program, mitigation alternatives to ensure evacuation times and shelter space requirements are met due to development within high-risk areas

The County will:

- At the time community plans for this area are updated the following corridors will be examined, with input from FDOT, with regard to alternatives to widening to alleviate traffic congestion:
 - SR 674 between I-75 and West Lake Dr. (Sun City Center, Wimauma and Ruskin)
 - US 41 between 19th Ave. N.E. and SR 674 (Ruskin)
 - US 41 between Elsberry Rd. and Leisey Rd. (Apollo Beach)

Environmental Objective

The community is working to achieve harmony between development and the natural environment; ensuring that the bay and the supporting water systems are clean and

healthy, supporting wildlife and recreation. Species habitats represent an extensive, interlocking network of environmental resources.

The community desires to:

1. Sustainability - Manage environmental resources and species habitats to maintain, protect and enhance the flora and fauna using an integrated, inclusive approach.
 - a. Support implementation of the Hillsborough County Greenways Systems Plan and goals and objectives of the Greenways Master Plan and recommend further refinement and expansion as new development occurs.
 - b. Encourage the identification of environmental linkages, and the integration of associated environmental resources (i.e. waterways and greenways) within prospective development plans.
 - c. Continue efforts to control and eradicate invasive non-native plant and animal species on public and private lands by coordination among county, state and regional agencies; prioritization of target sites; and public education.
 - d. Support participation and expansion of opportunities with community cleanup programs.
 - e. Continue to identify, protect, acquire, and manage open space for the purpose of conservation, preservation, and provision of open space corridors, and park and recreational needs, through programs such as the Environmental Lands Acquisition and Protection (ELAPP) Program.
 - f. Coordinate with the land acquisition programs of regional, state, and federal agencies to encourage the connection of existing publicly owned parcels of land into a greenway system.
 - g. Continue to work with the Florida Department of Environmental Protection (FDEP), Hillsborough County Environmental Protection Commission (EPC), and other government agencies to monitor and protect air and soil resources.
2. Water Resources Strategies – Properly manage water resources, water quality, water supply and water availability to sustain the community’s desired lifestyle.
 - a. Support the implementation of the “Linking Land and Water Management in the Alafia River Watershed” and “Linking Land and Water Management in the Little Manatee River Watershed” reports.



- b. Promote the use of and encourage adherence to the principles of the Florida Friendly Landscapes and the Florida Yards and Neighborhoods programs.
- c. Continue to work with Tampa Bay Water (TBW), Department of Environmental Protection (DEP), Environmental Protection Commission (EPC), National Pollutant Discharge Elimination System (NPDES), Tampa Bay Estuary Program (TBEP), Southwest Florida Water Management District (SWFWMD) and other government agencies.



- 3. Shoreline Accessibility Strategies - Maintain and/or obtain public accessibility along shorelines designed in a manner that protects the integrity of the natural system.
 - a. Encourage the development and maintenance of an inventory for existing public access points, both parking and physical.
 - b. Utilize and enhance, where feasible, existing public access rights-of-ways and easements in shoreline areas.
 - c. Improve citizen awareness of public access to shoreline.
 - d. Encourage regional cooperation with adjacent jurisdictions and the State.



- 4. Phosphate Mining Strategies – See Economic Development section of this plan.



Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

- 1. Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.
 - a. Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.

- i. Support and assist the Southern Hillsborough County Historic Connections project facilitated by Hillsborough Community College
- b. Encourage and support the preservation of areas of archaeological, cultural and/or historical significance as shown on the SouthShore Historical Resources Inventory map.
- c. Encourage and support the identification and preservation of significant older structures such as houses, outbuildings, bridges, and fences to retain a sense of identity, visual beauty, and history.
- d. Support communities and neighborhoods in preserving and revitalizing downtown centers using economic development and historic resource incentives whenever possible.
- e. Assist the Historic Resources Review Board, Southern Hillsborough County Historic Connections, historical societies, museums, and other preservation organizations in SouthShore in their public education and preservation efforts.
- f. Continue to support and preserve agricultural activities that have historically been an important part of SouthShore heritage and maintain agriculture as an integral part of the SouthShore economy, landscape, and natural resource base.
 - i.
 - g. Support aquaculture and agri-businesses services and facilities, such as equipment sales and service, research, facilities, nurseries and greenhouses, packinghouses, and fertilizer services.
 - h. Recognize that the State of Florida has adopted the “Florida Right to Farm Act” (F.S. 823.14) limiting the circumstances under which agricultural operations may be deemed a nuisance when new development is proposed adjacent to or near active agricultural operations.
 - i. Develop and support agricultural tourism and education activities as way of promoting the unique character of SouthShore



2. Utilize the environmental features of SouthShore as assets that attract tourism to the area. Promote the development of ecotourism opportunities for both economic and educational benefit.



- a. Encourage civic groups, community groups, and chambers of commerce to market SouthShore as an ecotourism destination and promote local events and festivals within the greater SouthShore area.
- b. Promote ecotourism that respects and draws upon the natural environment. Recognize ecotourism opportunities within publicly owned lands by improving

public access and parking within SouthShore. Improve citizen awareness of public access to County owned lands within SouthShore.

- c. Encourage developments to incorporate sustainable design principles to protect the natural resources in SouthShore



- 3. Enhance community capacity and retain the unique character of communities in SouthShore.

- a. Encourage citizens to participate in their civic associations, chambers of commerce, schools and homeowners associations to work toward implementation of the vision.
- b. Recognize the diversity of language and culture in SouthShore as a community asset and resource.
- c. Increase options in the Land Development Code to accommodate the retrofitting of existing communities to include a broader range of internal mixed uses, such as: 1.) mixed density housing; 2.) local-serving goods/shopping; 3.) civic uses and; 4.) neighborhood scale employment.
- d. Encourage energy efficient design concepts in new developments as well as redevelopment/refurbishment of existing areas.
- e. Support the principles of Livable Neighborhood Guidelines established in adopted community plans in SouthShore
- f. Work with local and regional groups, civic associations and chambers of commerce to identify opportunities for the co-location of future recreational, community, cultural, civic centers, with civic amenities (e.g. schools, libraries, emergency services, post offices, government agencies), and use those facilities as focal points of the communities.
- g. Support and partner with primary, secondary, and higher educational institutions to promote development of a skilled workforce.



- 4. Maintain housing opportunities for all income groups.

- a. Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation
 - a. Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)
 - b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.
 - c. Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g. SouthShore Park DRI).
 - d. Analyze potential new economic sites,(e.g. Port Redwing) based on development
 - e. Support the potential Ferry Study and auxiliary services around Port Redwing
 - f. Utilize Hillsborough County Post Disaster Redevelopment Plan
2. Future Conversion of Land
 - a. Recognize that agriculture is allowed and encouraged within the Urban Service Boundary, but that the viable use of the land should be solely determined by the property owner. Outside the Urban Service Boundary agriculture and related uses are the preferred use of the property.
 - b. Encourage an ongoing strategy to conserve agricultural production within the SouthShore area by encouraging landowners to continue agricultural production through the support of voluntary agricultural easements. The easement would provide agricultural production and discourage premature conversion of property into non-agricultural uses.
 - c. Phosphate Mining Strategies - The mining of phosphate in SouthShore over the course of the last 50 years has generated significant economic benefits to the area. Phosphate mining in Hillsborough County is now nearing completion and is expected to move south of the Hillsborough County line in the late 2020's. Mining related economic activities at the Port of Tampa and

fertilizer manufacturing facilities are expected to continue providing economic benefits for the county for an indefinite time.

The next phase of planning for formerly mined lands is expected to take the form of a gradual transition of this land to other land uses. As this phase of planning is initiated, the goals are to:

- Continue to support the multi-agency regulation of the phosphate industry's reclamation and wetland mitigation.
- Encourage land owner(s) of reclaimed phosphate lands to periodically coordinate with, inform and receive input from the public and private sectors on long-term development plans in Southeast Hillsborough County.

3. Tourism

Develop the SouthShore tourism industry based on the areas of strength:

- a. Ecotourism – Capitalize on this expanding industry.
- b. Agritourism – Promote and develop community and educational programs. Where appropriate seek marketing guidance from the Department of Agriculture and Consumer Services.

4. Workforce Development

- a. Support and development of workforce adequacy through education offered through local colleges, research institutions, and special education sites (e.g. HCC, South County Career Center, and UF/IFAS Extension.)
- b. Promote a USF campus of extension classes in collaboration with HCC – SouthShore Campus.

THONOTOSASSA COMMUNITY PLAN

Location

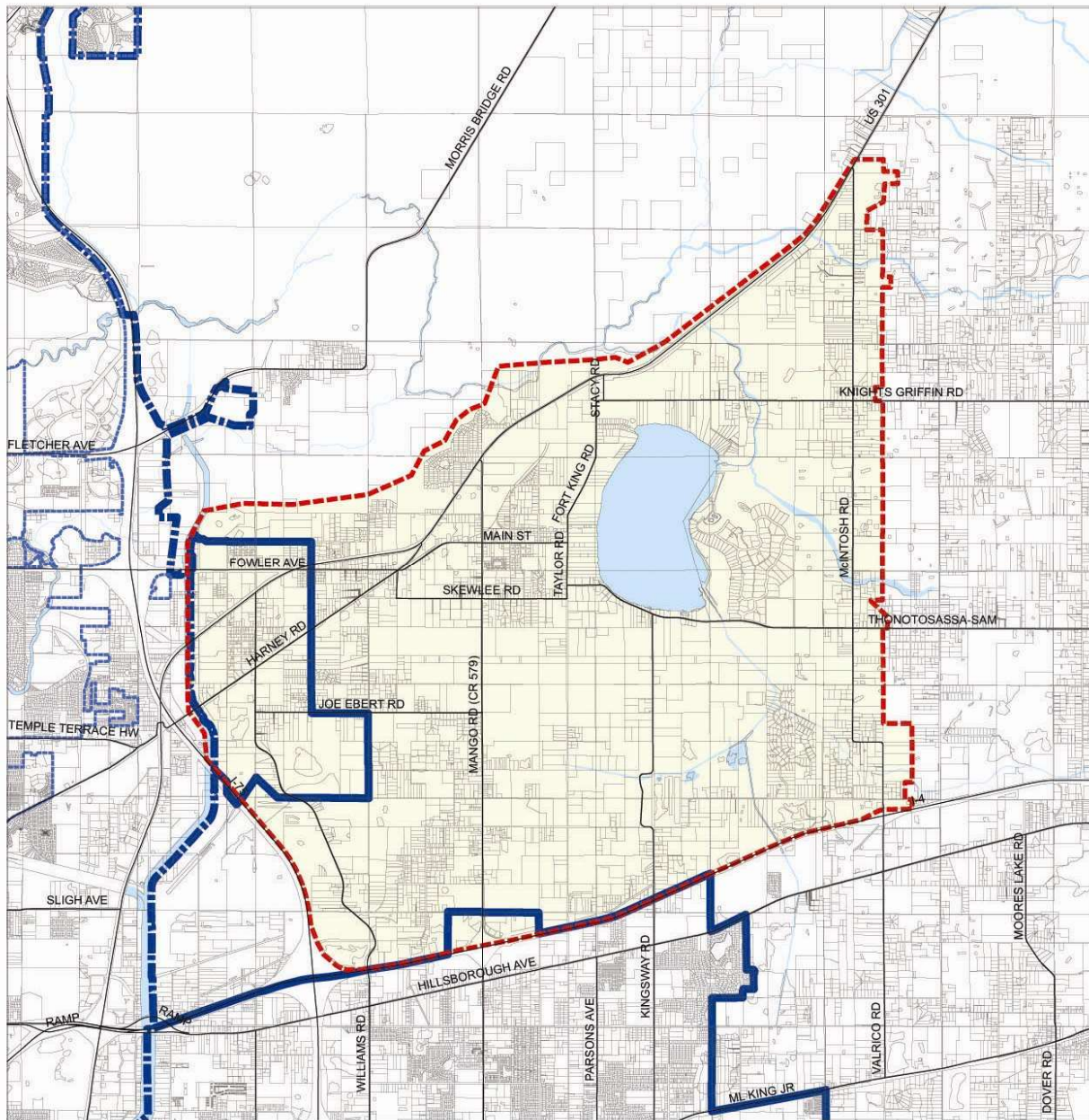


Figure 9 - Thonotosassa Community Plan Boundary Map

Introduction

The Thonotosassa area has a long and rich history spanning Native American communities, agricultural production and rural residential development. Thonotosassa was home to Seminole Indians and a Native American village is known to have existed near the lake as late as 1843. Lake Thonotosassa, the largest freshwater lake in Hillsborough County, provides the area's defining natural feature.

After the end of the Second Seminole war in 1852, settlers came to the area and began to develop an agricultural community with citrus production being a major enterprise. By 1925, the community's population reached 300 and Thonotosassa had become Hillsborough County's premier fruit-growing region, supporting four citrus packing houses, three churches, three general stores, a hotel and an ice manufacturer. Goods and people were transported to Tampa by railroad which was constructed by Henry Plant and opened in 1893.

While citrus still dominated the area as late as the 1980s, Thonotosassa has become attractive to people who desire a rural-residential life style while remaining in close proximity to urban areas. The community has developed the Community Plan to protect the history, character and values of Thonotosassa.

This comprehensive plan document furthers the community values and strategies described in the Thonotosassa Community Plan document prepared by the citizen Steering Committee and submitted to the Board of County Commissioners on January 28, 2003. See Figure 20.

Vision, Culture and Values Statement

In the Thonotosassa community residents are actively involved in government and civic affairs. Growth has been directed in ways that have enhanced the community's character and quality of life. The Main Street downtown area is the traditional center of community life and a commercial success. Many families here lived in the community for multiple generations and residents continue to enjoy rolling terrain with vistas, open spaces and trees. Agriculture and the tradition of keeping domesticated farm animals such as horses, chickens, pigs, goats, cattle and quail is still a part of the community's landscape and economy. It's a diversified, self-supporting community with a mix of uses and housing types varying from mobile home parks to large estates. Residents don't have to travel out of the area for shopping and there are good paying jobs available locally. Among the residents, there is a sense of belonging to one community and being close to and enjoying nature. Clean air and water, wildlife and especially the recreational opportunities centered around Lake Thonotosassa, such as boating and fishing in addition to biking, running, horseback riding and hunting, is a cherished part of the Thonotosassa lifestyle.

Goals

1. Community Control – Empower the residents, property owners and business owners in setting the direction and providing ongoing management of

Thonotosassa's future growth and development, toward a community that adds value and enhances quality of life.

2. Sense of Community – Ensure that new development maintains and enhances Thonotosassa's unique character and sense of place, and provides a place for community activities and events.
3. Rural Character, Open Space and Agriculture – Provide improved yet affordable infrastructure and a balance of residential, commercial, and other land uses while maintaining the rural nature of the Thonotosassa area. This goal includes encouragement for agriculture, protection of property owners' rights and values, and the establishment of open space and green space and low density, rural residential uses.
4. Diversity of People, Housing and Uses – Maintain the existing diversity of housing types and styles. Provide for commerce and jobs but protect the community identity and limit the location, type and size of new businesses to fit the surrounding area.
5. Environment – Protect water, wildlife, air, soil and trees through effective planning, consistent enforcement of existing regulations, and incentives. The Thonotosassa community values its natural environment and wants to see it protected in a way that balances environmental protection and private property rights
6. Improved Reputation and Civic Pride – Enhance civic pride and the reputation of Thonotosassa by establishing and maintaining traditions, preserving the community's natural and cultural heritage, and developing and disseminating information to residents and visitors about the community.

Comprehensive Plan Strategies

- Form a Thonotosassa Community Advisory Committee to become an effective voice for the community.
- Designate Main Street as Thonotosassa's downtown, develop a central gathering place and make downtown a focal point of commercial and community activity.
- Establish the community's boundaries and designate gateways.

- Require minimum lot sizes of 1 acre for residential development within the Residential-1, Agricultural Estate, and Agricultural Rural Future Land Use categories.
- Protect the area's rural character.
- Support agricultural uses throughout the community.
- Retain the current boundaries of the Urban Service Area and continue to restrict central water and sewer services within the Rural Service Area.
- Allow commercial uses along SR 579 south of Pruett Road to I-4.

(Refer to the BOCC Action on February 21, 1995 regarding the Land Use Policy on County Road (CR) 579.)
- By June 2004, a proposal for transfer of development rights and purchase of development rights will be presented to the Thonotosassa Community Plan Steering Committee for further consideration by the Board of County Commissioners.

TOWN 'N COUNTRY COMMUNITY PLAN

Location

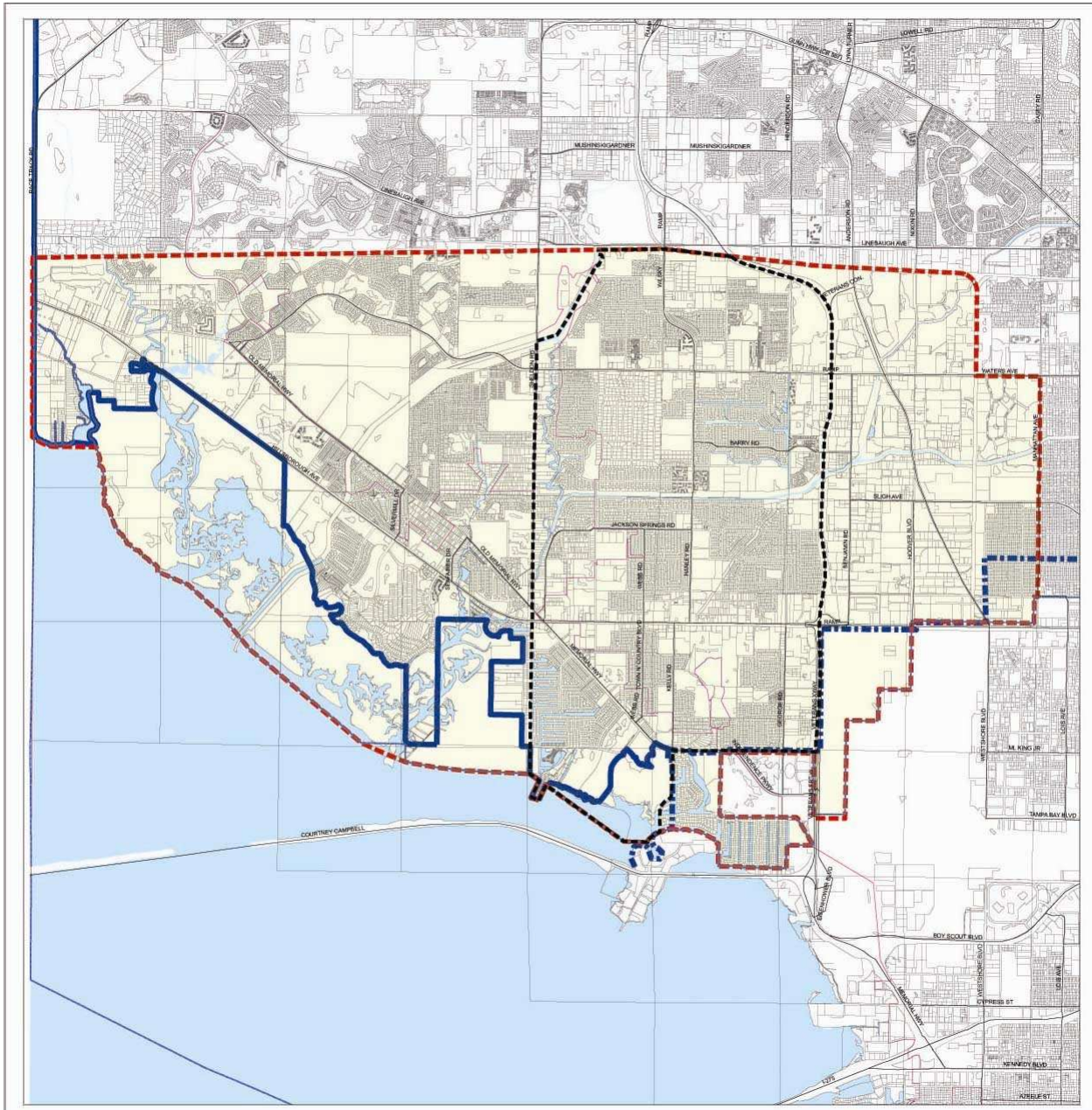


Figure 10 - Town 'N Country Community Plan Boundary Map and Focus Area

I. History

Prior to the 1950's Town 'N Country was primarily natural areas and cattle farms. In 1958, the LaMonte-Shimberg Corporation purchased a 525-acre dairy farm from the Webb family, near the Hillsborough Avenue-Memorial intersection to construct the Town 'N Country Park subdivision making the area one of Tampa's first suburban communities. By the time the original developers and builders of Town 'N Country had built their last house, the area covered more than 2,000 acres and stretched over three miles from Memorial Highway on the south to north of Waters Avenue. In this area nearly 8,000 single-family homes and townhouses were built from 1958 to 1978 by LaMonte-Shimberg.

The term Town 'N Country is now used to designate a much larger part of Hillsborough County, far beyond the 2,000 acres originally developed in Town 'N Country Park. Today, Town 'N Country is a suburb of Tampa; bordered by Pinellas County to the west, Tampa Bay to the south, Tampa International Airport to the east and Linebaugh Avenue to the north. The area is home to more than 75,000 culturally diverse residents within 37 square miles. The population in this area is expected to exceed 100,000 people by the year 2025. The community has developed the Town 'N Country Community Plan to reshape this diverse and maturing area to be an economically stable, family friendly place. The plan was accepted by the Board of County Commissioners on October 21, 2003, and is attached herein for reference purposes.

II. Community Plan Boundaries

The Town 'N Country Community Plan consists of both a Study Area and Focus Area. The study area is generally bounded by Linebaugh Avenue to the north, old Tampa Bay on the South, Manhattan Avenue on the east and the Pinellas-Hillsborough County line on the west. The Focus Area is generally bounded by Linebaugh Avenue on the north, Old Tampa Bay on the south, the Veterans Expressway on the east and Sheldon Road on the west.

III. Vision Statement

We the People of Town 'N Country cherish our location next to Tampa Bay, and advocate the creation of town centers that serve as a community gathering places. We support the expansion of protected lands, seek better connectivity in our trail networks, and endorse the creation of recreational opportunities for young and old alike.

We encourage redevelopment of our older commercial centers and desire a strong business sector that contributes to the community and provides meaningful employment opportunities. We support non-residential construction in a pedestrian friendly, new urban design that contributes to the community's sense of place. We would like to see a reduction in traffic congestion, an increase in transit service and will take steps to improve the appearance and safety of our primary roadways.

We want the property values of our homes and businesses to increase. We desire proactive enforcement of housing and commercial codes. We are committed to strengthening our community and business associations to work together on furthering our common goals.

We will continue to be an urban community with citizens who have a strong sense of civic pride and are committed to improving our way of life.

IV. Goals

The plan's vision is supported by the following ten goals which are listed in priority order:

1. Develop A Town Center
2. Improve The Appearance Of Roadway Corridors
3. Strengthen Code Enforcement Efforts
4. Relieve Traffic Congestion And Improve Transit
5. Improve Sidewalk, Bicycle Lane And Trail Connectivity
6. Maintain Drainage Facilities
7. Encourage The Renovation And Retrofitting of Residences
8. Improve Traffic Calming Methods
9. Strengthen/Empower Community And Business Associations
10. Encourage Neighborhood Squares

V. Strategies

The citizens of Town 'N Country have outlined the following strategies to accomplish their goals:

1. Develop A Town Center
 - Develop the Hillsborough Avenue/Ambassador Drive area as the primary Town Center

- Develop new public facilities and town square within the West Gate Park site along Paula Drive
 - Recognize Hanley Road, at Waters Avenue, as a secondary Town Center
 - Encourage redevelopment of existing commercial sites within the designated town centers
2. Improve The Appearance Of Roadway Corridors
 - Develop design guidelines for major roadway corridors and adjacent properties
 - Develop and implement a plan for Hillsborough Avenue that improves the corridor's appearance
 - Increase commercial sign code education and enforcement
 - Seek streetlights on major corridors
 3. Strengthen Code Enforcement Efforts
 - Educate homeowners associations and residents on home maintenance codes
 - A high level of code enforcement is desired within Town 'N Country
 - Financial assistance programs to aid residents who cannot afford to comply with home maintenance codes is desired
 - Re-establishment of expired homeowner association regulations
 - Consider special districts to establish additional home maintenance regulations and funding support for additional enforcement
 - Outdoor storage of merchandise should be strongly discouraged
 4. Relieve Traffic Congestion And Improve Transit
 - Encourage alternative modes of transportation including transit, bicycle and pedestrian modes
 - Expand transit service
 - Discourage cul-de-sacs in new subdivisions and require connections to streets within adjacent subdivisions, community facilities and land uses
 - Improve Hillsborough/Memorial intersection
 - Encourage mixed-use town centers and creating "park once" environments that decrease vehicular trips
 - If a light rail system is designed, support a station to serve Town 'N Country
 - Restrict access points from individual properties along major roads
 - Encourage the use of shared access points, cross easements and entry from side streets
 5. Improve Sidewalk, Bicycle Lane And Trail Connectivity
 - Identify and prioritize sidewalk , pedestrian crossing, bicycle/pedestrian bridges, bicycle lane and trail connection projects

- Advocate funding for projects identified and schedule projects into the Capital Improvement Program
 - Provide a safe, off-street route from the Town 'N Country Greenway to the Upper Tampa Bay Trail
6. Maintain Drainage Facilities
- Advocate increased maintenance of canals, ditches, channels and water catchment areas
 - Pursue grants to maintain drainage facilities and restore canals and channels
 - Secure funding to clean/maintain the ditch located at the Paula and Ambassador
 - Consider special taxing districts to maintain non-County owned canals
7. Encourage The Renovation And Retrofitting of Residences
- Allow residential renovations beyond the front building line under strict design guidelines
8. Improve Traffic Calming Methods
- Encourage homeowners associations to participate in the County's traffic calming program and to match County funds
 - Allow on-street parking on specified residential streets
 - Support a neighborhood-wide calming project in Town 'N Country
9. Strengthen/Empower Community And Business Associations
- Encourage creation of new associations in unrepresented area
 - Strengthen existing associations by providing greater support and responsibility
 - Encourage homeowners associations to educate residents on residential codes
 - Strengthen the Greater Town 'N Country Chamber of Commerce
 - Encourage the Chamber to use the County's Economic Development Department and Small Business Resource Center for assistance
 - Establish a Community Advisory Committee to support plan implementation
10. Encourage Neighborhood Squares
- Encourage homeowners associations to identify, plan and develop neighborhood squares when and where appropriate

RUSKIN COMMUNITY PLAN

Location

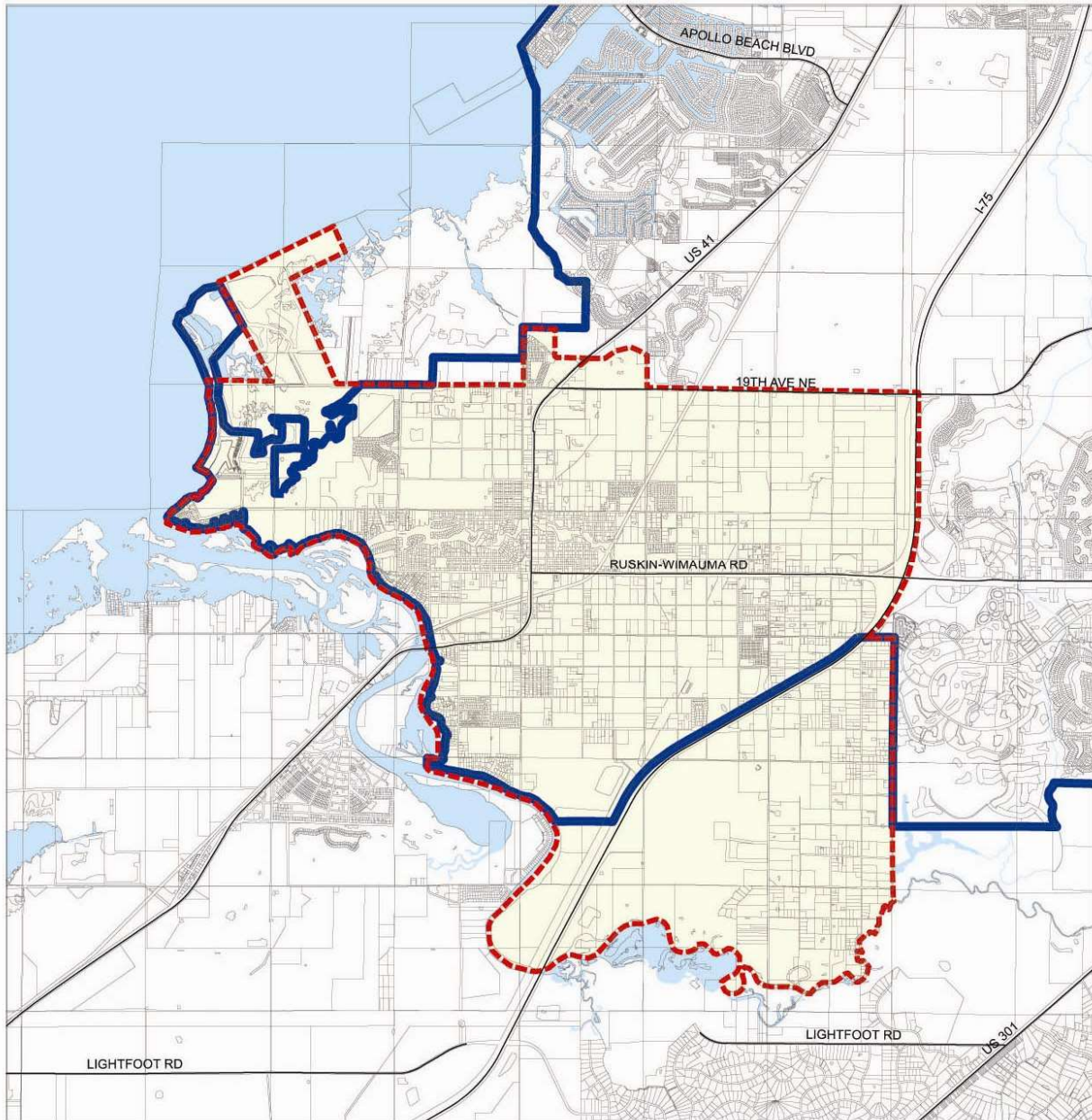


Figure 11 - Ruskin Community Plan Boundary Map

Introduction

Ruskin is a historic community situated on the shores of Tampa Bay, the Little Manatee River and the Ruskin Inlet, approximately 16 miles southeast of Tampa. The Ruskin Community Plan area is shown on the attached Community Plan Area Map.

Ruskin was founded in 1908 and is named for John Ruskin, an English writer and critic who called for social reform and espoused the need for higher education. Historically, Ruskin has been an agricultural and fishing community. Today, while agriculture is still actively practiced, a variety of land uses exist, including commercial, light industrial, office and residential. Approximately 1,148 acres are designated as Natural Preservation, including significant lands along the Little Manatee River. Most commercial uses are along US 41 and College Avenue (primarily closer to I-75). The older “historic” portion of Ruskin is located east of US 41 along the Ruskin Inlet. The Bahia Beach resort is located on the shores of Tampa Bay at the western end of the community. South Shore Corporate Park is located on the eastern end of the community adjacent to the I-75/College Avenue interchange.

The Ruskin Community Plan Area, as shown in Figure 22, (approximately 21 square miles including natural preserves) has been divided into four neighborhood areas. The first is located west of US 41 and, as noted above, includes older development and the Bahia Beach resort. The second area is located east of US 41 and north of College Avenue. This area includes a variety of land uses and housing types. The third area is generally located east of US 41, south of College Avenue, and northwest of I-75. This area is transitioning from agriculture to residential uses. The fourth area is located southeast of I-75, outside the County’s Urban Service Area. This area has on-going agricultural activities along with residential and some limited commercial uses. These areas are shown on the attached Ruskin Neighborhood Area Map.

In 2000 the Ruskin Community Plan Area had 5,632 dwelling units and a population of 9,518 people. Individuals identifying themselves as Hispanic or Latino comprised approximately 37% of the total population. Projections for the year 2025 call for a total of 9,178 dwelling units with a population of 21,769.

Major roadways in Ruskin include US 41 and I-75 which connect Ruskin to communities in the north and south. College Avenue, Shell Point Road and 19th Avenue are the major east-west connectors. The SouthShore Area Wide Plan identifies new north/south roadways, generally through the South Shore Corporate Park development, that will link College Avenue north to Big Bend Road.

The Ruskin Community Plan (Plan) was developed by dedicated individuals who volunteered their time for the future of their community. The Plan represents a community-based vision and direction for the future of Ruskin. The Ruskin Comprehensive Plan amendment is based on the Ruskin Community Plan Document dated October, 2004.

Ruskin Community Vision Statement

Ruskin will continue to be a community that preserves its small-town character, celebrates its unique history and agricultural past, embraces its multi-cultural diversity and protects its abundant natural resources. The Ruskin community values nature above commercialism; dark, star-filled skies at night above the glare of urban lights; and the sound of crickets and frogs above the noise of traffic.

The history of Ruskin is unique, having been settled by the Common Good Society with principles based on the social ideas of John Ruskin along with the teachings of Ruskin College. Ruskin has a rich fishing and agricultural heritage. Internationally significant pre-historic fossils have been discovered by Frank Garcia.

Our top priority is the protection and preservation of our natural resources, including our pristine Little Manatee River corridor, which is teeming with life; Marsh Creek and the public lands around it; Cockroach Bay Aquatic Preserve; the Tampa Bay estuary; the wildlife that lives among us on land, in the water and the sky; the ELAPP lands, significant wildlife habitat, and other natural areas, parks and green space within and around our community. We support the acquisition of additional land for preservation, restoration, natural habitat and parks.

We are proud to be a multi-cultural community and wish to highlight this feature as we develop. We embrace our diversity and welcome everyone who wishes to participate in, and contribute to our community. Our goal is to attract citizens who "put down roots" and become involved in the larger community. Growth can only be good for Ruskin if it attracts people who will contribute meaningfully to the community -- citizens who will spend, not just their money, but their time here, in Ruskin.

We envision a community extravagantly lavished with trees and lush landscapes of native Florida plants, both existing and new. We will educate our citizens on native plant species and strive to keep existing trees and native flora as development occurs.

We wish to become a destination for eco-tourism, providing opportunities for the enjoyment of our natural areas, and recreation that treads lightly on the environment.

Our desire is to see the development of trails around and through the community with a large loop that meanders along the river connecting with the South Coast Greenway coming south and linking with Shell Point and Simmons Park.

We enjoy living free from the frustrations of rush-hour traffic and wish to maintain a low volume of traffic as we grow. We wish to control speeding vehicles by building two lane streets and retaining those two lane streets that now exist. We want our entire community to be safe and enjoyable for walking and bicycling, with a pedestrian-friendly downtown, accessible to the disabled.

Our historic rural lifestyle and small-town character are dear to us. We are striving to develop our community as a village that retains rural characteristics is unsegregated and interconnected into one whole community. We intend to avoid becoming a bedroom community of cookie-cutter suburbs.

We wish to see our downtown as pedestrian friendly with mixed-uses and made up of small businesses as opposed to “big-box” stores. The Marsh Creek waterfront will allow for the placement of shops and cafes nearby, resulting in a very attractive “village center.” Our waterfront defines Ruskin, and we want to “showcase” it, thereby making it the nucleus of the community. We wish to see a museum that collects, preserves and presents our history that is of immense value to all. This would become part of the Town center for Ruskin and lead to establishing cohesion and a sense of place. There will be a theater, near the downtown, which would be a meeting place, a venue for performances, along with an Art and History museum that will showcase the artists and craftsmen in Ruskin and possibly attract more.

We want to encourage commercial development to focus on our downtown, our Town center rather than encourage further commercial development on SR 674 and Shell Point Road.

Our plan identifies four distinct neighborhoods, each having a defined character that provides home-styles serving all Ruskin residents. The scale and type of residential development shall vary according to the character of each of the four neighborhoods that were identified during our community mapping exercise.

The “Old Ruskin” neighborhood west of downtown will feature lower density single family housing in keeping with the traditional character of the area. The area east of downtown and west of the I-75 employment center will accommodate a variety of housing types including multi-family and entry level housing. The area south of College Avenue will accommodate a more suburban style, and type, of residential

development with environmental safeguards for the redevelopment of property along the Little Manatee River. The area southeast of I-75 will retain its rural and agricultural character and provide for enhanced interaction and access to the publicly owned lands adjacent to the Little Manatee.

Ruskin Community Plan Goals and Strategies

Goal 1: Downtown Ruskin – Revitalize Ruskin’s business center along US 41, enhance the appearance of the district, and promote business growth that is compatible with our small town community.

Strategies:

- Establish a mixed-use, walkable and pedestrian friendly Town Center.
- Develop and implement the Master Plan for the Ruskin Town Center.
- Develop common design and landscape standards for commercial development along US 41 outside the Town Center.
- Upgrade the current sewer system to facilitate redevelopment of the business center and Town Center.
- Ensure that improvements to US 41 are compatible with the revitalization of Ruskin’s historic business center. Seek alternatives to expansion of US 41.
 - Limit US 41 to two through lanes in each direction.
 - Develop 2nd and 3rd Streets as a local alternative to US 41 with direct connection to US 41.
- Encourage commercial development and redevelopment within downtown Ruskin and the Town Center and direct commercial development away from Shell Point Road West and 19th Avenue N.W.
- Encourage locally owned businesses to locate within Ruskin’s historic business corridor and Town Center.
- Establish gateways, located to provide a sense of arrival.

Goal 2. Economic Development – Provide opportunities for business growth and jobs in the Ruskin community.

Strategies:

- Ensure that there are appropriate land areas zoned for office and light industrial development.
- Support eco-tourism featuring Ruskin’s natural resources, such as the Little Manatee River, Tampa Bay, the Ruskin Inlet, Marsh Creek, wildlife

and wildlife habitat, parks, nature preserves and greenways and blueways trails, within and around our community.

- Promote commercial development at a scale and design that reflects the character of the community. Ensure that future commercial development avoids “strip” development patterns.
- Recognize Bahia Beach as a resort area that contributes to the economy of Ruskin.

Goal 3. Environment – Protect and enhance Ruskin’s natural environment and ensure that it remains an integral part of the community.

Strategies:

- Density calculations will be based on upland areas and no density credits will be assigned to wetland areas for new development within the Ruskin Community Plan area.
- Support the restoration of Marsh Creek and identify possible public uses.
 - Support surveying Marsh Creek to determine the extent of County-owned property.
 - Support replacing the US 41 and 2nd Street culverts to improve water flow and to provide pedestrian access to Marsh Creek.
- Implement the Hillsborough County Greenways Master Plan within the Ruskin Community.
- Support continued acquisition and restoration of environmentally valuable, or sensitive, lands by the County’s Environmental Lands Acquisition and Protection Program, the Southwest Florida Water Management District and Florida Communities Trust, and encourage connection of existing publicly owned lands to form a greenway system.
- Support regulations to enhance protection of the Little Manatee River.
- Enhance and expand passive and low-impact access to the Ruskin waterfront, including the Little Manatee and Marsh Creek shorelines.
- Minimize the impact of recreation facilities on the Little Manatee River by encouraging passive uses, such as hiking, nature study, fishing and canoeing.
- Native landscaping and trees should be used in new development. Maximize the retention of native plant species when new development occurs.
- Require new development to remove invasive non-native plants.
- Protect and improve water quality in the Little Manatee River, its creeks and inlets.
- Support environmental education for homeowners, boaters and children.

- Create “Low Impact Development” (LID) principles to guide new growth, and protect the Little Manatee River, Marsh Creek, Tampa Bay and wetland areas.

Goal 4: Culture and History – Promote development that recognizes the historic character of the Ruskin community and enhances the quality of life.

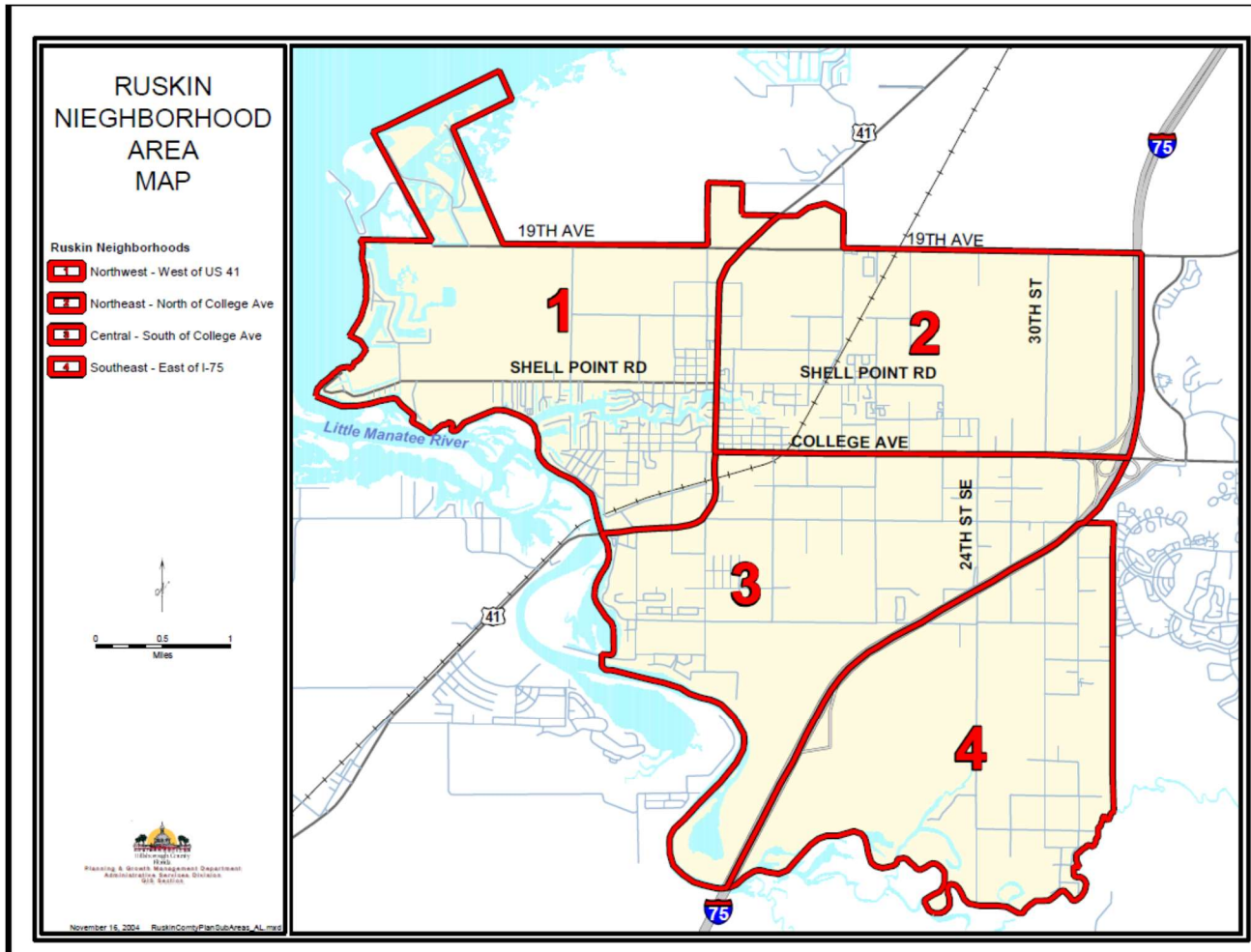
Strategies:

- Promote the history and culture of Ruskin.
- Support development of a community center.
- Recognize the agrarian and commercial fishing past of the Ruskin
- Support continued agricultural and aquacultural activities.
- Promote a small town character.
- Support the Ruskin Tomato, and Seafood festivals , building on their themes for community identification.

Goal 5: Community and Neighborhood Character – Provide for a diversity of home styles and types while protecting Ruskin’s small town character.

Strategies:

- Eliminate the “flex” provisions within and into the Ruskin Community Plan area.
- Limit the height of new residential development to 50 feet, unless a more restrictive limitation exists.
- Implement the Characteristics of Livable Neighborhood Guidelines for future residential development within Ruskin to ensure an attractive community that balances new development with historic uses.
- Encourage development that is connected with, and integrated into, the Ruskin community. Design features (e.g. walls, gates) that isolate or segregate development from the community is inconsistent with the community’s character and should be discouraged.
- Developments should continue and/or replicate the traditional “grid” street pattern found in Ruskin to the greatest extent practicable.
- Support housing to accommodate a diverse population and income levels.
- Recognize the four distinct neighborhood areas depicted on the Ruskin Neighborhood Area Map. Each neighborhood has a unique character and associated development guidelines. The areas are listed below.
 - Area 1- Northwest Ruskin.
 - Area 2- Northeast Ruskin
 - Area 3-South Ruskin
 - Area 4- Rural Ruskin



- Subdivisions and other development existing prior to this plan do not set precedents for future development that would be inconsistent with this community plan.
- Initiate and support community clean-up efforts.
- Promote beautification and landscaping along US 41, College Avenue and Shell Point Road
- Prohibit pole signs and limit ground signs to eight (8) feet in height.

Goal 6: Education - Provide quality education opportunities for Ruskin.

Strategies:

- Support the development of a community college.
- Secure future neighborhood school sites concurrent with the rezoning of property for homes.
 - Elementary schools should be located internal to neighborhoods and should avoid locations along arterial streets.

- Every effort should be made to co-locate schools with park facilities.
- Require applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites.

Goal 7: College Avenue – Ensure that development along College Avenue enhances the appearance of Ruskin, avoids strip commercial patterns, and is compatible with the revitalization of downtown Ruskin.

Strategies:

- Implement the College Avenue Retail Development Guidelines.
- Locate new uses along College Avenue in the following manner:
 - Commercial, office and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area.
 - Office and professional services, and residential uses between 12th Street and 21st Street.
 - Residential uses, including higher density housing will be encouraged between 12th Street and 3rd Street. Commercial and office uses should not be permitted.
- Establish a gateway to provide a sense of arrival.

Goal 8: Transportation – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit.

Strategies:

- Support and implement the SouthShore Corridor Plan
- Ensure that roadways are designed to preserve the community character of Ruskin.
- Preserve and enhance the traditional “grid” pattern of roadways.
- Support implementation of the “Scenic Corridor” designation and design considerations for 19th Avenue N.E., S.R. 674 and roadways in the SouthShore Corridor Plan with the “Scenic Corridor” designation.
- 19th Avenue N.E. from U.S. 41 to U.S. 301 should not be designated as a truck route.
- Retain Shell Point Road as a 2-lane roadway, allowing only intersection and site-related improvements.
- Complete sidewalks along Shell Point Road West.
- Support mass transit opportunities.

- Expand and enhance opportunities for biking and walking.

Goal 9: Parks and open space - Provide adequate and quality recreational opportunities.

Strategies:

- Parks should be located within neighborhoods, preferably co-located with schools.
- Retain corridors for the Greenway and trail loop outlined on the Master Plan map.
- Provide for a park facility within Ruskin for league and organized sports.
- Ensure that E.G. Simmons Park continues to improve and remains a quality Bay access and water use resource.
- Enhance and expand Camp Bayou as a center for learning about nature, natural history and as a nature preserve for passive recreation.
- Support the purchase, or dedication, of additional land for parks.

Goal 10: Public Facilities and Services - Provide for appropriate facilities and services as the community grows.

Strategies:

- Support a new regional library for the South County area.
- Continue to provide library services in downtown Ruskin.
- Sheriff and Fire Services facilities should be located near US 41.
- Government services should be co-located within the downtown.
- Strengthen Code enforcement efforts in order to enhance community appearance.

RIVERVIEW COMMUNITY PLAN

Location

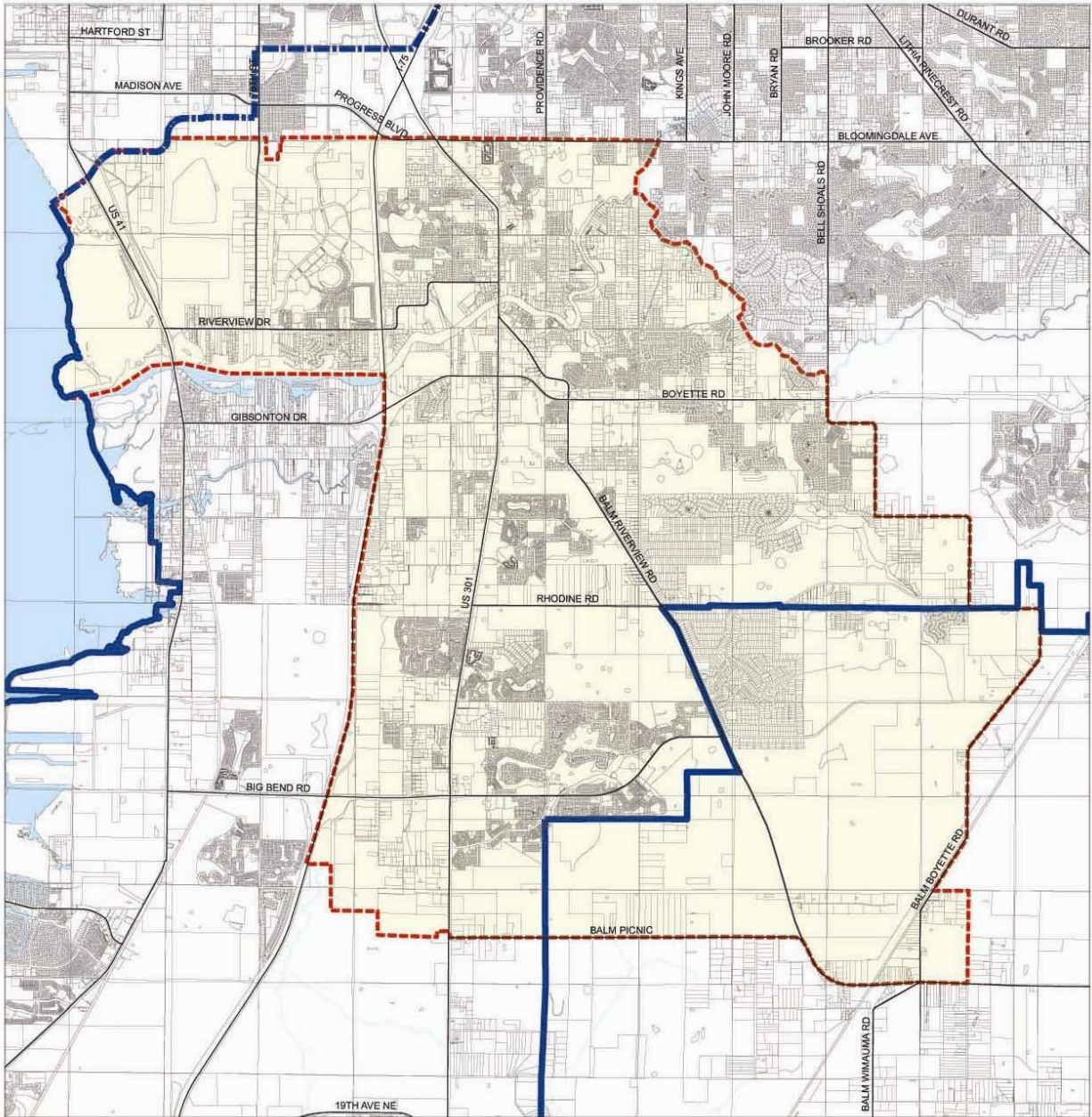


Figure 12 - Riverview Community Plan Boundary Map

I. Introduction

The Riverview Community Plan area lies in the southeast portion of unincorporated Hillsborough County and is within the “SouthShore Areawide Systems Plan” boundary. It is home to approximately 44,000 residents, the population is estimated to grow to 74,000 residents by 2025. The community plan area is comprised of approximately 55.88 square miles (35,769 acres). Socially, it is a readily identifiable community, featuring schools, services, and infrastructure; however, it has no town center. The Riverview community is in transition, a rapidly suburbanizing, no longer rural community but with many agricultural landscapes.

II. Community Plan Boundaries

The Riverview Community Plan area is generally located south of Bloomingdale Avenue/Alafia River; west of Balm Boyette/Boyette Road; east of Tampa Bay/I-75, and north of Bullfrog Creek/SR 672. See Figure 23.

III. Vision Statements

Community Vision

As the community has grown, Riverview's small town charm and atmosphere has been maintained. The community has a town center containing a peaceful, family-oriented and pedestrian-friendly atmosphere in which all safely live, work and play.

A strong sense of “community identity” and spirit, with versatile recreational and economic opportunities as well as cultural and educational resources, stimulates both the young and elderly. The recreational and economic opportunities uniquely afforded them by the Alafia River were maximized while also prioritizing the protection of it and other natural resources.

Vision Concept

Physically, Riverview is a diverse community sharing the characteristics of both suburban and rural areas, loosely defined by historical development patterns and predominant land uses. The Advisory Committee and the Planning Team addressed these issues and illustrated their vision graphically by developing the “*Riverview District Concept Map*”. See attached figure 10.

It identifies distinct visions for the Riverfront, Downtown, Highway 301, Residential, Industrial, Open Space, and Mixed Use districts. These unique districts reflect community assets and guide development.

1. Highway 301 Corridor District Vision

Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well-maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle-friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.

2. Downtown District Vision

Riverview Downtown is the hub of the community where people gather, enjoy the river, or attend one of the many outdoor entertainment events at the riverfront amphitheater.

Convenient to transportation links, this hub contains not only a variety of prosperous businesses, but also medical facilities, and a large community college and vocational center that host many social, recreational, and cultural events. Its campus seamlessly fits into the surrounding area while adding incalculable value to our community. The state-of-the-art childcare facilities for children of all ages are conveniently located within walking distance of businesses and residential communities.

The interlocking paths and trails connect the various elements of the downtown area. The recreation park offers many athletic events, both organized and pick-up games. The tree-lined streets with colorful landscaping adds to the visual experience of Riverview. Subdued and consistent signage, updated storefronts, new restaurants, bookstores and other businesses have revitalized the downtown area.

3. Riverfront District Vision

The beautiful Alafia River has been maintained with superior water quality and ecosystems. Good planning has kept the original charm of the river, while also providing River-walks on both sides of the river that offer opportunities for a variety of activities in and around the water. The boat ramps have ample space and are convenient for all types of recreational watercraft. Law enforcement has encouraged boating safety and discouraged the high-risk antics of those who endanger others. This area is a short walk to the Downtown Area via the interlocking network of paths.

Property in this area has been reduced in density and intensity. The community has acquired property along the river to improve public access to this natural resource.

4. Mixed Use District Vision

In the areas where commerce, education, agriculture and residential subdivisions merge, Riverview has handled the transition gracefully. Unincorporated areas maintain their neighborhood identity, while commercial businesses have upgraded their image by adhering to the community plan's building façade and storefront criteria. Small businesses are encouraged to locate and remain in Riverview due to a business-friendly environment. The older neighborhoods enjoy upgraded infrastructure with improved fire hydrant access, new sidewalks, curbs and drainage.

5. Residential District Vision

The area south of the Alafia River along US Highway 301 has been developed as primarily residential. The residential district appeals to people of many economic and cultural backgrounds. In this area, managed growth permits higher densities. The improved infrastructure containing fiber optic communications, sidewalks, pedestrian-friendly crosswalks, adequate lighting and signage is well maintained and controlled by strict code enforcement. Local government promptly addresses houses that fall into disrepair and neglect.

The residential areas are convenient to all other areas of Riverview due to the transit system, pedestrian-friendly streets and bike trails. Thoughtful planning has controlled the traffic and the intelligent highway system speeds residents to and from their destinations.

6. Industrial District Vision

With improved infrastructure, readily available high tech capabilities and its convenient location near I-75, I-4, and the Selmon Expressway as well as its location on U.S. Hwy 301, Riverview is truly the commerce crossroads for east Tampa and Central Florida's west coast. The area is also easily accessible by foot, bike, transit or vehicle for the many residents of the Riverview community. Many new industries and businesses are attracted to this area, thus providing a large number of jobs for workers in all classifications. Our industrial partners are good neighbors as well. Even though our industrial businesses are clean and non-polluting, they continue to be tightly monitored.

7. Open Space District Vision

Riverview is proud of its roots and its diverse character. Encouraging and promoting active and passive open areas in the community has been a priority. The community has been successful in preserving and enhancing the rural character and natural open expanses within the community. In particular, a large quantity of Boyette Scrub lands

have been acquired from willing sellers and added to the county owned lands creating an extraordinary regional asset. Additionally, a variety of new parks and open space have been incorporated system into the Hillsborough County Greenway and Trails Master Plan and thus provided a system of open space connecting the entire community.

IV. Goals

The plan's vision is supported by the following thirteen goals (listed in priority order) with accompanying strategies:

Goal 1 Achieve better design and densities that are compatible with Riverview's vision.

- Develop Riverview district-specific design guidelines and standards.

The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.

Mixed Use-Commercial-Residential

- Incorporate traditional neighborhood development (TND) and Crime Prevention through Environmental Design (CPTED) techniques and principles in design standards.
- Develop visually pleasing sign standards that prohibit pole signs and require monument signs. It also is the desire of the community to limit or keep out any additional billboard signs.
- Avoid "strip" development patterns for commercial uses.
- Enhance the ability to walk or bike between adjoining commercial areas.
- Promote aesthetically pleasing subdivision entrances, formal and manicured landscapes and other amenities such as street furniture, public art, and creative paving techniques.
- Promote diversity in housing type and style to counter generic subdivision look.
- Provide appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space.

- Require natural and attractive stormwater retention facilities, such as standards for gently sloping grass sides/banks and prohibiting hard (i.e. concrete, asphalt) surfaces and aeration techniques: screen and buffer ponds with natural vegetation or berms or at a minimum vinyl fencing with vines, prohibit plain exposed chain link fencing. Encourage master stormwater facilities.

Transportation

- Develop distinctive roadway design and landscape standards for new developments and redevelopment projects that complement the community's uniqueness as well as encourage buffers to parking areas, water retention areas and sidewalks. Techniques may include landscaping, berming and median enhancements.
- Use standards for new and redeveloped projects that incorporate transit-friendly street design along bus routes (bus stops, bus bulges, bus lanes, etc.) such as those found in the Traditional Neighborhood Development (TND) Infill code.

Miscellaneous

- Develop key design elements and landscape designs for local parks that would promote a unique sense of place and establish community landmarks.
- Improve drainage standards to enhance aesthetics and ensure adequate drainage prior to onsite development.
- In appropriate areas, as described in the District Map, identify and reduce residential densities in the Future Land Use Element.
- Consult with developers regarding residential site design and the creation of neighborhood character.
- Improve enforcement of all county land development codes.

Goal 2 Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts". (see Figure 10)

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. *Hwy 301 Corridor* – Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.
2. *Downtown* – Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.
3. *Riverfront* – Recognize the historical, environmental, scenic, and recreational value of the Alafia River.
4. *Mixed Use* – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.
5. *Residential* – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.
6. *Industrial*–Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.
7. *Open Space* – Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.

Goal 3 Enhance the community's “sense of place”, small town spirit and gateways.

- Increase gateways to create a sense of arrival using landscape features, public art and signage at strategic areas.
- Create community events and activities that promote the heritage and environmental qualities of Riverview, such as water-related events, art shows highlighting local artists, and walking tours.
- Promote distribution of local publications, newsletters, and other media to inform and foster a sense of community for Riverview residents particularly in the Downtown District.
- Establish community-gathering places, such as a “town square” or plaza in which people of all ages can socialize and honor special events.
- Encourage the exchange of ideas and information with local schools to bolster community spirit and support for local initiatives.

Goal 4 Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.

- Protect the capacity of low-volume neighborhood and uncongested roads.

- Explore opportunities for constructing a bridge across the Alafia as an alternative north-south transportation route.
- Prioritize and improve major connector roadways and intersections to improve safety and efficiency concurrently as the community grows.
- Provide sidewalks, pedestrian crossings, bike lanes, and connections to the Hillsborough County Greenway and Trail Master Plan, and extend crossing signal times and use traffic calming techniques along major thoroughfares.
- Expand mass transit, such as more bus stops and routes and park and ride facilities.
- Diligently enforce traffic speed laws.
- Provide safe and efficient emergency evacuation routes.
- Continue to implement the *Livable Roadways* strategies and "Guidelines for Landscaping Hillsborough County Roadways" (or updated replacement documents) for enhancing the appearance of major roadways (such as Boyette Road, US 301, Riverview Drive and Balm-Riverview Road).
- Encourage increased participation in Keep Hillsborough County Beautiful Program (KHCB).
- Implement access management standards such as frontage roads, joint access points, rear lot access points, and managed turning movements.
- Discourage speeding and cut-through traffic by designing roadways with traffic calming measures and using appropriate design speeds to prevent implementation of reactive traffic calming techniques (i.e. speed humps) after construction).
- Coordinate with the Florida Department of Transportation and the County to ensure adequate notice, education and awareness of hazardous material truck and disposal routes and activities.
- Prepare and adopt a US Highway 301 Corridor Plan Overlay that also designates mixed-use town centers.
- Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.
- Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.

- Remove roadside vendors at busy intersections (Hwy. 301/Big Bend Road, Boyette Road and Balm Riverview Road).

Goal 5 Improve and expand public facilities, services, and park systems, including the existing Civic Center.

- Coordinate local efforts with state and other agencies to centrally locate and provide desired community health care programs.
- Create a youth center, increase and diversify community-sponsored youth programs, including local sport and cultural activities and educational/vocational opportunities.
- Provide opportunities for library/media resources (i.e., bookmobile, satellite branches, co-op with schools, and partnership with local businesses).
- It is the desire of the community to have a regional park, sports complex and community pool within the Riverview community.
- Increase and expand neighborhood and community park facilities to provide for highly accessible (within a 5-10 minute walking distance) and safe community park system.
- Collaborate with local groups and clubs to develop special purpose parks and amenities that appeal to different cultural interests and age groups, e.g. Scout camp, youth-oriented or skateboard park.

Goal 6 Prioritize the significance of improved quality, enjoyment, and protection of the Alafia River and other natural resources such as open space.

- Promote environmental education and awareness programs to promote water conservation, Florida Friendly landscaping techniques, and to protect water quality and environmental resources.
- Reduce to the extent possible Future Land Use Map densities and intensities along the Alafia River to maintain, preserve, and protect the environmental quality and wildlife habitat of the Alafia River and surrounding watershed.
- Protect the water quality and wildlife habitat associated with the Alafia watershed.
- Support environmental agencies such as the Southwest Florida Water Management District and the Department of Environmental Protection in protecting and restoring shoreline integrity and river ecosystems.

- Expand and expedite acquisition for fee or less than fee of environmental lands, open space and environmental restoration projects through the Greenways/Trails Master Plan, ELAPP, etc.
- Implement a plan for voluntary stewardship with willing landowners, through acquisition/easement tools and cost sharing.
- Support and enforce protection and restoration of natural shoreline integrity and river watershed.

Goal 7 Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.

- Provide incentives for the redevelopment of commercial structures to enhance building facades, signage, landscaping, general buffering and access management.
- Promote the benefits of high accessibility to urban areas via major highway system.
- Support local efforts to draw tourism and promote community events and festivals.
- Encourage well-designed, family-oriented businesses and recreational opportunities particularly in the Downtown District including movie theaters, bowling alleys, arcades, and miniature golf centers.
- Upgrade existing infrastructure to state-of-the-art, technologically advanced infrastructure.

Goal 8 Enhance the Alafia River's recreational and economic opportunities particularly non-motorized access.

- Prepare and adopt a river public access master plan that features the Alafia River, as the centerpiece of recreational and community facilities, including public shoreline access, viewshed protection, and boat ramps and canoe launches particularly near Bells Shoals Road. Inventory county-owned lands and incorporate leftover parcels (such as road ends) to expand public access.
- Identify and acquire riverfront lands for community and neighborhood riverfront parks and playgrounds.
- Increase recreational opportunities such as boating, waterskiing and fishing along the Alafia River in areas designated in the public access master plan.
- Prioritize boat ramp access for local residents.

- Expand bay access outside Riverview, such as Simmons Park and Williams Park boat ramps to foster local serving only ramps with in Riverview.
- Place appropriately scaled commercial uses such as restaurants and local retail establishments that complement recreational uses (e.g. canoe rental, bike shop, bait and tackle) along the river.

Goal 9 Attract, locate and support appropriate industry and employment with state-of-the-art infrastructure.

- Provide state-of-the-art infrastructure for existing and prospective industry.
- Make locating appropriate industry in Riverview as free of obstacles as possible by utilizing a team approach to site selection and permitting.
- Orient marketing to clean, locally based industries that provide well-paying employment opportunities.
- Provide incentives to attract employment centers.
- Recognize accomplishments and assets that local industry brings to the community.
- Continue to protect environmental resources and maintain quality standards through comprehensive monitoring education and regulation.

Goal 10 Maintain and support high quality schools also serving as community amenities.

- Continue to maximize joint planning and cooperative funding of community facilities to be co-located with school facilities.
- Collaborate with school principals and higher education administrators to address the effects of emerging growth pressure issues on the quality of service provided by the school system.
- Expand after-school programs for youths.
- Work with local schools to co-develop roadway and pedestrian facilities.
- Promote educational diversity to serve individuals of all ages and interests.
- Support local efforts to attract and develop a community college/vocational center.
- Work with education officials to locate satellite and specialty schools in Riverview.

Goal 11 Interconnect districts and public places with concepts for walkability, particularly schools and parks.

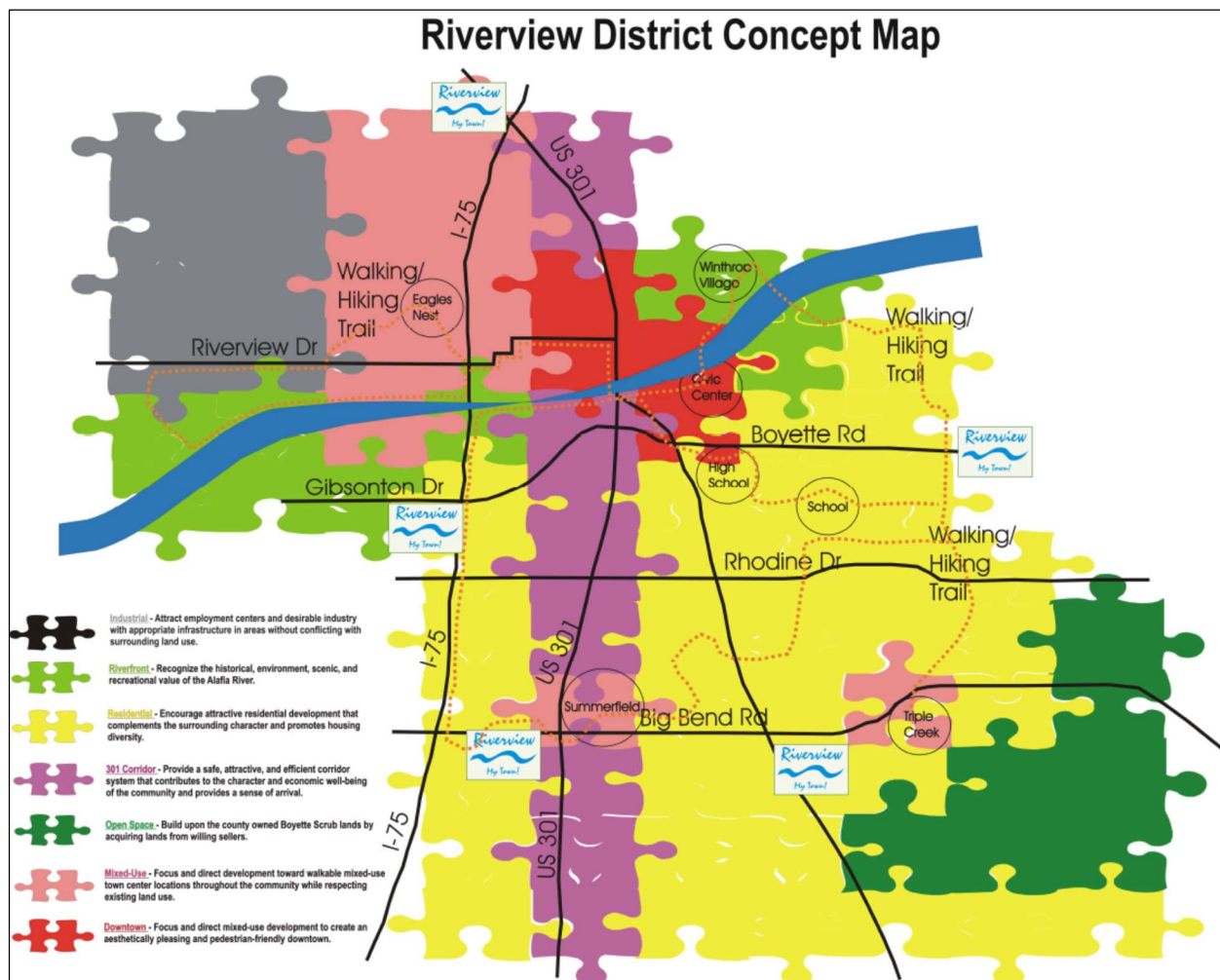
- Develop a pedestrian, bicycle and equestrian trail pathways plan that connects key destinations such as the Civic Center, Camp Christina' schools, neighborhoods and parks and links environmental greenways through various districts. Use techniques such as cooperative agreements, easement based public lands, and public rights-of way.
- Incorporate Riverview's park and open space system into the Hillsborough County Greenway and Trails Master Plan.
- Implement strategies in the MPO Bicycle and Pedestrian Master Plan such as safe bicycle and pedestrian routes for adults and children, and pedestrian facility design standards.
- Collaborate with private sector developers, government agencies and non-profit organizations to provide safe roadway, sidewalk and pathway connections, biking and equestrian linkages and other pedestrian amenities.
- Encourage "walk to school" programs, e.g. "walking school buses," to increase safety and to reduce school-related automobile trips.
- Provide sidewalks, pathways and/or trails wide enough (wider than 5 feet) for people to easily pass each other or travel side-by-side.

Goal 12 Recognize, preserve, and expand historic and cultural resources and places in Riverview.

- Identify and document additional historical structures and places such as the Women's Club and Moody house.
- Make information available and utilize existing incentives for developers and property owners to preserve and promote adaptive re-use of historic structures and locations.
- Create and maximize opportunities to establish partnerships with the private sector for the conservation and recognition of Riverview's heritage through techniques such as markers, signage, and incorporation into gateways' design themes.
- Define a coordinated vision for the arts and provide a variety of artistic and cultural events and programs.

Goal 13 Support and promote agriculture.

- Encourage the establishment and continued operation of local feed stores, farmer's markets, farm supply stores and other related business in the area.
- Convey public awareness of the importance of agriculture in the economy and to the heritage of Riverview.
- Balance agriculture's need for protection from incompatible uses while acknowledging the market conditions affecting its continued viability.
- Ensure that new non-agricultural uses provide adequate buffers on their property adjacent to existing agricultural uses.



APOLLO BEACH COMMUNITY PLAN

Location

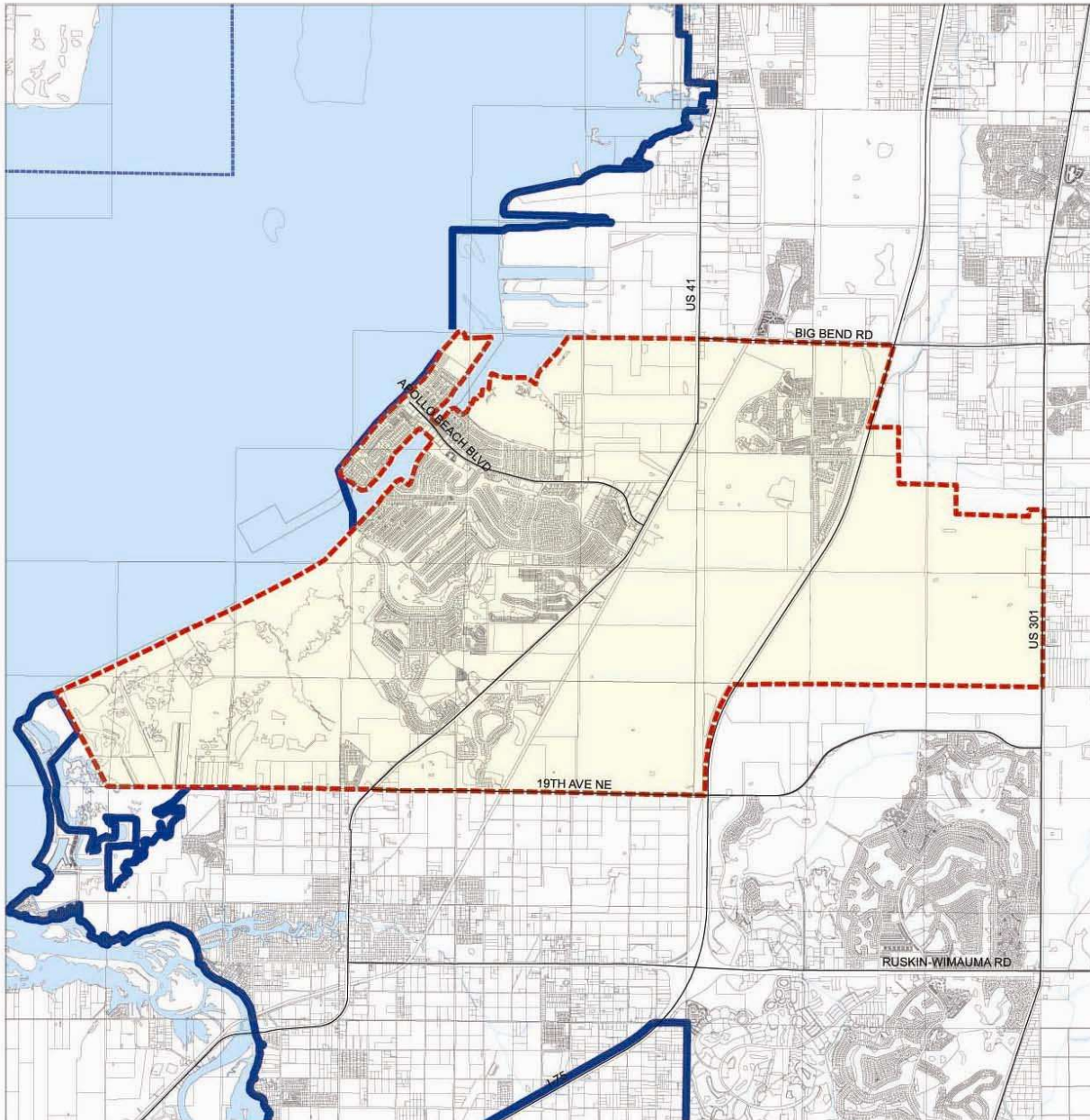


Figure 13 - Apollo Beach Community Plan Boundary Map

I. Introduction

Apollo Beach is a thriving Hillsborough County community located approximately 12 miles southeast of Tampa between Gibsonton and Ruskin and is one of the SouthShore communities directly on Tampa Bay. Compared to its neighbors, the core of Apollo Beach is new, receiving development approval in 1979. The original development plan called for close to 18,000 residential units distributed over 5,000 acres. While greatly

reduced in density and intensity from its original scheme, single-family homes constitute the predominant use today.

A variety of land uses are found in Apollo Beach, including agricultural, commercial, light industrial, office and residential. Large tracts of natural preserves protect a diversity of ecosystems where endemic species thrive. Most commercial activity flanks US Highway 41 where suburban shopping strips and franchise establishments vie with traditional vegetable and fruit stands. East of US Highway 41, mostly vacant land can be found at various stages of planning and development.

The Apollo Beach Community Plan Area, as shown in Figure 24, (approximately 24 square miles including natural preserves) can be broken down into two major geographic areas running east and west of US Highway 41. Older development took place west of US Highway 41, mostly tract housing north and south of Apollo Beach Boulevard interrupted by some retail and office development. The area east of US Highway 41, consists of several very large parcels of vacant land, with most currently dedicated to farming. A large portion of the acreage east of US Highway 41 is classified as Suburban Mixed Use (SMU-6) on the Future Land Use Map (FLUM), which allows for the consideration of internally integrated office, commercial, light industrial and residential uses.

The 2000 Census found 3,404 dwellings and 7,444 people in Apollo Beach (Census Tract 141.01). When the area's approved projects are considered, some 14,000 residential units could be developed, accounting for an additional 41,000 residents. Given the amount of undeveloped property, the future population of the plan area could exceed 66,000 residents at build-out. While the older neighborhoods of Apollo Beach are not expecting major growth, the area east of US Highway 41 has the capacity to accommodate projected growth well into the century.

Several community-serving facilities and nature preserves are located in the area, including Apollo Beach Elementary School located on Apollo Beach Boulevard, a fire station situated on Golf and Sea Boulevard and a Community Post Office - a contract station providing service in small communities - is located off US Highway 41. The area's nature preserves were purchased through the Environmental Lands Acquisition & Preservation Program (ELAPP). These include Bullfrog Creek Scrub, Wolf Branch, Noonan Branch and Apollo Beach Nature Park.

US Highway 41, US Highway 301 and Interstate 75 connect the Apollo Beach area with communities to the north and south. Big Bend Road and 19th Avenue NE are the only major east west connectors. Apollo Beach Boulevard is the main link between US

Highway 41 and points west. In the SouthShore Areawide Systems Plan, a north/south arterial connecting Big Bend Road with College Avenue in Ruskin is proposed, as is an arterial between US Highway 41 and Interstate 75. An Apollo Beach Boulevard extension is projected to link the roadway with County Road 672 and possibly provide an interchange at Interstate 75. The SouthShore Plan also foresees an extension of Leisey Road eastwards past the proposed north-south arterial and southward to 19th Avenue.

II. Community Plan Boundaries

The Apollo Beach Community Plan is generally bounded by Big Bend Road on the north, 19th Avenue NE on the south, U.S. Highway 301 on the east and Tampa Bay on the west. See attached Map A.

III. 2025 Vision Statement

Over the past two decades Apollo Beach has experienced rapid change but is now a more stable and diverse community satisfying the spectrum of suburban desires. We are pleased that through our foresight and tenacity, the goals of our 2005 community plan have been realized.

The upside of population growth has been many new housing, retail and employment opportunities. Large commercial and office complexes needed to serve the area are on our perimeter near Interstate 75 interchanges. In addition to our local merchants providing for our day-to-day needs, the areas on the perimeter contain regional retailers and entertainment offerings that are a welcome convenience when a change of pace from more local neighborhood centers is sought. Our community boasts office and corporate centers with a vibrant mix of employees, high school and college students, and cultural arts patrons. The area's regional entertainment offerings rival those of larger venues and highlight our community's appreciation for the arts in many forms and many locations. More casual community events are provided at the entertainment facilities in our beautiful parks.

Through the years of population growth and change, Apollo Beach has maintained a "small town" feel, as distinct village areas have evolved in response to varied location and development patterns. The oldest residential and commercial neighborhoods have enjoyed a rebirth through comprehensive rehabilitation programs and requirements for enhanced design and landscaping standards. Our collector roadways connect our neighborhoods to one another and to the community's commercial and office complexes, providing more efficient access for vehicles and pedestrians. The

community's roadways are also more visually appealing as a result of the enhanced design and landscaping standards. Our waterfront identity has been enhanced through increased access to our waterways and the bay, and our focus on boating, fishing and other recreational activities. The community's identity is further enhanced by the complimentary greenway system that links our community parks, nature preserve trails and beaches to one another and the area's greenway network. Our waters and air are also healthier and natural shorelines abound, invoking the tranquility of old Florida despite a population now quadrupled.

Apollo Beach now boasts its own community library, community center, and finally . . . its own post office! All of these facilities have helped foster a sense of civic pride throughout the area. Apollo Beach is no longer characterized as simply a small town but has instead evolved into a vibrant, well-balanced community where we all really live!

IV. Goals

This Comprehensive Plan document furthers the vision and values of the citizens of Apollo Beach. The citizens of the Apollo Beach community recognize the inevitability of future growth in the area and have reconciled growth within the scope of maintaining the feel, charm and convenience of waterfront-oriented small town living. In line with these assumptions, the citizens formulated the following goals listed in order of priority:

1. Enhance Community Character
2. Ensure Quality Land Use and Design
3. Maintain Canal System
4. Improve Transportation
5. Establish/Improve Sidewalk, Bicycle Lane and Trail Connectivity
6. Improve and Expand Public Use Facilities
7. Support Economic Development
8. Strengthen Community Associations
9. Encourage Renovation and Retrofitting of Residences

V. Strategies

The citizens of Apollo Beach developed the following strategies to achieve their vision and guide future growth and development in the Apollo Beach community.

1. Enhance Community Character

- Improve sidewalks, landscaping, curbs and gutters along Apollo Beach Boulevard and bury electrical lines.
 - Provide gateways or markers at recommended locations on U.S. Highway 41, Big Bend Road and the Apollo Beach Boulevard extension
 - Develop sign regulations that include architectural standards encouraging ground signs and prohibiting pole signs.
 - Promote beautification and landscaping of existing and proposed thoroughfares, paying particular attention to Big Bend Road, U.S. Highway 41, Miller Mac Road and all new collectors and arterials.
 - Strengthen code enforcement efforts.
 - Support continued acquisition of environmentally sensitive lands by the County's Environmental Lands Acquisition Program.
2. Ensure Quality Land Use and Design
- Encourage mixed use town centers at Apollo Beach Boulevard and U.S. Highway 41, and between U.S. Highway 41 and Interstate 75 in close proximity to the Apollo Beach Boulevard extension, as well as at other appropriate locations.
 - Incorporate a range of housing choices including multi-family and live-work units in and around town centers.
 - Create a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept.
 - Create a special district containing design guidelines for the Apollo Beach Boulevard corridor west of the commercial node at U.S. Highway 41.
 - Discourage development of over 50 feet in height in residentially zoned areas.
3. Maintain Canal System
- Establish stormwater management facilities that will protect the canals from silt occurring from development runoff.
 - Dredge and maintain canals.
 - Investigate funding opportunities to dredge and maintain canals.
4. Improve Transportation
- Improve drainage, landscape, and sidewalks and provide bicycle lanes on Miller Mac Road.
 - Support and implement the SouthShore Corridor Plan.
 - Support an Interstate 75 interchange at or near the Apollo Beach Boulevard extension.

- Require connectivity within new developments and require new developments to connect to one another.
 - Provide a traffic signal at Miller Mac Road and U.S. Highway 41, conduct warrant studies at Central Avenue/Apollo Beach Boulevard and Fairway Drive/Apollo Beach Boulevard, and require new developments to provide traffic signals where necessary (warrant studies will be required).
 - Improve stormwater drainage on roads throughout the plan area.
 - Support multi-modal mass transit opportunities that include buses, light rail, and water shuttles.
 - Require future development between the CSX rail line and U.S. Highway 41 to reserve areas for commuter rail access.
 - Improve and employ traffic calming measures where necessary.
 - Identify and provide additional hurricane evacuation routes.
5. Establish/Improve Sidewalk, Bicycle Lane and Trail Connectivity
- Connect existing and future publicly owned land to form a greenway system.
 - Provide pedestrian and bicycle facilities that connect recreational, community and cultural uses.
 - Investigate the potential for providing a golf cart path on Apollo Beach Boulevard from Golf and Sea Boulevard to U.S. Highway 41.
 - Continue to implement the goals and objectives of the Greenways Master Plan.
 - Annually review the Hillsborough County Master Sidewalk Plan to ensure an interconnected system of sidewalks.
6. Improve and Expand Public Use Facilities
- Establish a regional sports center and community fitness complex.
 - Identify opportunities for co-location of recreational, school and community and cultural uses.
 - Provide public waterfront improvements, public boat ramps, and a community beach with walkways, restrooms and other amenities.
 - Establish a community dog park.
 - Require school sites to be reserved concurrent with rezoning of property.
 - Require applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites.
 - Explore opportunities to provide library locations and access to library resources.
 - Establish a full-service post office within a Town Center.

7. Support Economic Development
 - Preserve areas with a future land use designation of Light Industrial near Big Bend Road and U.S. Highway 41.
 - Collaborate with public and private entities to ensure professional and well-paying employment is available in the area.
 - Balance agricultural and agricultural-related uses' need for protection from incompatible uses while acknowledging the market conditions affecting their continued viability.

8. Strengthen Community Associations
 - Strengthen existing associations.
 - Encourage creation of new associations where appropriate.
 - Encourage homeowner associations to educate residents on residential development regulations.
 - Form an Apollo Beach Community Plan Advisory Committee.
 - Promote an alliance of associations to provide a unified voice advocating the needs of Apollo Beach.

9. Encourage Renovation and Retrofitting of Residences
 - Permit encroachments into existing front yard setbacks, subject to design guidelines.
 - Pursue funding sources such as low interest loans for housing renovation and retrofitting

GIBSONTON COMMUNITY PLAN

Location

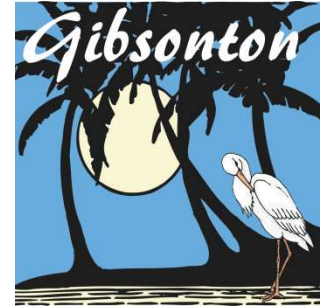
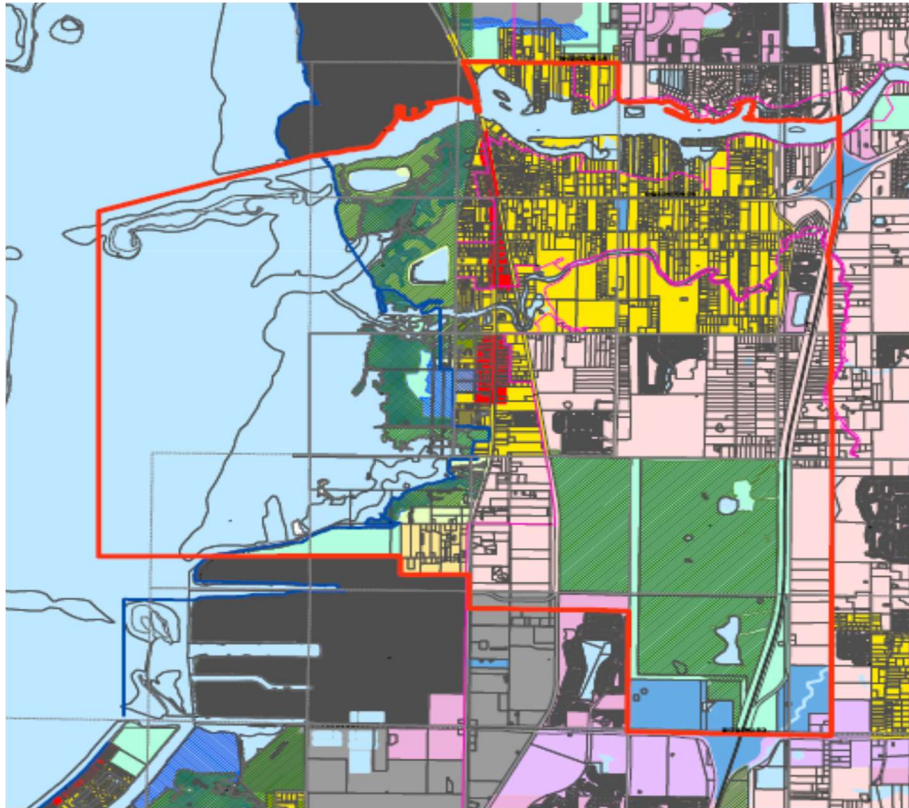


Figure 14-Gibsonton Community Plan Boundary Map

I. Introduction

The Gibsonton Community Plan area lies in the southwest portion of unincorporated Hillsborough County and is within the “SouthShore Areawide Systems Plan” boundary. The Gibsonton area is estimated to be approximately 9,154 acres (14.3 sq. mi.), or 1.3% of Hillsborough County. The estimated population in February 2003 was 9,675, or less than 1% of Hillsborough County. By 2025, the population is projected to reach 13,891, a 63% increase from 2000. Socially, it is a readily identifiable community, featuring schools, services, and infrastructure; however, it has no town center. The Gibsonton community is in transition, a rapidly suburbanizing, no longer rural community but with some agricultural landscapes. Residents involved in show business in the form of touring carnivals are a unique segment of Gibsonton. The International Independent Showmen’s Association headquarters are located in the area.

II. Community Plan Boundaries

The Gibsonton Community Plan area is bounded on the north by Riverview Drive. It's bounded on the east, from north to south along I-75 and Fern Hill Drive;; on the south by Big Bend Road, (excluding the Kings Lake subdivision and the industrial area at the US 41/Big Bend Rd. intersection), and on the west by Tampa Bay. See attached Gibsonton Community Plan Boundary Map.



III. Vision Statement

Our Concept for the Future

Enhanced Streets and Gateways

Gibsonton's major road grid, consisting of U. S. 41, East Bay Road, and Gibsonton Drive, Symmes Road, and Rhodine Road (extended westward) includes landscaping and other aesthetic treatment. Gateways, consisting of identification and information signs, lighting and landscaping are at all entry points, such as U. S. 41 at Riverside and Big Bend Roads on the west, and near the two I-75 interchanges on the east. There is an additional gateway at the Rhodine Road extension and East Bay Road.

Gibsonton Drive has additional treatment as Gibsonton's "Signature Corridor" to identify it as our "Main Street", not U. S. 41. The center bi-directional turning lane has been converted to a landscaped median with turn lanes. At Gibsonton Elementary, special paving and landscaping make it and the associated north-south trail connection an identifiable community space.

Open Space System with Accessible Low-Impact Recreation

Greenways with trails connect the Golden Aster Scrub Nature Preserve to the Shultz property, and then northward on the west side of U. S. 41 to the Davis Land Environmental Lands Acquisition and Protection Program (ELAPP) site. The Tampa Electric Company (TECO) power line right-of-way is now a north-south trail connecting Apollo Beach to the Alafia River. This links the East Bay High School area, Golden Aster Scrub Nature Preserve, Ekker ELAPP site, Gibsonton Elementary School and the Alafia River. A pedestrian bridge can be seen over Bullfrog Creek. The use of the TECO right-of-way is a feature of the Hillsborough County Greenways Plan.

Another trail links along Riverview Drive, U.S. 41 and Lula Street. This connects the Showmen's Museum, the Giant's Camp and Bullfrog Creek. An eastward link from U.S. 41 along the south shore of the Alafia River connects our special Riverfront Revitalization area.

The Alafia River and Bullfrog Creek have become blueways, thereby providing

recreational and environmental education with enhanced access and protection policies. Kayak/canoe access points have been added on Bullfrog Creek, at U. S. 41 and at the new pedestrian bridge. Since the successful adoption of a special master plan to safeguard natural resources the community enjoys additional access and low impact recreation along the Tampa Bay shoreline.

Infrastructure

Sewer and water was extended along Gibsonton Drive, Nundy Avenue and Symmes Road. This improved services and reduced the reliance on septic tanks and private well systems. Improved stormwater management and detailed improvements in street lighting and traffic signals to increase safety at key locations and intersections was also implemented as part of the concept.

Land Uses

Our vision retained all aspects of the current Residential Show Business (RSB) zoning and overlay policies.

A Riverfront Revitalization Area is developing at the southeast quadrant of U. S. 41 and Gibsonton Drive fronting on the Alafia River. This is an area of mixed housing, as well as marine repair services. This riverfront area retained existing marine-oriented businesses and single family homes within a community park setting. The proposal was implemented concurrent with development of alternative workforce housing.

Residential areas include existing neighborhoods and new development areas between Bullfrog Creek and the Rhodine Road extension. The latter are inclusive of single-family homes and rental units aimed at a full range of housing types and pricing, with pedestrian-friendly features.

Agricultural uses including tropical fish farms continue to the extent that their owners benefit from a sustainable market for their products. If not, the conversion to residential is consistent with the policies the Community Plan.

A large retail development is incorporated on the south side of Gibsonton Drive and East Bay Road. Mixed use developed north of this site, with special provisions for Riverfront Mixed Use along the Alafia River. The existing marina remained an important part of that area.

Two other commercial areas are retained to the north and south of Bullfrog Creek along U.S. 41. These enterprises are smaller-scale, perhaps family-owned businesses, that can compete with the presence of the large retail site by providing other types of products and services. The aesthetic enhancements for this area were an important part of its revitalization.

Gibsonton Drive, the “Signature Corridor”, promotes home-based and specialty retail businesses and offices within “Main Street” design guidelines.

Cultural Facilities and Special Civic Places

Existing community facilities including Gibsonton Elementary, East Bay High School and Eisenhower Middle School were embraced and enhanced. The Gardenville Recreation Center, International Independent Showmens Association (IISA) headquarters and museum, Williams-Cargill Alafia-Vance Vogel Parks and Alafia River marinas are still key features. A concentration of community services including County programs and support for seniors is now located in the expansion to the Gardenville Recreation Center and revitalization of the Old Gardenville School. We provide “one-stop access” for such services.

A new library in association with the Gibsonton Elementary School, was included with the enhanced Gibsonton Drive and related civic space improvements. A Trail Head is included at the existing entry to the Golden Aster Scrub Nature Preserve where East Bay Road and the future Rhodine Road extension intersect. This facility provides access to the Nature Preserve and open space system.

IV. and V. Themes, Goals and Strategies

The following themes are intended to implement the community vision and are listed in order of priority. Theme 1 outlines our local community organization, and acts as a foundation for all the remaining themes.

1. COMMUNITY-BUILDING

Goal 1: Gibsonton residents shall become active participants in influencing the area’s future quality by:

- Creating a formal citizen-based organization (CBO); and
- Applying our own talents and skills through leadership and volunteering in partnership with the public, private and non-profit sectors.

Strategies:

Community-Based Organization (CBO) with Early Victories Strategy

- Inventory local skills and talents, recruit leaders and volunteers and formalize a non-profit community organization to take the lead in implementing Community Plan Strategies. Consider making it a Community Housing Development Organization (CHDO).

- Demonstrate organization and leadership with some “early victories” on selected, smaller-scale but highly visible projects.
- Seek partnering support from all three sectors in developing more extensive specific strategies over time.
- Maintain a high visibility, facilitative presence within collaborative teams in every forum that counts, such as capital improvement plans, Comprehensive Plan updates, new development (rezonings) negotiations, grant applications, conservation projects, and other civic programs. Praise participants in successful collaborations.

2. NEIGHBORHOODS

Goal 2: Gibsonton will improve and enhance its neighborhoods by:

- Revitalizing older residential areas;
- Revitalizing outdated mobile home parks; and
- Incorporating new single-family and rental units offering a range of housing choices.

Strategies:

Code Enforcement Strategy

- Citizen-Based Organization to establish desired results for a Code Enforcement Plan, taking into account such factors as low income workers who cannot afford rent increases, roadside littering/dumping, outdated mobile home park revitalization and other local factors.
- Citizen-Based Organization to collaborate with County to carry out the Gibsonton-specific code enforcement approach, including working with County and franchise contractors to provide monthly pickup of furniture, appliances, etc.

Workforce Housing and Revitalization Strategy

- Work with the County, churches and other housing organizations to inventory substandard housing.
- Examine workforce income levels and set targets (e.g. % of annual income) for housing costs and the number of units required. Liaise with County Housing and Community Code Enforcement.
- Team with partners to develop both required and incentive-based actions to achieve workforce housing targets. Maximize the use of

County's State Housing Initiatives Program (SHIP), Community Housing Development Organization (CHDO), and First Time Home Buyers programs.

- Assist low income property owners with code related repairs via community grants, etc.

Walkability Strategy

- Ensure incorporation of sidewalks in new housing projects, with connections to adjacent greenways by collaborating with County staff, developers and homebuilders.
- Provide sidewalks along Symmes Road and along all roadways fronting new developments.
- Provide sidewalks before other site construction begins, not at the end of new development projects.

3. INFRASTRUCTURE

- Extending sewer and water lines in selected areas; and
- Managing stormwater;
- Creating safer intersections.

Goal 3: The availability of public water and wastewater services to reduce reliance on septic tank and well systems, utilizing the excess capacity built into current and future development pipelines will be expanded by:

Strategies:

Sewer and Water Extension Strategy

- Extend sewer and water lines along Gibsonton Drive, Symmes Road and Nundy Avenue to reduce reliance on septic tank and well systems, through new development activity and/or as a County public works project.

Stormwater Management Strategy

- Carry out the County's Stormwater Management Plan related to Gibsonton that reduces flooding and mitigates water quality impacts on Bullfrog Creek and the Alafia River.
- Ensure that the Stormwater Management Plan prohibits new developments from causing adverse impacts on neighboring properties.

Transportation Strategy

- Identify unsafe intersections and collaborate with State and County transportation agencies in resolving dangerous locations as part of capital improvement plans. Include I-75 interchange with Gibsonton Drive; and traffic lights at U.S. 41 at Symmes Road and U.S. 41 at Nundy Avenue, and street lights on U.S. 41 from Ohio St to Symmes Rd.
- The future Rhodine Road extension will respect all land uses (nature preserve, residential, agriculture, etc.) in existence to prevent future use adversely impacting uses in place now.
- Work with County and FDOT to improve southbound I-75 exit (#250) to Gibsonton Drive with additional lanes, and add traffic signal for northbound I-75 (exit #250) at Gibsonton Drive.
- Work with the County, HARTline and the private sector to ensure people can commute to and from the area with affordable public transit.

This Community Plan was prepared by the citizens of Gibsonton in an era of constrained government funding. Today, it takes far more than government to improve a community. Improvements start with the residents themselves, requiring local organization and leadership in defining needs, priorities and actions. Our Gibsonton Community Plan is our first and major step in this process.

We are just one of many unincorporated areas competing for County attention and resources. Our people cannot accomplish everything themselves. We must rely on assistance and support not only from the County, but also from the private and non-profit sectors in achieving our goals.

The following projects are listed in order of broad community priority and shall be funded either through developer projects, through partnerships with the Community-Based Organization and developers or the following priorities may be utilized by Hillsborough County as a guide in identifying capital improvement projects for the Five-year schedule of projects as desired by the Board of County Commissioners.

1. Relocate and centralize community services at a revitalized Gardenville Recreation Center, including a gymnasium.
2. Identify unsafe road intersections and add to the Capital Improvement Plan.
3. Co-locate a new library with Gibsonton elementary School.
4. Plan and carry out conservation projects on Tampa Bay, Bullfrog Creek and the Alafia River.

5. Extend sewer and water services along Gibsonton Drive, Symmes Road and Nundy Avenue.
6. Store and exhibit documents and artifacts about Gibsonton's history in the new library or at the Showman's Museum.
7. Develop an access road to the Schultz Property on Tampa Bay.
8. Develop canoe and kayak launching facilities and a pedestrian bridge at Bullfrog Creek.
9. Provide north, south and east gateways (tie).
10. Provide a landscaped median along Gibsonton Drive (tie).
11. Provide a landscaped median along U. S. 41 (tie).
12. Provide a north-south greenway along the TECO right-of-way (tie).
13. Develop civic space at intersection of Gibsonton Elementary School, Gibsonton Drive and above north-south greenway (tie).
14. Establish easement and trail connecting Golden Aster Scrub Nature Preserve and U. S. 41 at Schultz Property (tie).

4. ECONOMY

Goal 4a: Gibsonton will enjoy appropriately-scaled commercial development by:

- Working with developers and the County to amplify the positive aspects of a large retail center at Gibsonton Drive and East Bay Road; and
- Enhancing the opportunities for small professional, businesses and specialty neighborhood retail along Gibsonton Drive and U.S. 41.

Goal 4b: Gibsonton and the County will take steps to ensure that sustainable agriculture and residential show business-zoned areas are protected from incompatible adjacent development, and to allow conversion to other land uses only when the land owner wishes to cease farm, ranch or RSB operations.

Strategies:

Riverfront Revitalization and Mixed Use Area Strategies

- Designate appropriate properties along the Alafia River as Riverfront Revitalization and Mixed Use areas, to attract waterfront-related uses and to incorporate new or revitalized housing and parks.
- Eliminate No Impact Fee Zones in Gibsonton.

Signature Corridor Strategy

- Designate Gibsonton Drive as a “signature corridor” to encourage small scale business development and beautification.
- Prepare and carry-out a redevelopment plan for residential properties having frontage along Gibsonton Drive to allow small business, professional office and specialty neighborhood retail uses. Develop a special zoning district and/or specific criteria that support rather than obstruct small businesses and offices along Gibsonton Drive. Incorporate a minimum standard of landscaping consistent with Gibsonton Drive’s “signature corridor” status for office and special retail-oriented development.

Agriculture and Residential Show Business Protection Strategy

- Avoid the placement of incompatible land uses adjacent to agricultural operations.
- Where avoidance or buffering is not possible, ensure that the residents or operators of such adjacent uses are advised in advance of the existence of and type of agricultural and residential show business operations and the potential for conditions or nuisances that may not be resolved in maintaining agriculture or residential show business as the priority land use.

5. NATURAL RESOURCES

Goal 5: Gibsonton will protect and enhance its public lands for conservation and recreation purposes by:

- Planning its public lands as an open space system rather than a collection of individual sites; and
- Increasing the connectivity of public lands through trails and canoe/kayak/boat routes.



Strategies:

Open Space, Recreation and Interpretive System Strategy

- Prepare and carry out a master plan for public access and recreation, offering low-impact recreational facilities compatible with the natural resource characteristics and capacity. Integrate access and recreation with the open space system as well as local community parks and river walks.

- Acquire or negotiate an easement for connecting Golden Aster Scrub Nature Preserve to Shultz Park, and work with County and Tampa Electric Company (TECO) to develop a major north-south greenway trail connection along TECO power line corridor, from East Bay High School to the Alafia River.
- Provide a pedestrian bridge over Bullfrog Creek at/near Ekker ELAPP site, with a kayak/canoe launching facility.
- Work with agencies and other organizations to develop and promote blueways along the Alafia River, Tampa Bay Shoreline and Bullfrog Creek. Carry out conservation projects throughout this system to protect, restore and enhance natural resources.
- Require new developments along Bullfrog Creek and the Alafia River to provide open public access to the waterfront via public riverfront parks.
- Require all waterfront development to install “softened shorelines”.
- Enhance facilities at Gardenville Recreation Center with gymnasium and fitness trail.

6. CULTURAL AND COMMUNITY SERVICES

Goal 6: Gibsonton will interpret its cultural history, expand civic awareness and improve access to community services by:

- Adding a library and creating other civic places; and
- Consolidating most or all government and non-profit services in one location.

Strategies:

Library and Special Civic Places Strategy

- Design and develop special civic spaces in key locations of Gibsonton, including:
 - A new library co-located with Gibsonton Elementary School and related Civic Space;
 - A Riverfront Revitalization area of homes and parks at Gibsonton Drive and U.S. 41.
 - A Riverfront Mixed Use area along Alafia River north of the large retail commercial site south of Gibsonton Drive and East Bay Road; and

- Store and exhibit documents and artifacts about Gibsonton's history in the new library or at the Showman's Museum.

Consolidated Community Services Strategy

- Work with agencies and institutions to relocate most community services to the Gardenville area.
- Develop a collaborative plan and funding for revitalization of the old Gardenville School as a central facility for such community services.

7. IMAGE

Goal 7: Gibsonton will enhance its image in two ways by:

- Demonstrating an active citizenry in civic affairs, and a high profile of community accomplishment; and
- Enhancing the visual quality of its key streets and gateway entry points.

Strategies

Gateway and Street Enhancement

- Prepare and carry out a master gateway plan for; signing, lighting and landscaping at U.S. 41 north, U. S. 41 south, Gibsonton Drive east at East Bay Road and Rhodine Road extension east at East Bay Road. Work with County and developers to ensure landscape compatibility with Gibsonton Drive gateway and landscaping.
- Convert two major roadway medians to enhanced landscapes:
 - Convert center dual turning lane on Gibsonton Drive into a landscaped median, developing and carrying out a landscaping concept including special paving and identity at the north-south greenway crossing at Gibsonton Elementary School; and
 - Develop and carryout a landscaping concept for the grassed median along U. S. 41 between the proposed north and south gateways.



WIMAUMA VILLAGE COMMUNITY PLAN

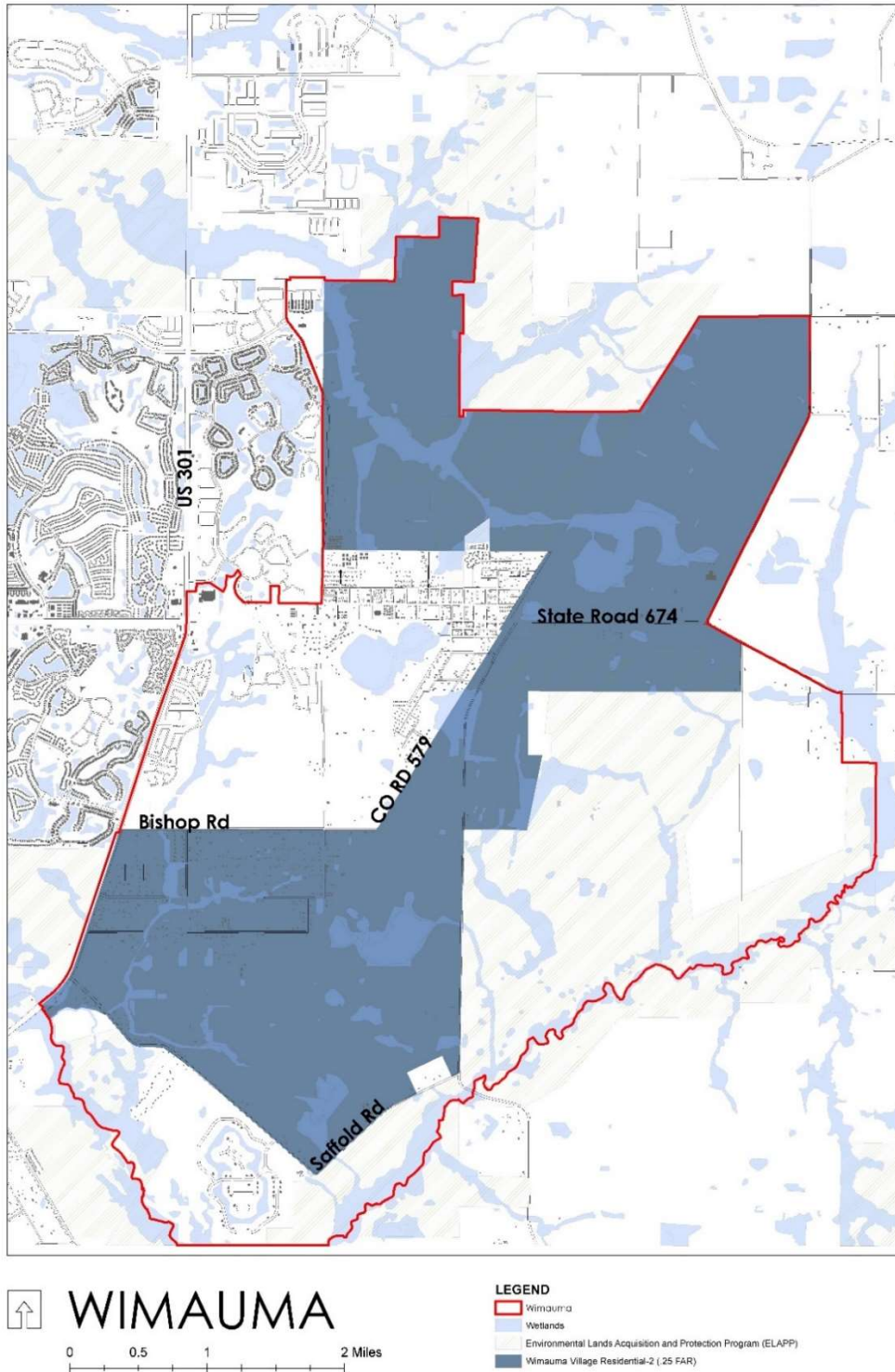


Figure 15 – Wimauma Village Plan Boundary Map

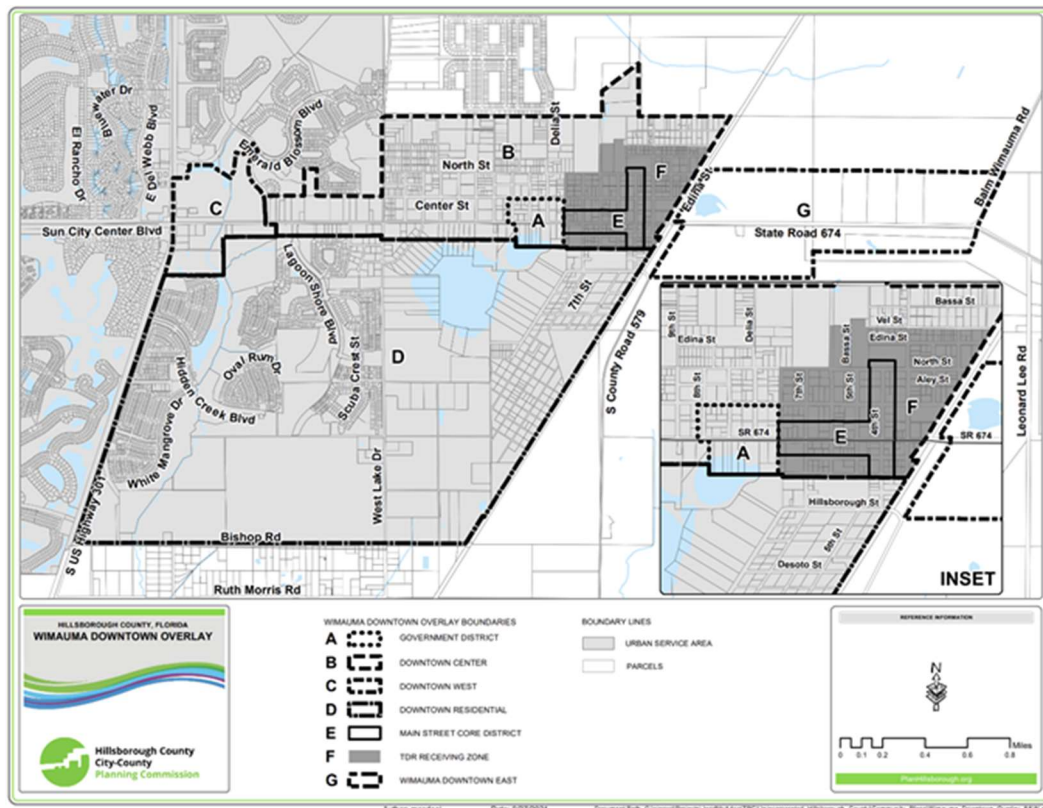


Figure 15A – Wimauma Downtown Boundary

Vision Statement

In order to secure the participation of the community’s diverse population in its economic growth, contribute to its readiness for the future, and connect to its assets and natural resources - the Wimauma Community Plan focuses on health, equity, resilience, and sustainability. The community-wide approach celebrates Wimauma’s agricultural heritage, rural natural resources, local businesses, cultural legacy, and small-town character. As Wimauma grows, the community envisions an affordable, walkable community connected by a network of trails with thriving local businesses and farmers markets along a porch-like main street – a self-sustaining community which is safe and welcoming to residents and businesses with access to improved well-being, housing, and opportunity.

The elements addressed in the district-wide urban design framework – mobility, form and character, environment and open space, and cultural capital and community – function to create an integrated approach to community revitalization and development. Implementation of the plan will ensure a future for Wimauma where

residents can prosper, and visitors can share in the vitality of a small town with a lot to offer.

GOALS AND STRATEGIES (listed in order of priority):

Introduction

The 2021 Wimauma Community Plan Update and Downtown Strategic Plan builds off of and prioritizes these goals and achieves two of the previously identified goals from the original 2006 Plan. These include the creation of regulations for the WVR-2 land use and specific regulation guiding the built form of redevelopment within downtown Wimauma. While the goals below appear in a ranked priority it is important to state that each goal is integral to the success of the Community Plan.

1. **Infrastructure and Public Realm**– Enhance Wimauma’s public realm and improve infrastructure
 - Expand sewer and water for commercial development in downtown Wimauma
 - Create an Infrastructure Prioritization Plan for Wimauma Downtown
 - Expansion of internet access through infrastructure
 - Provide for beautification / Florida-friendly landscaping along all main thoroughfares in Wimauma Downtown as part of the green infrastructure design
 - Explore options to fund the development of the two identified Paseos as part of public realm improvements per the Community Plan
 - Explore options to fund the development of the Wimauma Plaza del Sol, a park space at the former train station site

2. **Education** – Improve educational opportunities at all levels
 - Provide early childhood care co-located with educational facilities or community services
 - Support a community library in Wimauma that includes Spanish-language resources and historic data/material sections
 - Provide after school programs co-located with educational facilities
 - Support shared use agreements with the “Hillsborough County Public Schools” to meet civic infrastructure needs including access to libraries, computer labs, and recreation fields
 - Co-locate schools, parks, libraries and fire stations
 - Improve the existing facilities at Wimauma Elementary School
 - A New elementary, middle and high schools will be needed to support the projected residential development of the area; recommended locations

per the Community Plan

- Encourage shared facilities to support technical certificate programs, community college level courses, adult education courses, and English for Speakers of Other Languages (ESOL) courses in Wimauma through partnerships between “Hillsborough County Public Schools” and “Hillsborough Community College”
- Require applicants of re-zonings containing 50 or more residential units to consult with the “Hillsborough County Public Schools” regarding potential school sites

3. **Wimauma Downtown Plan and Development** – Revitalize the Wimauma Downtown by implementing the downtown master plan and overlay to enhance the appearance of the district, improve infrastructure, and promote business growth. The boundaries of the Wimauma Downtown Plan (refer to Figure 15A) include those lands within the Urban Service Area that are also within the Wimauma Community Plan boundary and the Wimauma Downtown East district located along SR 674. The Wimauma Downtown Plan is geographically defined further by a series of districts located mostly along SR 674. To ensure that standards for both block faces of each street are identical, the actual boundaries conform to property lines and or service alleys. The Wimauma Downtown Plan shall include:

Wimauma Downtown Overlay Districts:

- **Main Street Core**

Context: Development is most intense in the Main Street Core. Buildings are built along the front property line, creating a continuous street façade to increase walkability. Commercial and civic uses are anticipated in the Main Street Core; a mix of apartments and live/work buildings constitute the residential component of the Main Street Core within walking distance of surrounding residential areas of the Wimauma Village.

The Main Street Core is focused on Main Street (4th Street). The goal is to provide a consistent downtown streetscape of retail and services that is vibrant and scaled to pedestrians.

- Residential uses encouraged on 2nd or 3rd floor, above other uses
- Office uses encouraged on 2nd floor, above other uses
- Highest density and intensity within the Wimauma Downtown Overlay District
- Serve as the priority receiving zone for Transfer of Development Rights in the Wimauma Village Plan area

- Within the Wimauma Downtown TDR Receiving Zone
- Commercial Locational Criteria shall be waived for uses identified as Commercial Neighborhood “CN” uses per the Land Development Code

- **Downtown Center**

Context: The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards.

The Downtown Center encourages higher density residential with some retail services and office uses meeting locational criteria. This functions as a transition between Downtown Residential and suburban residential neighborhoods, and Main Street uses.

- Live-work units and mixed-use buildings are encouraged
- Includes the Wimauma Downtown TDR Receiving Zone

- **Government District**

Context: The Government District at Post Office Square is a special district within the Downtown Center adjacent to the Main Street Core. The character is consistent with the Downtown Center but is focused on institutional uses.

Government District at Post Office Square is a special district intended for government and institutional uses, so that they are centrally located in close proximity.

- Concentrates government services close to each other
- Other uses are encouraged to prevent vacant areas and maintain a mix of uses
- Regulations permit flexibility in design for public service buildings to meet community needs
- Uses such as libraries and government offices, nongovernment institutional including private institutional uses, such as hospitals, clinics and colleges are encouraged.

- **Downtown Residential**

Context: The Downtown Residential is adjacent to the Downtown Center and within walking distance to the Main Street Core. The Downtown Residential zone is residential in character with a mix of housing types including single family attached and detached homes, live/work units, and some multi-family units in proximity to SR 674. Homes located in the Downtown Residential zone

are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards. Development should maintain a connected street network.

- Residential uses are encouraged including single-family attached and detached homes
- Multi-family units are encouraged near SR 674

- **Wimauma Downtown West**

Context: Focus large scale retail and office uses outside of the compact downtown along SR 674 near the intersection with US 301 and provide enhanced mobility to these community attractors.

- Uses per the LDC typical use matrix
- Non-residential uses shall meet locational criteria

- **Wimauma Downtown East**

Context: Focus large scale uses including Industrial outside of the compact downtown along SR 674 to Balm Wimauma Road while providing enhanced mobility to the adjacent downtown core.

- The Wimauma Downtown East is located within the Rural Service Area
- The Wimauma Downtown East is designated WVR-2 on the Future Land Use Map
- All proposed development shall utilize the Wimauma Downtown Overlay and shall rezone through a planned development
- Commercial Locational Criteria shall be waived for uses within the Wimauma Downtown East District. Non-residential uses shall be oriented towards SR 674
- Multi-use development is encouraged, single use non-residential development may be considered
- Community benefits are not required for the development of non-residential uses within the district. Community benefits are required for any proposed residential use within the district
- In addition to the lot types within the Overlay, Industrial uses shall be regulated by the Manufacturing (M) or Agricultural Industrial (AI) zoning districts depending on use
- Buffering and screening as required by the Manufacturing (M) or Agricultural Industrial (AI) zoning district shall effectively double when abutting another residentially zoned lot
- Promote low impact development near Moody Pond
- Gas stations including convenience stores with gas, and drive-thrus are not permitted
- Stand-alone commercial uses are limited to 40,000 square feet per structure

Wimauma Downtown Plan Elements:

- Enforce the overlay district to implement the plan
 - Encouraging alternative development patterns to the north of SR-674 to promote greater pedestrian interaction and reduce truck conflicts
 - Connecting development to the proposed Greenway system and bicycle network
 - Maintaining the existing grid system
 - Planting trees, providing bike paths & pedestrian friendly development
 - Encouraging the implementation of traffic calming and Florida-friendly landscape features in the Wimauma Downtown
 - Maintaining the small-town character
 - Architectural theme for downtown
 - Encouraging developments along SR 674 to adhere to “*Design Standards*” that include reduced building setbacks, courtyards, pedestrian friendly sidewalks, parking to the rear, accommodating parking spaces for larger than standard vehicles, etc
 - Establishing street lighting with specific fixture styles within the Main Street Core and Downtown TDR Receiving Zone
 - Sidewalks which are accessible
 - Incorporating low impact design or green infrastructure for storm water management
 - An architectural gateway at Main Street (SR 674 and 4th Street) to serve as a welcome to Wimauma; additional architectural markers located at SR 674 and 7th Street
 - Establishing the Receiving Zone to support the Main Street mixed-use environment through Transfer of Development Rights. Stacking of TDR and Affordable Housing Density Bonuses are permitted within the Downtown TDR Receiving Zone
 - Flexing of the underlying Future Land Use for development is permissible only within the Wimauma Downtown Main Street Core and west of West Lake Drive in the Wimauma Downtown West District
 - Commercial locational criteria do not apply to non-residential-uses located within the Wimauma Downtown Main Street Core and Wimauma Downtown East District
4. **Business and Economic Development** – Provide opportunities for business growth and jobs in the Wimauma community

- Expand the commercial core north and south of SR 674 within the Urban Service Area - (Refer to the Wimauma Downtown borders defined by the Wimauma Community Plan)
- Maintain the Light Industrial and Commercial district as Wimauma Downtown East district along SR 674, east of the conceptual Cross County Greenway to the intersection of Balm-Wimauma Road as an area for future non-residential uses, including industrial
- Expand job training opportunities within Wimauma, including training for farm workers on sustainable farming practices to help them establish local farm businesses

5. **Affordable Housing and Neighborhoods**

- Implement incentives to encourage affordable housing
- Encourage housing to accommodate a diverse population and a range of income levels
- Implement housing rehabilitation assistance to lower income homeowners and mobile homes
- Allow stacking of affordable housing bonus densities and the Transfer of Development Rights within the Wimauma Downtown TDR Receiving Zone
- Gated subdivisions will not be permitted in order to foster an economically integrated community
- Repair local streets within existing subdivisions
- Encourage mixed-use residential with commercial development within the Wimauma Downtown district
- Increase enforcement of the "*Hillsborough County Property Maintenance Code*"
- Orient residential development to the conceptual Cross County Greenway Trail-Wimauma

6. **Multi-modal Transportation and Connectivity** – Ensure a balanced transportation system that reflects the community's character and provides for options including walking, bicycling and transit

- Improve SR-674 from West Lake to County Road 579 providing pedestrian and bicycle friendly urban cross section with two drive lanes with a center turn lane
- Implement the bicycle network and the conceptual Cross County Greenway Trail-Wimauma as a main transportation mode
- Improve SR 674 from US 301 to West Lake as a 4-lane pedestrian and bicycle friendly urban cross section within the existing right-of-way

- New streets must connect with existing streets and rights-of-way to provide multiple north-south and east-west through routes for vehicles and pedestrians. Additionally, paved street stub-outs must be provided to accommodate future potential street connections. Exceptions shall be allowed where prohibited by environmentally sensitive lands
 - A minimum of eighty (80) percent of all roadways internal to new subdivisions shall be constructed in such a manner as to ensure that both ends of a given roadway terminate with another roadway
 - Expand local bus service, establish local circulator with connection to Ruskin, and provide bus shelters along the identified circulator route
 - Consider the Transportation Hierarchy defined in the Community Plan when making transportation decisions
 - Streets within the Downtown TDR Receiving Zone should be prioritized for pedestrian connectivity including 4th Street (Main Street), 7th Street, North Street, and Hillsborough Street. The area south of SR 674 will remain primarily residential. Pedestrian prioritization in street design should continue on 4th Street and 7th Street corridors from North Street through to Hillsborough Street in order to provide important connectivity and safe intersections at SR 674
 - Provide enhanced pedestrian and bicycle facilities along the Bishop Road corridor to connect US 301 to CR 579 and the conceptual Cross County Greenway Trail-Wimauma
 - Implement pilot and interim improvement projects in the short term for the bicycle network and street crossings
 - Improve identified street crossings with traffic signals on SR 674 at 4th Street, 7th Street, and West Lake
 - Maintain the existing street grid network and encourage/regulate important street grid connections within new development and Planned Developments
 - Outside of the existing platted portion of Wimauma, through streets shall be established approximately every 1,320 feet, except where prohibited by environmentally sensitive lands
7. **Parks, Recreation, and Conservation** – Protect and enhance Wimauma’s natural environment
- All new development must occur such that sensitive native habitats are protected to the greatest degree possible
 - Develop the conceptual Cross County Greenway Trail-Wimauma per the Community Plan

- Encourage the development of Community Farms to maintain Wimauma's farming heritage and industry, and preserve open space through agricultural easements
 - Implement the *"Hillsborough County Greenways and Trails Master Plan"* within the Wimauma Village Plan Area
 - Encourage connection of existing publicly owned land to form a greenway system
 - Promote eco-tourism related businesses to take advantage of Wimauma's natural resources, such as the Little Manatee River and promote passive recreation approximate to ELAPP sites
 - Require open space to be established as a focal point of new subdivisions with 50 or more dwelling units
 - Encourage sustainable practices to maintain the long-term health of Lake Wimauma, the only natural lake fed by underground freshwater springs in the Little Manatee River watershed
 - Encourage development that allows for the maintenance of the scenic view corridors to Lake Wimauma
 - Investigate and identify funding opportunities to improve infrastructure in downtown Wimauma
 - Explore options to provide scenic vistas to Lake Wimauma from SR 674
 - No flexing of the plan category boundary will be permitted between SR 674 and the northern edge of both segments of Lake Wimauma from Sheffield Street in the east to West Lake Drive on the west
8. **Health, Wellness, and Safety** – Create a safer environment for the Wimauma Community
- Construct sidewalks in existing neighborhoods with priority given to neighborhoods closest to schools
 - Construct sidewalks on both sides of SR 674 within the USA portion of Wimauma Village
 - Establish a Safe Pathways to Schools Program so children can walk and bike to schools within the Wimauma Community.
 - Locate more officers in the Wimauma Downtown area in order to provide greater presence/visibility of law enforcement. Relocate Sheriff's Office to Wimauma Downtown
 - Encourage the use of energy efficient street lights and down-lighting to preserve the rural character
 - Establish street lighting with specific fixture styles throughout the USA portion of Wimauma Village with a focus on the Main Street Core, Wimauma TDR Receiving Zone and connections to the Main Street Core

- Waivers to required sidewalks shall only be permitted for environmental consideration
- Improve street crossings and slow traffic speeds on SR 674 between Railroad Street and West Lake
- Implement safety improvements such as pedestrian crossing signals, signage, and crossing guards near all school locations on SR 674 at West Lake and 4th Street and enforce school zone traffic calming
- Encourage the development of services to meet the critical needs of Wimauma residents for access to health care

9. **Wimauma Village Residential-2 (WVR-2)** – Establish the Wimauma Village Residential-2 (WVR-2) Future Land Use Category in areas previously classified as Residential Planned-2 (RP-2) inside the boundaries of the Wimauma Village Plan

- **Residential Gross Density**

Consideration of up to 2 dwelling units per gross acre on a minimum of five acres provided that the development meets the intent of the land use category and is consistent with this Plan and the Land Development Code. Otherwise the gross residential density may not exceed 1 dwelling unit per 5 acres. Residential development is limited to the maximum residential densities allowed in the Plan. Community Benefits and services which support the needs of the community, improve infrastructure, enhance economic opportunity, and achieve the goals of the community plan will be required of all new developments within the WVR-2 area of the Wimauma Village Plan unless otherwise specified.

- **Open Space**

Open Space, Conservation Area, and Agricultural Land (including parks, forestry, outdoor recreation, ELAPP, public uses, community gardens, ponds, wetlands, corridors and agricultural open space) shall constitute an important component of the Village Residential. To avoid environmental isolation and fragmentation, the plan seeks contiguity and connection to other open space or conservation areas. To ensure that the rural landscape is preserved, large areas of new development must be reserved for Open Space, Conservation Area, or Agricultural Land preferably at edges which are adjacent to rural land areas. Specific percentage standards for Open Space, Conservation Area, and Agricultural Land within the WVR-2 are established by the overall gross site acreage of each Planned Development. Open space shall constitute no less than 40% of the gross site acreage for a Planned Development with 30% of the open

space being contiguous and 10% of the open space, not contiguous, being internally located within the neighborhoods of the Planned Development site.

- **Typical Uses**

Agriculture, residential uses, and residential support uses may be considered anywhere in the category. Non-residential uses may be considered with a .25 FAR within the Wimauma Downtown East District. These uses are not subject to commercial locational criteria.

Specific Intent of Category

In order to avoid a pattern of single dimensional development that could contribute to urban sprawl, it is the intent of this category to designate areas inside the boundaries of the Wimauma Village Plan, formerly in the RP-2 category, that are suited for agricultural development in the immediate horizon of the Plan, but may be suitable for the expansion of the Village as described in this Plan.

- **Utilities**

The development shall be on a central public water and sewer system.

- **Approvals**

All approvals shall be through a planned unit development, requiring at a minimum, community benefits and an integrated site plan controlled through performance standards to achieve developments that are compatible with surrounding land use patterns.

- **Transfer of Development Rights**

The TDR Element encourages the transfer of density: to move potential development to certain locations inside the USA; to encourage continued use of land for rural and open space purposes by transferring potential density off the land which maintains value of the sending zone; and to allow the accumulation of sufficient development rights to support downtown development.

- Allow for the transfer of up to 2 dwelling units per gross acre densities between 2 separately owned or commonly held properties, whether or not they are contiguous to each other. The designated sending area shall be inside the limits of the Wimauma Village Residential-2 category. Receiving Zone: The designated receiving areas shall be inside the Wimauma Village

Residential-2 category, inside the Urban Service Area portion of the Wimauma Village Plan (Wimauma TDR receiving zone), or other identified area within the Urban Service Area.

- To support housing growth in the Wimauma Downtown and preserve rural areas within the WVR-2, the exchange ratio for transfer of dwelling units into the Wimauma TDR receiving zone will be 2 DU/GA to 4 DU/GA, a ratio of 1:2 (except in WVR-2 to WVR-2 transfers, the ratio is 1:1). The transfer of dwelling units shall not exceed 4 DU/GA within the Wimauma TDR receiving zone. No property shall be left with less development rights than there are existing dwellings on said properties, or less than 1 dwelling unit development for any parcel which would otherwise be eligible for a dwelling unit.
- To support the Main Street Core and economic development, stacking of TDR and Affordable Housing Density Bonuses will be allowed and encouraged in the Downtown Receiving Zone. Stacking of TDR and Affordable Housing Density Bonuses shall not be permitted in WVR-2 to WVR-2 transfers.

GREATER PALM RIVER AREA COMMUNITY PLAN

Location

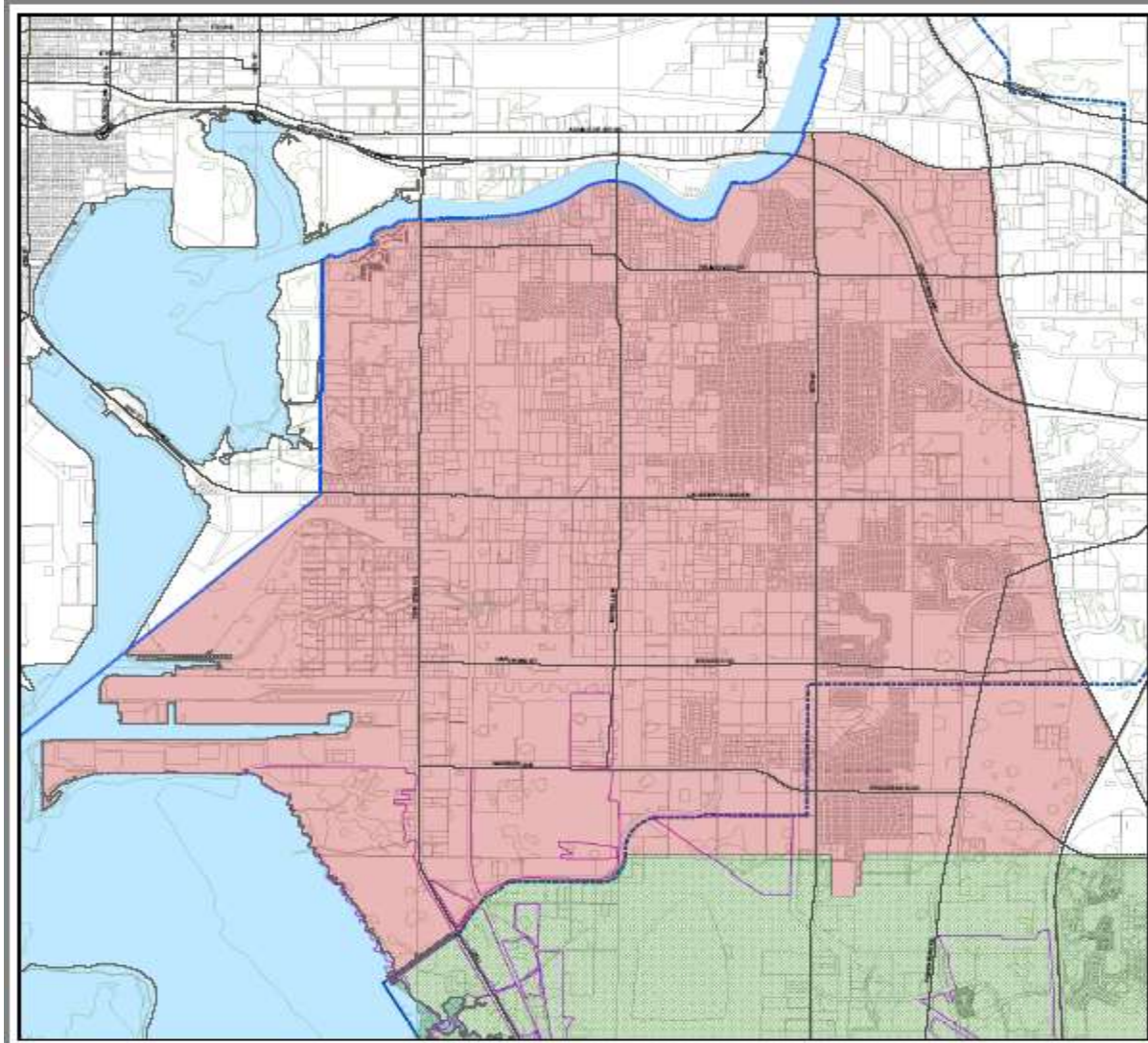


Figure 16 – Greater Palm River Area Community Plan Boundary Map

INTRODUCTION

HISTORY

The Palm River community was first settled as an agricultural area providing a wide variety of perishable produce to the downtown City of Tampa. In the late 1940's and early '50's Palm River was a rural area consisting of small family farms, cattle operations, approximately 12 major dairy farms and lots of open spaces. Palm River residents enjoyed a simple and uncomplicated lifestyle. The access to Palm River was US 41 (50th Street) and Causeway Boulevard which ended at Highway 301. Palm River Road cut through the community and crossed Highway 301 to what is now Highway 60. Many of the footprints of these small farms remain as vacant, agriculturally zoned

land. The large lot size of these five to ten acre parcels are interspersed throughout the area's small subdivisions.

Retirement and working class neighborhoods began to develop in the area after World War II. In the mid-1950's a South Tampa developer, Mel Larsen, purchased the Lane Dairy and acquired the land from about 70th Street to Highway 301. He intended to build more affordable housing so the idea was to pre-fabricate components in a factory on Highway 301 and move them to the project to be assembled. The houses ranged in price from \$9,500 to \$12,000. This development became known as Clair Mel City and drastically changed the area. Larsen later sold off large areas west of 78th Street which was developed by another developer and became known as Winston Park.

The Greater Palm River Area is well positioned with respect to markets and labor, however, the area is lacking in suburban-level services even though the area is in the County's Urban Service Area. Between 2005 and 2025 the Greater Palm River Area is projected to add a net population growth of over 9,200 residents and increase roughly 30,000 people by 2025. Over the same period to time, the area is projected to add a net growth of over 20,400 jobs to reach 50,600 jobs – over twice the number of jobs are projected to be added than the number of residents.

VISION STATEMENT

In 2007-2008 the Greater Palm River Area Community is located in Hillsborough County, adjacent to the City of Tampa, south of the State Road 60/Adamo Drive; west of US 301 to the McKay Bay, and north of the border of the Riverview Community Plan Boundary (south of Madison Avenue/Progress Boulevard). We recognize that Palm River is a unique Community that includes the Palm River/Tampa Bypass Canal and Delaney Creek, and McKay Bay waterways. We desire to retain our mixture of open spaces, large lots, and developed parcels; maintain our high-home ownership ratio, our diverse multi-cultural Community assets and neighborhoods, and our historic landmarks; we value our multi-generational residential makeup; we seek to minimize thru traffic on local roadways, focusing thru trips to arterials; and we desire to preserve and protect our waterfronts, and our recreational and environmentally-sensitive lands. This Vision is graphically represented on the Greater Palm River Area Concept Map.

In 2020, we will have recognized and fostered an economically diverse community that includes additional residential, commercial, office and industrial development accomplished through planned growth. We have supported a mixture of old and new residential, both large lot with individual homes and higher density developments in appropriate areas as well as commercial, industrial development and viable agricultural uses. New development and redevelopment will have been encouraged that fits the

characteristics of the existing and historic Community. Community centers, sports complexes, parks, greenways, water-way accesses have been established that provide a wealth of services and recreational opportunities to the Community.



Figure 16A – Greater Palm River Area Community Plan Concept Map

The Community has fostered:

- A stable, safe livable neighborhood for our children to obtain a quality education in our Community;
- Development compatible with our Community Plan through progressive, community design and regulatory processes utilizing smart growth and new urbanism techniques;
- Mixed use future land use designations along the major corridors, arterial roadways and recognized commercial nodes that will not negatively impact the characteristics of existing residential core neighborhoods (with residential plan designations);

- Improved access to and protection of our waterfronts, environmentally sensitive, recreational and greenways trails;
- Redevelopment of our older commercial centers using new urbanism ideals which promotes sound local business growth that supports local economic and employment opportunities;
- Expansion of public utilities services such as water and sewer lines and reclaimed water, enhanced storm-water management for the Community;
- Reduced traffic congestion and increased public transportation alternatives;
- Improvements to the appearance and the safety of our primary, signature roadways: Palm River Road, and Maydell Drive and our commercial roadways— US 41/50th Street, Causeway Boulevard, US 301, 78th Street, and Progress Boulevard/Madison Avenue;
- An aesthetically rich environment brought about by a sense of Community pride and civic and religious involvement;
- Maintenance and redevelopment of industrial properties that have ensured a clean and safe environment;
- Widespread quality public and private health-care and social services are available to those in need; and,
- A working relationship with the City of Tampa to realize our strategies and vision for Palm River, developing an agreement with the City, defining the development and uses of lands adjacent to the Palm River and McKay Bay.

GOALS (LISTED IN ORDER OF COMMUNITY PRIORITY) AND STRATEGIES

Infrastructure and Utilities

Goal 1: Affordable and dependable water and wastewater services are a basic requirement for economic growth and an improved standard of living in the greater Palm River area. Current and future growth requires urban-level services.

Strategies

1. Water services shall have higher priority over wastewater services and if necessary timed first.
2. Although there is sufficient water and wastewater capacity to support expected growth, the City of Tampa has no plans funding for distribution lines to improve or extend service within unincorporated Hillsborough County. Therefore, the following are recognized as necessary:
 - a. For those portions of Palm River which by interlocal agreement is part of the area for which the City of Tampa has responsibility for providing water and

- wastewater service, and in which the City of Tampa does not provide that service to retail customers as of the January of 2008, the Interlocal Agreement shall be reviewed by appropriate representatives of the County and City of Tampa within one year to the adoption of this community plan for recommendation to the Board of County Commissioners for master planning of services for the Greater Palm River Area Community Plan boundary area.
- b. Improve communication between city, county and residents.
 - c. Approved projects shall meet or exceed adopted level-of-service standards.
 - d. Coordinate local efforts with Federal, state and other agencies, including feasibility of:
 - 1) Cost/service studies for the provision of service
 - 2) Tax bond/district financing
 - 3) Florida has revolving grant monies
 - 4) Other resource possibilities – Federal Electricity Association (FEA monies)
 - e. Require oversizing of distribution lines for new development as appropriate to provide for future infrastructure needs.
 - f. Existing water and sewer connections are to be safeguarded.
3. Inadequate stormwater facilities in the greater Palm River area reduce the usefulness of vacant land and cause disruptions in business activity. To recognize the flood-prone nature of the area:
- a. The Delaney Creek and Palm River Road drainage systems shall be monitored and improvements continued.
 - b. Development built with a higher elevation than surrounding development will be reviewed for impact on surrounding development and addressed in the County's Land Development Code.
 - 1) Improve drainage standards to enhance aesthetics and ensure adequate drainage prior to onsite development.
 - c. Storm drain maintenance should be reviewed bi-annually.
 - d. Require natural and attractive stormwater retention facilities that discourage hard surfaces and exposed chain link fencing.
 - e. Encourage master stormwater facilities.
4. Ensure fire safety:
- a. Fire hydrants shall be located a maximum of every 500 feet, or less, in accordance with utilities technical manual and specifications.
 - b. Inspection of fire hydrants should be done annually.

Crime and Public Safety

Goal 2: Create and support a community identity that is a safe place for community activities and events, and fosters a high quality of life.

Strategies

1. Build community and law enforcement relationships to enforce existing laws, inform citizens, and reduce crime through greater presence (including foot presence, neighborhood watch and sheriff substations). For example:
 - a. Develop a citizen liaison process with law enforcement to monitor community issues and concerns.
 - b. Enforce the conditions for the sale of alcohol and tobacco licensing (e.g., drive through convenience stores, littering, and open container laws, and loitering).
 - c. Speeding on roadways.
 - d. Safety around schools and crosswalks.
 - e. Eliminate the sale and use drugs (especially around schools or other public recreation areas).
 - f. Continue to use Federal, state and other funds to address crime and safety.
2. Ensure adequate, proactive code enforcement to assist in regulating land-use that addresses the unique demographics of and improves community identity.
3. Monitor stable housing structures through proactive inspections and code enforcement.
4. Encourage the availability of affordable/attainable privately owned housing stock that is safe, decent and community compatible.
5. Enhance community appearance/beautification by enforcing existing littering, dumping, and signage regulations.
6. Encourage citizen, civic and homeowner associations, chambers of commerce, and other community groups participation in activities/projects that enhance and raise the appearance/beautification and raise standards of the community, such as; landscape design, gateway creation, public structures, signage, and community cleanups and work days.

Traffic/Transportation

Goal 3: Ensure a balance for walking, bicycling and transit that serves neighborhoods (i.e., Palm River Road area, Clair Mel and Progress Village), commercial, and industrial

uses and that addresses the demands of new growth. Transportation improvements should be provided as new development is approved and as redevelopment occurs.

Strategies

1. Provide intersections, turn lanes, bicycle lanes, traffic signalization, roadway maintenance, crosswalks, and landscape improvements that maintain the adopted level of service and reflect the best practices of the Livable Roadways Guidelines.
 - a. New development and transportation infrastructure investments should place emphasis on proximity to community and social services, walkability and creating a healthy street life.
 - b. Accommodate all modes of transportation, by providing safe and functional infrastructure and services for driving, walking, biking and transit, and be compatible with the community character.
 - c. Palm River Road from US 41/ 50th street to 78th Street and Maydell Drive from Madison Avenue to Palm River Road should be improved to be 2 lane undivided urban collectors and should have sidewalks on both sides of these streets.
 - d. Sidewalks are needed on the north side of Madison Avenue from Maydell Drive to 78th Street.
 - e. Sidewalks are needed on both sides of 78th Street from Causeway Boulevard to Progress Boulevard.
 - f. Causeway Boulevard from US 41/ 50th Street to US 301 should remain four lanes wide and should accommodate mixed-use development and redevelopment from US 41/ 50th street to 78th Street.
 - g. US 41/50th street and Madison Avenue/Progress Boulevard should be no more than six lanes wide.
 - h. The community recognizes the need for a system of bike lanes and trails, including:
 - 1) Bike lanes on Palm River Road from 78th Street to US 41, including a multi-use trail link from US 41 to the Greenway along Palm River.
 - 2) Bike lanes on Maydell Drive from Madison Avenue to Palm River.
 - 3) Bike lanes on Causeway Boulevard from Greenway to US 301.
 - 4) Where the Hillsborough Greenways Master Plan identifies recreational trail alignments on Maydell Drive, a multi-use trail should be provided on one side of the street.
 - 5) A multi-use trail on the south side of Madison Avenue/Progress Boulevard from Maydell Drive to US 301.

2. Enforce existing Truck Route regulations: that ensure safety, alternative routing, and address spillage, capacity, noise, residential pass-through, hours of operation and intersection turning radiuses.
 - a. Trucks should stay on designated routes and laws regulating operations should be enforced.
 - b. Intersections of roads not on the adopted truck route plan should be designed for pedestrian safety by minimizing curb radii and reducing crossing distances.
3. Provide for and maintain roadway capacity through improvements to existing road network and road infrastructure.
 - a. The need for additional or improved lanes, signals and signal timing should be identified for major intersections, particularly 78th Street at Madison Avenue, US 41 and Palm River Road, and Maydell Drive and Palm River Road as new development and redevelopment occurs and/or as road improvements are needed.
 - b. Maintain a complete and connected network of streets by avoiding cul-de-sac terminations and street closings and vacations of right of ways.
 - c. As new development occurs, maintain a grid pattern of interconnected streets while avoiding impacts to natural wetland areas.
 - d. Roadway widenings, turn lanes, improved signals and other vehicle capacity improvements should be provided as new development is approved.
4. Maintain bridges to reflect existing development needs and accommodate new development.
 - a. The US 41/50th Street and Palm River/Bypass Channel Bridge is currently 4 lanes wide with 6 through lanes to the north and to the south. As funds become available, the bridge needs to be widened to match the width of the existing roadway.
5. Strengthen and enforce maintenance regulations regarding litter, noise and roadway environment such as signs, landscape and lighting.
 - a. Provide appropriate trees and other landscaping as roads are widened or during other roadway maintenance or construction projects that reflect the Livable Roadways Guidelines.
 - b. Commercial signs for new and existing development should fit in with the community character.
 - 1) Community specific sign standards should be developed for Causeway Boulevard, 78th Street, and at Neighborhood Nodes and Commercial Nodes.

- c. Strengthen and enforce codes for property maintenance.
 - d. There is a need for improved roadway maintenance with respect to trash and litter collection.
 6. Roadway safety, relating to accident rates and deaths, should also be improved.
 - a. All intersections should be designed to be walkable, and should reflect best practices in pedestrian-oriented roadway and site design.
 - b. Strengthen and enforce roadway (e.g., crosswalks, striping, lighting and roadway crossings) safety through roadway design and traffic control:
 - 1) Roadway design and traffic control should help reduce vehicle speed and increase driver awareness where appropriate, and;
 - 2) Intersections should be designed for pedestrian safety at Neighborhood Nodes and Commercial Nodes by providing:
 - a) high visibility crosswalk striping;
 - b) short crossing distances, and;
 - c) enhanced street lighting.
 - c. Safe travel paths to schools, parks and public service sites should be provided, including sidewalks, marked crosswalks, special signage and overhead lighting.
 - 1) There is a need for a school crossing guard at Maydell Drive and Palm River Road.
 - 2) An additional access point is needed to serve Progress Village Middle Magnet School. Alternatives should be reviewed through the School Safety, Circulation and Access Program if appropriate or when the parcel to the south of the Middle School is developed into an elementary school.
 7. There is a need for management of signage, traffic volume, congestion and maintenance of State and Federal roadways (US 41, Causeway Blvd., and US 301.); this should include adequate roadway enhancements such as:
 - a. Landscape enhancements should be made at Neighborhood Nodes and Commercial Nodes;
 - b. Causeway Boulevard and 78th Street should be enhanced by landscape; and
 - c. Palm River Road, Maydell Drive and other neighborhood streets should be maintained as “canopy streets” by encouraging and allowing shade trees adjacent to the right of way.
 8. Public transit that serves existing and future development should include more frequent service, adequate routes, extended hours of operation, bus stop enhancements, and safe sidewalk access.
 - a. New transit service should be provided concurrent with new development.

- b. Better local bus service should be provided by increasing frequency on existing routes to downtown Tampa and Brandon.
- c. Evaluate the need to add express bus service to downtown Tampa/Marion Transit Center by routing a new or existing route to 78th Street on its way to the Selmon Crosstown Expressway.
- d. Identify and develop park and ride facilities including consideration of:
 - 1) addition of a park and ride at the new location of the Progress Village Sports Complex, and;
 - 2) addition of a park and ride/small transfer center at 78th Street and Palm River Road.
- e. Bus stops should include shelters, lighting, adequate pavement, waste receptacles, appropriate street furniture and other enhancements.
- f. Future commuter rail or other rail transit should be planned to serve the Palm River community.

Parks and Recreation

Goal 4: Provide adequate and quality parks and recreation opportunities.

Strategies

1. Locate parks around areas of natural wetlands or upland areas within neighborhoods as new development occurs.
2. Retain corridors for the Hillsborough County Greenways Master Plan within the Palm River area.
 - a. Intergovernmental cooperation with the City of Tampa is necessary to ensure appropriate access and interface of recreational opportunities.
3. Connections to parks, public lands, waterways, public spaces is desired, encouraged and supported, especially as new development occurs.
4. Develop public private partnerships.
5. Support adult and senior programs.
 - a. Progress Village Community Center supports after-school recreation, sports and athletics, as sports and athletics programs are relocated to the Progress Village Sports Complex, adult programs should be enhanced and expanded.
6. Support the development of a community center.

- a. Rubin Padgett Sport Complex supports sports and athletics, as sports and athletics programs are relocated to the Progress Village Sports Complex, the site should be retained and developed as a community center.
7. Identify passive uses for ELAPP sites in accordance with the 5 year master plan requirement for the acquisition of such lands.

Planning and Growth /Economic Development

Goal 5a: Planning and Growth – to promote and provide for opportunities for compatible well designed public use, residential, and business growth and jobs

Strategies

1. The Vision of Greater Palm River Area Concept Map illustrates the unique qualities and land uses related to distinct areas of the community. Future development and redevelopment is required to comply with the adopted Concept Map.
2. Provide for infrastructure and drainage needs that support existing and proposed development.
3. Encourage and support new, infill and redevelopment compatible with existing community patterns that maintains and enhances the Community's unique character and sense of place.
4. Roadway designs for Palm River Road, US 41/50th Street, Maydell Drive, 78th Street, and Causeway Boulevard and Madison Avenue/Progress Boulevard shall reflect the best practices of the Livable Roadways Guidelines, as feasible, to service the needs of the community.
5. Building and site design for new and redeveloped residential and commercial projects will reflect the practices of the Livable Roadways Guidelines to service the needs of the community.
6. Encourage adequate open space and access to parks, trails, water access, and retention of environmentally sensitive, significant habits and wetlands.
7. Retain and support viable agricultural uses.

8. Support well designed, compatible densities and intensities at appropriate locations.
9. Empower residents, property and business owners through education on zoning, land use, and comprehensive plan processes to ensure involvement.
10. Provide adequate emergency services (fire, rescue, etc.).
11. Strengthen code enforcement efforts and provide home maintenance education to home owners and homeowner associations.
12. Support a light rail system station for the Palm River area if a light rail system is designed.
13. Utilize citizen-based organizations such as neighborhood and business associations, Community Development Corporations, public and private partnerships and faith based organizations in implementation this Plan.
14. Support :
 - A. Design Study for Causeway Boulevard
 - 1) A design study of Causeway Boulevard, from US Highway 41/50th Street to US Highway 301 will be developed to improve visual appearance, increase property values, stimulate investments and economic development, and promote community/civic pride. The study will include an analysis of preferred visual improvements, triggering system or new development or expansion or redevelopment, and overlay district boundaries.

Preferred visual improvements include, but are not limited to:

 - Signs
 - Landscape treatment
 - Parking and parking lots
 - Ingress
 - Building placement, height and bulk
 - Stormwater facility location
 - 2) To support the Scenic Corridor designation of Causeway Boulevard west of Maydell Drive, and to be compatible with the existing use and zoning patterns, Commercial Intensive should be discouraged east of Maydell Drive.

B. 78th Street Overlay District

- 1) An overlay district will be developed and adopted into the Land Development Code for the area along 78th Street (primarily properties adjacent to 78th Street), south of Palm River Road to just south of Causeway Boulevard not extending past the smaller developed residential parcels adjacent to the roadway (approximately 12,000 ft.), as appropriate to plan for the transition of business and professional office uses.
 - a. Permitted uses include primarily: existing residential, uses allowed in the Business-Professional Office, and uses allowed in existing zoning (RSC-9, BPO, PD, and ASC-1).
 - b. Prohibited uses include uses, such as: alcoholic beverage sales, adult uses, laundry services, day labor employment services, ambulance services, and funeral homes. Limited hours of operation will also be considered.
 - c. Development standards will consider: the application of the Overlay at time of rezoning or expansion of an existing structure, a maximum height requirement of 35 feet, a maximum square footage per building of 6,000 square feet, and identification of allowed non-residential uses.

C. Ensure the sense of the Palm River community:

Develop gateways to create a sense of arrival using landscape features, public art and signage at strategic areas, including:

- Palm River Bridge and US 41/50th Street
- Palm River Bridge and Maydell Drive
- Crosstown Expressway and 78th Street
- Causeway Boulevard and City of Tampa city limits
- US 301 and Causeway Boulevard
- US 41/50th Street and Riverview community boundary
- Progress Boulevard

D. Establish community gathering places in which citizens socialize and celebrate local events:

- 1) New developments will include open space that is connected to public trails, natural systems, community parks, bicycle routes, Green Way Master Plan, etc.
- 2) The intersection of Maydell Drive and Palm River Road, and surrounding area, to 58th Street is seen as an important community gathering place, and should include:

- a) Street treatments and signage along Palm River Road, 58th Street, and Maydell Drive
 - b) An interconnected pedestrian walking system that connects the existing River Park, softball fields and Palm River Elementary School
 - c) A bus pull off and shelter at 58th Street and Palm River Road
 - d) Encourage the location of a community center in the current location of the softball fields
- 3) Progress Village Sports Complex should include an interconnected pedestrian walking system that connects the park to the larger community.
- E. Neighborhood Commercial Nodes
To ensure a sense of place neighborhood scale commercial intersections shall be developed with uses that do not exceed neighborhood commercial scale locational criteria applications. These include:
- Palm River Road and Maydell Drive
 - Causeway Boulevard and Maydell Drive
 - Progress Boulevard/Madison Avenue and 78th Street
- F. Community Commercial Nodes
To ensure a sense of place community commercial intersections shall reflect a character compatible with the surrounding neighborhood land use structure and intensity either through actual land use or mitigation of impacts to the adjacent neighborhood. These include:
- Palm River Road and 78th Street
 - Causeway Boulevard and 78th Street
 - Progress Boulevard and Falkenburg Road
- G. US 41/50 Street from Palm River to Intersection of Causeway Boulevard
Ensure that development along US Highway 41/50th Street develops in a manner that reflects the full range of the existing Office Commercial-20 and Suburban Mixed Use-6 plan categories, and avoids strip commercial patterns.
- 1) Mixed use will be encouraged through:
 - a) Planned Development zoning, or
 - b) Other standard zoning for mixed use as may be developed
- H. New residential or residential redevelopment shall have the following characteristics of desirable growth and design approaches:
- a. Create walkable neighborhoods;

- b. Support housing choice and affordability
 - c. Expand transportation choices
 - d. Support infrastructure expenditure
 - e. Support the economic health of the community
 - f. Improve security
 - g. Protect the environment
- 1) New residential, and where feasible residential redevelopment, with not include exposed utilities in front yard. These should be buried or, at a minimum located behind structures or screened.
- 2) Design features with include:
- a) Interconnectedness – quick and direct pedestrian connections between blocks and access to open space
 - b) Green infrastructure – network of landscaping/natural areas throughout the development, with connections to nature (street trees, landscaped boulevards, stream corridors, wetlands, or wooded areas)
 - c) Public space – strategically located and well defined to augment small or nonexistent yards. Greens, squares, plazas, or parks (designed to provide a sense of community/neighborhood identity/place for socializing)
 - d) Defined private space – (amenity) usable outdoor spaces through placement and design of buildings, accessory structures, rooftops, landscaping
 - e) Diversity -
 - i) architectural form: alternating building types, adding style details
 - ii) lot, block and building types
 - iii) open space
 - iv) housing types to accommodate various incomes
 - v) interspersed densities to achieve the look and feel of single-family neighborhood
 - vi) complementary non-residential uses
 - f) Context – at appropriate locations.
- I. The Tower Dairy site, located at the southwest corner of 36th Avenue South and 78th Street shall be designated as an Business Park providing for a mixed use project which allows for the uses under SMU-6 (Suburban Mixed-Use) including Research Corporate Park, Office, Mixed Use Development, Multi-Purpose Projects, Commercial, Residential and Light Industrial facilities.

The Business Park envisioned will develop under a controlled master planned park setting to ensure that the proposed development is compatible with the surrounding neighborhoods and other land uses. To insure compatibility, the northern edge of the property, along 36th Avenue South, will have an enhanced buffer of approximately 300 feet within which commercial and industrial uses shall not be allowed. Commercial uses should be limited to serving the internal needs of the development. Further, the Business Park shall provide for internalizing all loading docks and storage.

During the master planning process, applicant shall be required to address compatibility elements such as height, scale, mass and bulk of structures, pedestrian and vehicular traffic, circulation (including consideration of pass-through traffic into adjacent residential neighborhoods), access and parking impacts, landscaping, entry features and signage. A traffic analysis shall be required to determine the impacts associated with the project and any required mitigation.

Sustainable operations shall be encouraged. Flexibility of permitted uses through creativity in site design will ensure that the proposed project creates a minimal degree of impact on the surrounding environment while providing for SMU-6 uses including but not limited to residential uses, employment opportunities and commercial servicesⁱⁱ.

15. Changes to the Land Development Code will be developed and adopted to implement the design features identified in this plan.
16. Properties eligible for brownfield funding, should be studied and designation pursued, including Brownfields Assessment, Revolving Loan Fund, and Cleanup Grants to protect human health and the environment and either promote economic development or enable properties to be used for parks, greenways, and similar recreational or non-profit purposes. (E.g., sites such as, Exide Corporation, Kinder-Morgan Hartford Street and Tampa Tank and Welding.)

Goal 5b: Economic Development - Provide opportunities for business growth and jobs in the Palm River Area.

Strategies

1. Upgrade existing infrastructure, including water and wastewater services to support the developing suburban character of Palm River, including reviewing the Tampa Interlocal Agreement by 2009 to accommodate growth.
2. Recognize and support the existing industrial and port areas that contribute to the economy and character of Palm River.
3. Promote commercial development at scales that reflect the character of the community, such as, mixed uses along U.S. Hwy 41/50th Street from Palm River Bridge to south of Causeway Boulevard, commercial nodes for neighborhood and community scale uses at specific intersections with appropriate design features.
4. Support a mix of residential types developed with new urbanism characteristics at appropriate locations.
5. Support marketing to potential new businesses that reflect the Palm River area.
6. Provide incentives to assist businesses such as incubators for existing and new start-ups, a business resource center, facade program, crime prevention efforts, and community merchant association.

Senior, Social, Health-Medical Services and Schools

Goal 6: The community recognizes its need for appropriate community service centers, public and private schools, technical and College education opportunities; and hospital, library, day care, and aging services as growth occurs:

Strategies

1. Secure future neighborhood schools sites concurrent with the rezoning for residential development.
 - a. Locate elementary schools internal to neighborhoods and avoid locations along arterial streets.
 - b. Provide after-school programs for youths.
 - c. Ensure adequate school capacity through the adoption and application of school concurrency.
2. Schools shall be integrated into neighborhood road network.

3. Utilize co-location practices with schools, recreation, and other public service sites to provide multi-use activities.
4. Support development of a community college and/or vocational training center.
5. Provide appropriate facilities and services to meet the needs of the elderly, special needed and handicapped: including food, shelter, medical assessment and care.
 - a. Coordinate local efforts with state and other agencies to centrally locate and provide desired community programs.

Environment and Natural Resources

Goal 7a: Protect and enhance the natural environment and resources of the Palm River area.

Strategies

1. Support the restoration and maintenance Palm River/Tampa By-pass Canal and Delany Creek (and its canals and tributaries). Support community initiatives and enforcement of regulations that address:
 - a. Pollution, water quality, bank erosion, drainage systems, stormwater and road runoff
 - b. Community appearance (code enforcement, landscaping, litter, and dumping)
 - c. Access to natural areas (such as right-of-way and easements through Tampa Electric Company, Southwest Florida Water Management District, CSX Railroad, Port of Tampa, and City of Tampa or Hillsborough County)
2. Identify possible public uses and pedestrian access, especially for county-owned property to enhance and expand passive and low-impact access to all Palm River waterfronts and shorelines.
3. Implement the Hillsborough County Greenways Master Plan within the Palm River area.
4. Support the continued acquisition and restoration of environmental and habitat sensitive land by the County's Environmental Lands Acquisition and Protection Program, the Southwest Florida Water Management District and Florida Communities Trust, and encourage connections of existing and future publicly owned land to form a greenway system.

5. Transfer of development rights are supported to encourage preservation of agricultural, natural and environmental lands.
6. To ensure adequate freshwater flows to the McKay Bay Estuary:
 - a) Support the continued evaluation of shoreline and wetland restoration and rehydration opportunities in the Palm River/McKay Bay Basin.
 - b) For its potential to improve water quality conditions in the Palm River system, support the evaluation of the possible removal of a remnant sill beneath the U.S. Highway 41 Bridge that is an artifact of the historic dredging of the Tampa Bypass Canal/Palm River.
 - c) Continue refining potential for restoration projects as proposed within the Southwest Florida Water Management District's newly enacted "minimum flow" for the Lower Hillsborough River/Tampa Bypass Canal, including possible scenarios that would support the need for adequate freshwater flows from the Tampa Bypass Canal to the Palm River/McKay Bay system at S-160, just upstream of Adamo Drive.
 - d) For improving water quality, support the continuing evaluation, under the state-wide Total Maximum Daily Loads program, and other initiatives, of various stormwater inputs to the Palm River/McKay Bay system.

Historic Preservation

Goal 7b: Recognize and protect Palm River's heritage and historic built environment through the identification, evaluation, and designation of the area's significant historic and archaeological resources. Palm River is home to high archaeological probability areas, individual historic buildings and structures, as well as neighborhoods that may be considered eligible for Landmark designation by Hillsborough County or for listing in the National Register of Historic Places. These historic and archaeological resources define the cultural character of Palm River.

Strategies

1. Consider County Landmark designation for significant archaeological sites, buildings and structures, and historic and conservation districts, as defined by the County's Criteria for Landmark Designation. Resources potentially eligible for Landmark designation may include those identified in the County's Historic Resources Inventory and through cultural resource assessment surveys, including the Campoamor Silo and the Suarez Dairy Barn, and also resources that have not yet been documented, such as the Progress Village, Clair Mel, and Adamo Acres neighborhoods.

2. Consider partnerships with local colleges and universities to document and survey the history and built environment of the area.
3. Pursue grants such as those from the Florida Division of Historical Resources, Preserve America, and The History Channel to survey, preserve, and educate people about Palm River's historic and archaeological resources.
4. Educate people about the history of Palm River and its neighborhoods through the placement of historic markers, brochures, and partnerships with local schools, museums, and historical societies.
5. Encourage financial incentives for historic preservation including conservation easements on properties containing significant archaeological resources, and historic preservation ad valorem tax exemptions, matching grants, and transfer of development rights for designated Landmarks.

EAST LAKE-ORIENT PARK COMMUNITY PLAN

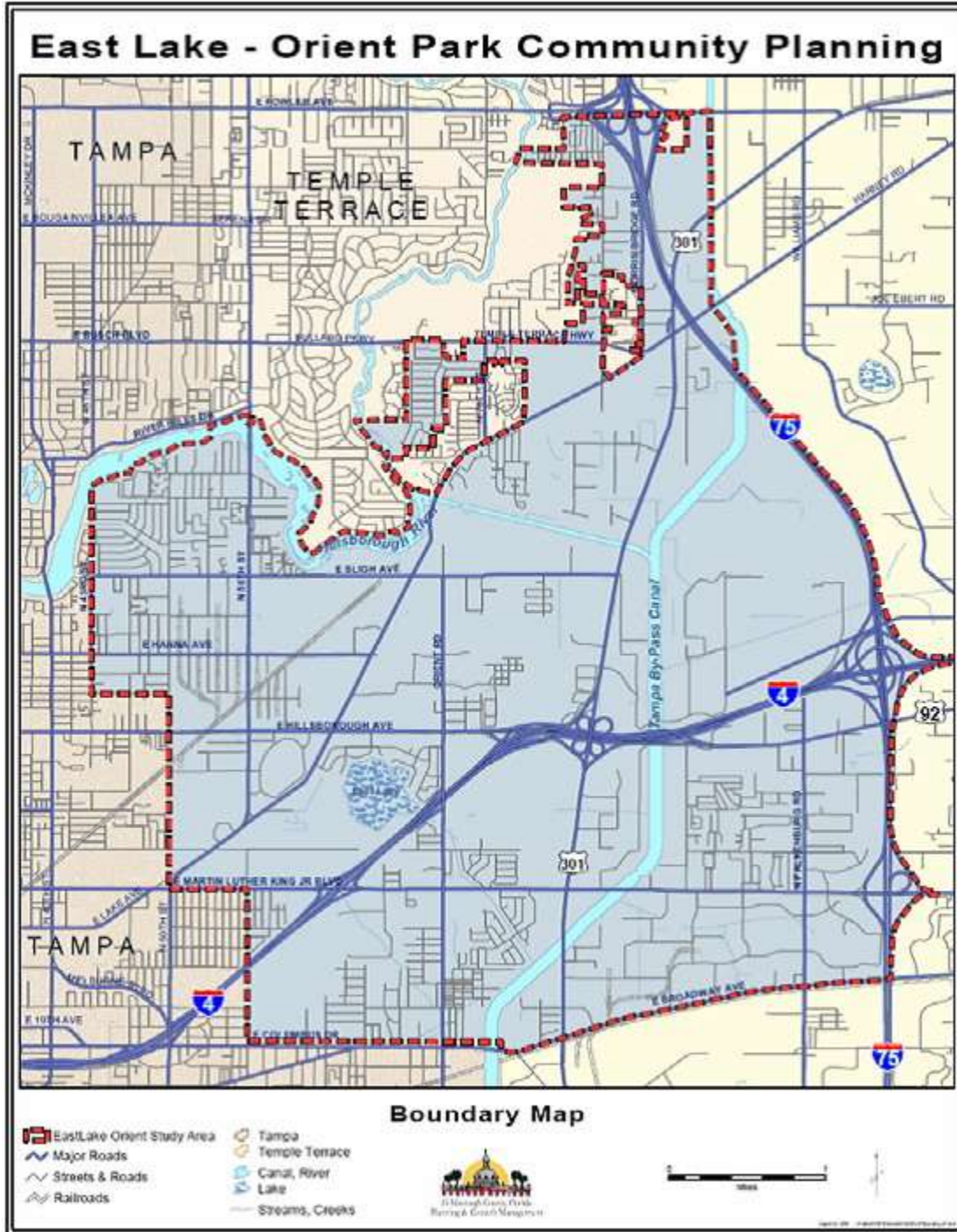


Figure 17 – East Lake-Orient Park Community Plan Boundary Map

Introduction

The East Lake-Orient Park Community Plan area lies in unincorporated Hillsborough County adjacent to the City of Temple Terrace and the City of Tampa. The community is comprised of urban, suburban, and rural residences, commercial corridors, and industrial uses. Portions of major corridors within the Plan area include I-4, I-75, US 92, and US 301 Highways. Major water features include the Hillsborough River, the Tampa By-Pass Canal, East Lake, and the Harney Flats wetlands. Major regional attractions include the Hard Rock Hotel and Casino, the Florida State Fairgrounds, the Ford Amphitheater, the Vandenberg Airport, NetPark Office Park, and Eureka Springs Park. Busch Gardens and the University of South Florida are neighbors to this community.

Community Plan Boundaries

The East Lake-Orient Park Community Plan area generally is bounded on the north by Fowler Avenue, on the east by I-75, on the south by Columbus Drive and Broadway Avenue, and on the west by the corporate boundaries of the Cities of Tampa and Temple Terrace.

Vision

The East Lake-Orient Park Community Plan includes a number of vastly diverse communities that provide a variety of residential lifestyles, from highly-urbanized to suburban to rural. Residents are able to choose which intensity of development is most suitable for their needs. Our residential streets are quiet safe and suitable for all lifestyles.

New development in our communities does not adversely impact the existing neighborhoods. Residents are actively involved in the development decision making process. Developers meet with community representatives in advance of land use decisions. Commercial activities are compatible with and designed to serve the community.

Amenities, such as parks, libraries, public safety facilities, and shopping are accessible to and adequate for the needs of all residents. Public infrastructure is properly maintained and updated.

Goals

To ensure the implementation of the plan formulated by the residents of the East Lake-Orient Park community, the following goals and strategies will guide future growth and redevelopment within its boundaries. The plan's vision is supported by the following eight goals with accompanying strategies (all listed in priority order):

Community Improvement – Enhance the appearance of the East Lake-Orient Park community.

- Increase code enforcement activity in order to improve community appearance, eliminate trash and loud noises. Target areas for increased code enforcement should commence in area north of Columbus Drive, east of Kenly Elementary School, south of Martin Luther King, Jr. Boulevard, and west of the Tampa By-Pass Canal.
- Future subdivisions should have Home Owner Associations registered with the County to facilitate resident communication and to maintain subdivision infrastructure.
- Required roadway improvements shall be designed and built consistent with the Livable Roadway Guidelines.
- Flooding is a recurrent problem throughout the community especially the area along Harney Road north of Hillsborough Avenue. Implement master storm water plans to correct flooding problems including erosion and silt control. It is desired that storm water standards be updated and that extra focus be given to storm water designs on new development.

Public Safety – Create a safer environment for the East Lake-Orient Park Community.

- Target areas for crime sweeps, encourage a minimum of two times a year.
- Neighborhood Watch and Certification Programs are important to maintaining public safety. Encourage community awareness and participation in these programs and other community supported safety programs.
- Encourage adequate street lighting throughout the community by supporting the creation of special lighting districts. Target Dale Rey

Estates on 50th Street and the area adjacent to 53rd Street and Sligh Avenue as priority areas.

- Increase hurricane shelter capacity and the provision for special needs shelters to serve the community. The plan area has no hurricane shelters within its boundaries. The area borders the Tampa Bypass Canal and Hillsborough River which are prone to flooding in hurricane events.

Neighborhood Identity – Promote development that recognizes the needs and distinct identities of the East Lake-Orient Park neighborhoods and enhances the quality of life.

- Assist neighborhood groups to establish and maintain associations.
- Establish and register an Alliance of neighborhood organizations to represent the diverse needs of the community.
- As required by the Land Development Code, notice of pending rezoning proposals shall be given to registered neighborhood organizations within the affected area of the East Lake-Orient Park Community Plan boundary. Upon request of the notified organization, the project developer shall meet with said organization to ensure consistency of the proposal with the community's plan.
- Preserve the rural character (R-1) of the Eureka Springs area.
- Preserve existing single family residential (R-6) and allow no further expansion of Residential – 20 (R-20) in the area west of North 56th Street to the City of Tampa and north of Hanna Avenue to the City of Temple Terrace as indicated on the East Lake-Orient Park Community Plan Preferred Elements Map.
- Prepare guidelines to allow community entry signs for East Lake-Orient Park.

Transportation – Ensure a balanced transportation system that reflects the community's character and provides for options including walking, bicycling and transit.

- Seek additional mass transit routes, improved frequency of service and providing additional stops within the community as necessary to properly serve the area. Additional service is desired on Sligh Avenue east of

Orient Road to US 301 and south along US 301 to Breckenridge with connection to the NetPark Transfer Station.

New development should include pedestrian and bicycle access.

- In addition to the improvements identified in the Long Range Transportation Plan, the community desires the following improvements listed in order of priority:
 1. Provide improvements to the intersection of East Hillsborough Avenue and Orient Road.
 2. Improve Harney Road from MLK Boulevard to US 301 as a four-lane enhanced roadway.
 3. Improve Falkenburg Road from MLK Boulevard to US 92 as a four-lane enhanced roadway.
 4. Improve US 92 from I-4 at Tampa By-Pass Canal to I-75 as a four-lane enhanced roadway.
 5. Improve Orient Road from Sligh Avenue to Columbus Drive as a four-lane enhanced roadway with bike lanes.
 6. Improve Sligh Avenue from 56th Street to US 301 as a four-lane enhanced roadway with bike lanes.

Parks, Recreation, and Natural Resources – Protect and enhance East Lake-Orient Park’s natural environment.

- Expand and maintain recreational programs and activities especially for youth and seniors, such as after school and non-school day programs for youth when feasible.
- Wetlands shall be protected to the fullest extent of the law.
- Seek new park and recreation facilities in conjunction with the approval of new residential development.
- The Hillsborough River and the Tampa By-Pass Canal are key community assets that should be enjoyed by all. Public access should be maintained in all new developments adjacent to these resources.
- The Hillsborough County Greenways Master Plan within the East Lake-Orient Park Community is strongly supported. The Community has identified the following desired recreational corridors listed in order of priority:

1. Connection of the Tampa Bypass Canal Trail with the Old Fort King Trail
2. New trail system from All People's Life Center to Tampa Bypass Canal Trail
3. Completion of the Tampa Bypass Canal Trail along portions of the Canal

Economic Development – Provide opportunities for business growth and jobs in the East Lake-Orient Park community.

- Establish higher density mixed use employment/activity center as identified along Harney Road adjacent to Davis Road and US 301.
- Establish design guidelines and protection of adjacent residential uses prior to granting higher densities in mixed use employment/activity centers.
- Business uses are encouraged along US 301 from the Tampa By-Pass Canal to Hillsborough Avenue. Appropriate land use and zoning changes should be allowed to accomplish this strategy.
- Create a commercial redevelopment area along 56th Street from the Temple Terrace boundary to Harney Road and along Hillsborough Avenue from 56th Street to Orient Road.
- Existing industrial uses and employment should be preserved and protected.
- Create a commercial/mixed-use district along Orient Road from Hillsborough Avenue to Columbus Drive.

Housing – Create housing opportunities.

- East Lake-Orient Park is experiencing problems with poorly managed apartment complexes and rental properties. East Lake-Orient Park seeks annual inspections of rental units for compliance with the health and housing codes.
- New residential developments that provide home ownership are preferred.

- Support affordable housing opportunities that accommodate a diverse population and income levels and promote home ownership.
- Create a neighborhood redevelopment and rehabilitation program to revitalize the area south of US 92 in the vicinity of Falkenburg Road.
- Evaluate land uses along Orient Road to allow higher density quality residential dwelling units.

Education – Improve educational opportunities.

- After school programs are desired to involve youth in constructive activities.
- Co-location of schools, parks, libraries and/or fire stations and sheriff substations are highly desired with new construction or expansion of public facilities.



Figure 17A – East Lake-Orient Park Community Plan Preferred

GREATER SUN CITY CENTER AREA COMMUNITY PLAN

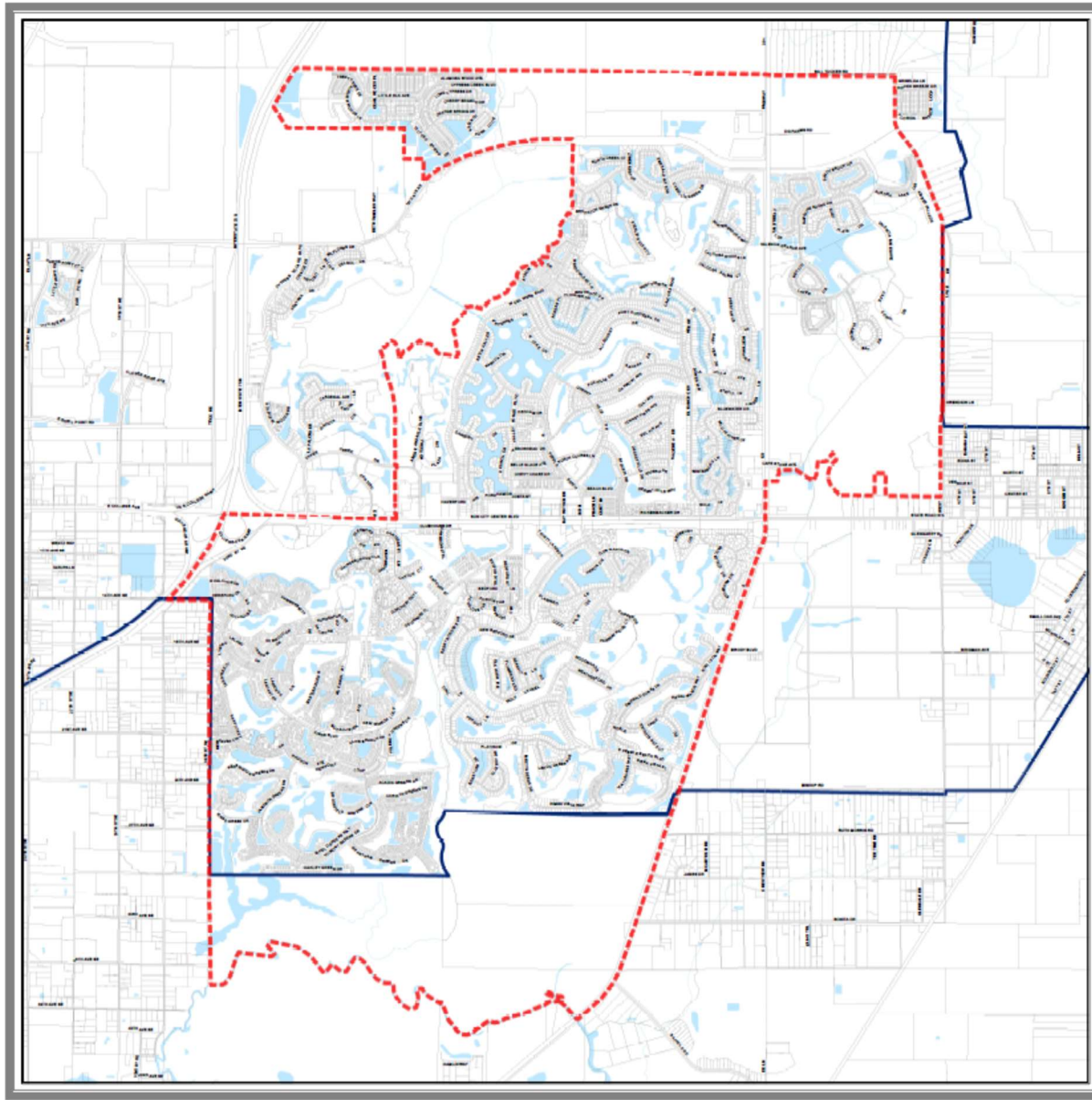


Figure 18 – Greater Sun City Center Area Community Plan

HISTORY

Until the early 1960's, what is now the Greater Sun City Center area was part of a 12,000-acre cattle ranch. That changed dramatically January 1, 1962, when developer Del Webb welcomed the first potential residents of his newest retirement community.

From those early retirees and snowbirds, the population has grown to about 25,000. Through the years, new communities have been developed to accommodate a range of lifestyles. The original Sun City Center, the condominiums of Kings Point and the apartments at Freedom Plaza are primarily for retirees. The nearby Villages at Cypress Creek, Valencia Lakes and Cypress Creek embrace a wider range of home-owners.

Commercial growth has mirrored the tastes and needs of the population, with shopping, dining and health-care facilities centered along SR 674, from the I-75 corridor on the west to US 301 on the east.

VISION STATEMENT

Our Greater Sun City Center Area Community plan focuses on providing a hospitable environment for the wonderful mix of people living here now and in the future – senior citizens, active mature adults and younger people seeking to establish themselves in this dynamic community which encompasses the neighborhoods of Sun City Center, Kings Point, Cypress Creek, Freedom Plaza, and Valencia Lakes. The planning process provides a footprint to maintain the excellent lifestyle we now enjoy and to enhance those aspects where excellence has not yet been achieved.

The health and safety of our citizens was a paramount consideration as we developed our plan. Recreational opportunities, commercial enterprises and supporting governmental activities were identified and incorporated into the plan, which is designed to support the active suburban lifestyle we all enjoy.

As the plan is implemented, commercial establishments and indoor recreation activities are expanded in a vibrant, modernized, architecturally pleasing town center. Transportation improvements go hand-in-hand with the improvements in the commercial areas. Golf cart accessibility remains a community keystone and is extended throughout the area in support of federal, state and local efforts to conserve petroleum products, reduce traffic congestion, improve air quality, and enhance the lifestyle of all. State and County governments are encouraged to respect our large community's desires to maintain the peacefulness of our suburban life style by minimizing truck traffic along SR 674 and 19th Avenue and by providing additional pedestrian and golf cart pathways along SR 674 and across US Highway 301.

Public transportation to destinations outside the community becomes a viable reality. Bus service to local libraries, the Town Center and adjacent communities is strengthened. Bus and/or light rail service is established to Tampa, Brandon, Bradenton, Sarasota and other mid-distance destinations.

Our physical environment becomes even more attractive. Golf courses continue to be an important means for simultaneously providing green space, a self supporting recreational opportunity, an attraction which brings new residents from colder climates and enhanced property values. Green space is expanded by establishing pocket preserves and a family oriented park. Pathways for pedestrians and environmentally friendly vehicles are established within the community and to the nature oriented facilities of nearby Little Manatee River State Park and other sites. Effective land use improvements and controls further enhance the environment.

Public health and safety, already at high levels, continue to be improved. Walk-in clinics and a senior service center serving nutritious meals and providing appropriate counseling and supervision are created to augment our full service hospital which is retained in its current location. Low powered radio and television services addressing local matters are developed to provide day to day and vital emergency information to residents and visitors. Street lighting, access for emergency vehicles, egress during times of emergency, and disaster recovery capabilities continue to be upgraded.

We're proud of our Greater Sun City Center Area. We want to tell the world what a magnificent community we have, and we want new neighbors to join us in enjoying it. As this plan is implemented it will be even better!

COMMUNITY PLANNING ELEMENTS

COMMERCIAL DEVELOPMENT

GOALS

1. BUILDING STANDARDS

Enforce appropriate Hillsborough County Land Development Code standards, including height restrictions. Encourage individual storefronts that are developed and maintained to a high standard.

2. A TOWN CENTER

Create a town center focusing at Sun City Center Plaza that will provide an inviting venue for shopping, with a large bookstore and a wide variety of dining options, and serve as a pleasant gathering place for entertainment and social activities. Make it golf cart and pedestrian friendly.

3. EMPLOYMENT OPPORTUNITIES

Attract the types of businesses that will benefit the community and provide employment opportunities for all age groups, including seniors. Encourage establishment of satellite government offices including job search agencies that are bus and golf cart accessible.

4. PROHIBITIVE COMMERCIAL

Discourage uses within the commercial areas that are not considered appropriate to our communities such as:

- a. Single Family Detached Housing Type
- b. Duplex Housing Type
- c. Radio and Television Transmitting Facilities
- d. Lawn Care/Landscaping
- e. Outdoor Storage
- f. Motor Vehicle Repairs (Major with exception of Golf Cart Repair)
- g. Motor Vehicle Sales (with exception of Golf Cart Sales)
- h. Recreational Vehicle Sales and Rentals
- i. Private Pleasure Craft Sales and Rentals
- j. Rental leasing, Light Equipment and Farm Equipment
- k. Labor Pools--All Types
- l. Mini-Warehouses
- m. Tattoo Parlors/Shops

- n. Pawnshop
- o. Outdoor Advertising (Billboards)
- p. Sexually-Oriented Businesses

COMMUNICATIONS

GOALS

1. PROMOTION/MARKETING

The Community will create a cooperative marketing effort to promote home sales throughout the entire area, through the internet and other communication outlets.

2. NEW TECHNOLOGY

Support the adoption of new communications technology for business and personal use, to keep the community competitive and improve the quality of life.

3. WIRELESS INTERNET

Encourage developers to establish more locations for wireless internet access, and investigate the potential for community-wide service.

4. LOCAL TELEVISION

Work with existing providers to promote establishment of a local television service, closed circuit or broadcast, to provide news and information specific to the Greater Sun City Center Area.

5. LOCAL RADIO

Work with existing providers to promote establishment of a local radio news service broadcast, to provide news and information specific to the Greater Sun City Center Area.

PUBLIC SAFETY

GOALS

1. DISASTER RECOVERY

Continue to enhance the existing efforts so the effects of a disaster will be minimized and organizations will be able to maintain or quickly resume mission-critical functions.

2. RESIDENTIAL EMERGENCY

Enhance emergency response capabilities. Provide better street lighting. Ensure house numbers are visible to emergency vehicles, especially at night.

3. SPECIAL ZONING

Expand special residential zoning to protect against sexual offenders and predators.

4. EMERGENCY EGRESS FOR ALL RESIDENTIAL AREAS

Provide emergency egress routes for all residential areas to ensure that residents can safely and quickly evacuate when necessary.

5. AGING RESEARCH

Support the acceleration of the pace of medical discoveries to vastly improve the universal human experience of aging and health.

HEALTH SERVICES

GOALS

1. A FULL SERVICE HOSPITAL

Retain a full-service hospital in a central area, improved as required to meet or exceed current professional standards; and with continued golf cart accessibility.

2. WALK-IN-CLINICS

Increase the availability of golf-cart accessible walk-in clinics, with 24-hour, seven-day operating hours.

3. REHABILITATION FACILITIES

Maintain and encourage availability of rehabilitation facilities and services.

4. SENIOR CENTER WITH NUTRITIONAL MEALS AND ACTIVITIES

Provide a Senior Center for all residents of Greater Sun City Center, serving nutritional and reasonable priced meals (subsidized if necessary), and also offering social activities and nutritional counseling.

5. HEALTH ADVISORY

Provide information and expertise to those who deliver and those who receive health services to positively affect the quality of health care.

6. ALTERNATIVE THERAPY

Encourage the establishment of a center providing natural therapies including massage, acupuncture, psychotherapy, Tai Chi, holistic, naturopathic alternative medical care.

LAND USE

GOALS

1. MEDIANS

Retain attractive medians and rights-of-way throughout Greater Sun City Center. Create a Special Taxing District or other appropriate means for continued maintenance of medians.

2. CONTROLLED DENSITY

Discourage amendments to the Comprehensive Plan that would allow increases to densities and intensities as currently exist in the Greater Sun City Center Area.

3. WATER CONSERVATION

The community will partner with Hillsborough County to continue to promote responsible use and conservation of water resources including expanded use of recycled water for irrigation.

4. CODES & COVENANTS

Encourage active enforcement of codes and covenants including sign control to maintain an attractive community. Authorize a local group to work with code enforcement authorities.

5. GREEN SPACES

Expand and encourage preservation of property through the Hillsborough County Environmental Lands Acquisition Protection and Preservation (ELAPP) acreage in the area.

6. WILDLIFE PRESERVATION

Establish a bird sanctuary and revise the Audubon Society's Window in the Woods feeding and viewing station. Utilize wildlife preservation provisions to preserve golf course open spaces through existing conservation programs.

7. TELECOMUNICATIONS

Encourage tower locations that are attractive and unobtrusive as possible.

8. NOISE POLLUTION

Coordinate the provision of sound barriers with the Florida Department of Transportation and the County Roads Department along major traffic areas to minimize traffic noise intrusion into bordering residential and commercial areas.

RECREATION

GOALS

1. NEW OPPORTUNITIES

Encourage additional recreational businesses such as restaurants, movie theaters and dance clubs.

2. GOLF COURSES

Maintain and protect existing golf course(s) and insure that they are dedicated for future recreational use only.

3. WORK WITH NEIGHBORING PARKS

Take advantage of the recreational opportunities offered by neighboring parks. Establish a pathway to the park for environmentally friendly vehicles and pedestrians.

4. WALKING TRAILS

Encourage developers, community organizations, and County government to create hiking trails throughout the community.

5. PARK FACILITIES

Future park planning should include a centrally located park for all Greater Sun City Center area residents, children-friendly, with botanical gardens, fishing ponds, and other recreational facilities.

TRANSPORTATION

GOALS

1. EXPANDING INGRESS TO KINGS POINT

In addition to the improvements identified in the Long Range Transportation Plan, the community desires improvements be made to the westbound left turn at the entrance to Kings Point on SR 674, to relieve congestion and provide safer, more convenient access.

2. BRIDGE/TUNNEL OVER 301 FOR PEDESTRIANS AND GOLFCARTS

Explore the feasibility of a bridge over, or tunnel under, US 301 for safer crossings by golf carts and pedestrians.

3. ALTERNATE ROADS FOR TRUCK USE

Promote the use of alternative east-west truck routes, not to include 19th Avenue, to minimize heavy truck traffic through the community on SR 674.

4. NO EXPANSION OF SR 674

Maintain State Road 674 (Sun City Center Boulevard) in its present form, as a divided four-lane thoroughfare.

5. REGIONAL CONNECT TBARTA

Continue to work with the Tampa Bay Area Regional Transportation Authority to assure that Greater Sun City Center's mass transportation needs are adequately served.

6. ENERGY EFFICIENT TRANSPORTATION TO ALL FACILITIES AND BUSINESSES

The Community will continue to encourage the use of energy-efficient transportation throughout the area, including electric vehicles such as golf carts; propane-fueled vehicles; trolleys and local motor coach service; and personal transportation devices such as Segways.

7. BUS SERVICE

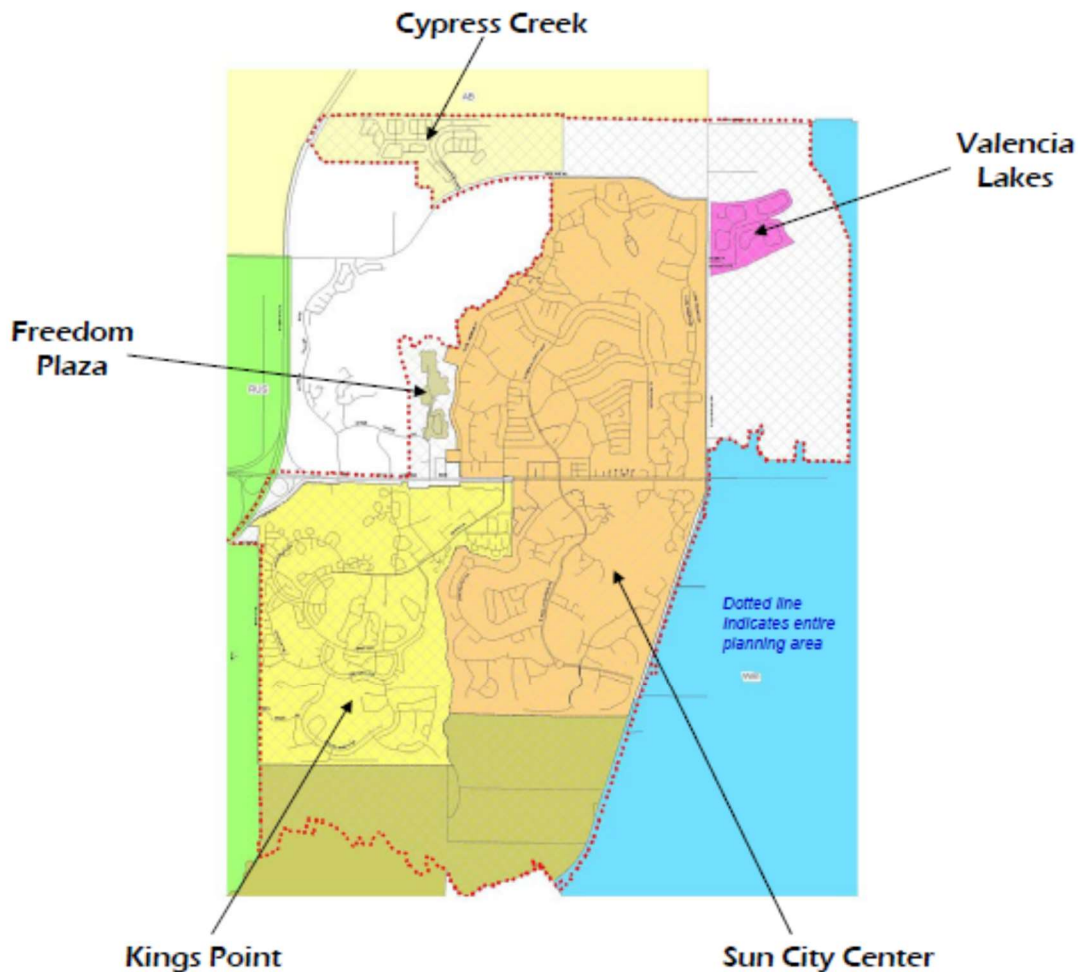
Encourage Hartline to provide bus service to Tampa, the new library and other destinations, with efficient routes and convenient schedules to encourage increased usage.

8. PEDESTRIAN WALKWAYS & MULTI-PURPOSE PATHS

Extend golf cart paths on south side of SR 674 westward to commercial areas at 33rd Street. Any future road and utility expansion projects should include consideration of pathways for pedestrians, bicycles and golf carts.

9. INTERCHANGE ON I-75 BETWEEN SR 674 & BIG BEND ROAD

Promote the installation of an interchange on I-75 between SR 674 and Big Bend Road to relieve traffic congestion along and between the two roadways.



This Is Where We Choose to Live

Until the early 1960's, what is now the Greater Sun City Center area was part of a 12,000-acre cattle ranch. That changed dramatically January 1, 1962, when developer Del Webb welcomed the first potential residents of his newest retirement community.

From those early retirees and snowbirds, the population has grown to about 25,000. Through the years, new communities have been developed to accommodate a range of lifestyles. The original Sun City Center, the condominiums of Kings Point and the apartments at Freedom Plaza are primarily for retirees. Nearby Valencia Lakes and Cypress Creek embrace a wider range of home-owners.

Commercial growth has mirrored the tastes and needs of the population, with shopping, dining and health care facilities centered along SR674, from the I-75 corridor on the west to U.S.301 on the east.

LITTLE MANATEE SOUTH COMMUNITY PLAN

Location

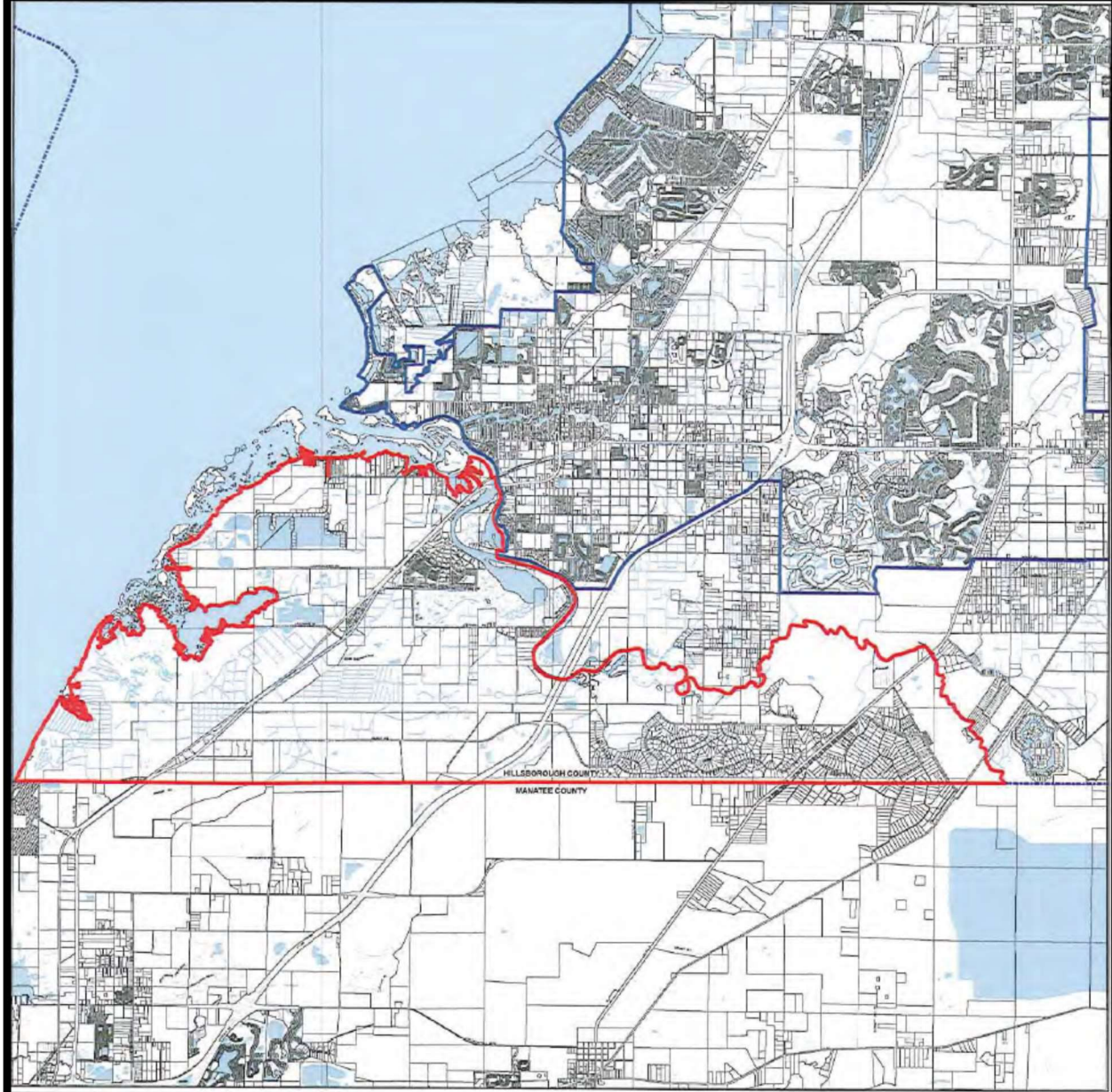


Figure 19 – Little Manatee South Plan Boundary Map

Introduction

Little Manatee South Community History

Before the Native Americans, occupied land south of the Little Manatee River, there were prehistoric animals whose remains are still occasionally unearthed in the area's

shell pits. Two-thousand years ago members of the Glades, which included several tribes, built great midden mounds of discarded shells that dotted the islands and shores of what is now called Cockroach Bay and the Little Manatee River. The culture of nomadic hunter/gatherers and fishermen lasted until Europeans arrived here in 1539 (Hernando de Soto). Evidence of that culture is provided through the discovery of arrowheads and other artifacts.

After the Spanish explorers, pirates, cattlemen, fishermen, and outlaws came to take what they could: there was little here but cattle to provide a sense of permanence until the late 1800s. The area which now makes up the Little Manatee South Community, which was mostly mangroves became home to commercial fishermen, row crop farmers, and cattlemen.

Fish, crabs, mammals and reptiles have lived for a long time in the Hillsborough Bay and the Little Manatee River. Access to the area was always available by water (a boat brought mail down from Tampa to Gulf City for delivery inland for locals and further south to Parrish) but there were few roads and fewer bridges across the creeks and rivers. The present US Highway 301 was the main land route for the west coast and was quite primitive. What is now US Highway 41 began as six-foot wide trail made of asphalt-sand bricks near the turn of the twentieth century.

The area now known as Sun City – not to be confused with Sun City Center - was originally called Ross. This area gathered a few dozen full time residents as a crate mill was established, and then turpentine production came and offered employment. In the 1920s the Coastline Railroad came southward past Ross, leading to further expansion. The area grew again when a silent-movie colony arrived changing the name from Ross to Sun City. Although plans for Sun City were ambitious, Florida's unpredictable weather and the pre-depression bust of 1927, caused Sun City to be abandoned as a site for film making.

In the 1940s and into the 1970s, farming became a prime economic contributor to the area. Turpentine production gave way to cattle and vegetable production. Fishing waxed and waned as a commercial opportunity, yielding more and more to recreational fishermen. Florida citrus took worldwide prominence, and the Little Manatee South Community became a serious contributor. Shell mining proved viable, and offered glimpses of the prehistoric residents as occasional paleontological finds surfaced. Due to more efficient railroad transportation tomatoes, strawberries and other winter vegetables for markets in the north made farming profitable and farms passed from generation to generation.

From the late 19th Century, the area of Gulf City – the extreme south-downstream end of the Little Manatee River - has been home to those who love waterfront living. Never an effective product of grand scheming developers, and always the home of quiet unassuming residents who love the river, the growth in this portion of the County has been slow. Upstream from Gulf City along the river's edge wherever the land was high enough to build a house – and sometimes where it wasn't – there has been an irregular but unrelenting pressure to build homes that offer the residents an unhurried rural lifestyle. At the extreme upstream southern side of the river, a developer brought a new form of rural living in the late 1960s. Recognizing the benefits of a rural lifestyle, the area known now as Sundance began slowly, then took hold as a viable community with a self-governing organization in the 1970s, as a developed subdivision.

At the same time, other areas have been sites of residential growth, sometimes sporadically, sometimes successfully. Where there were vested property rights prior to the creation of a countywide Comprehensive Plan, as far back as the times when the movie colony had grand schemes, building on those lots was undertaken and continues to this day. Home sites have varied in size from one-sixth to fifteen acres in size.

The turn of the 21st Century has brought new challenges and opportunities to the Little Manatee South area. Economic pressures on commercial farming from foreign competition, rising production costs and farm labor issues have taken a toll on many established farms. Cattle grazing pastures are becoming more valuable as home sites. An outbreak of citrus canker led to destruction of most of the citrus groves in the Little Manatee South area. Still, the area has a basic rural, natural and open feel that continues to attract new residents. The river, the lowlands near the bay, and Tampa Bay offer an opportunity for budding eco-tourism. Large tracts of land have been preserved for the benefit of future generations through county purchases of private environmentally sensitive lands. Families spanning seven generations still live in the Little Manatee South Community. The rich ecological and environmental assets that encouraged early Native Indian tribes to settle and flourish in the area are still vital characteristics for the citizens of the Little Manatee South community.

Little Manatee South Community Vision Statement

The Little Manatee South Community is a predominantly rural community with thousands of acres of sensitive environmental lands and shorelines along Tampa Bay and the Little Manatee River which have been preserved and protected for the benefit of residents, visitors and future generations. These environmental lands will continue to define the character of the area.

Today's residential communities include small to medium residences, waterfront homes along the Little Manatee River, mobile home parks for winter residents and large lot estate style residences. The Little Manatee South Community will continue to provide a superior mix of rural residential communities and outdoor recreation in an eco-friendly and environmentally protected manner. In addition, the area's historical and archeological heritage will continue to be remembered through site preservation, historic markers and naming of recreation areas.

Future roads will be planned to minimize impact on natural areas and wildlife corridors, and constructed so as to minimize high speed, high volume traffic in residential areas while moving traffic quickly to and from of the area. Regional connectivity will be supported by providing access to roads that connect to a future Interstate-75 Interchange, planning for a future commuter rail station and providing rapid bus systems. Walking, cycling and equestrian activities will be encouraged through a system of trails located in natural areas that provide connectivity between residential and commercial areas.

Educational, social and recreational desires will be met through centrally located schools and other public facilities including libraries, parks, playgrounds, sports and recreation fields. Public fire, safety and utility services as well as daily shopping needs will be provided locally.

The Vision for future "long term" residential development is primarily small lot clustered residential enclaves surrounded by open spaces and natural areas west of Interstate-75. The large lot estate style development pattern of the Sundance community will be preserved east of Interstate-75. Vegetated buffers along roadways and between developments will help preserve a sense of space and privacy, and provide for scenic road corridors.

The Vision for future "long term" development near US Highway 41 is to include employment opportunities centered around a modern walkable village/mixed-use center, a transit oriented development around a commuter rail station, a corporate park and economic development area. "Green" design standards will offer protection to the environment while creating a unique and attractive appeal for both the residential and non-residential improvements.

All future growth will occur in an orderly, timely fashion, preserving the unique qualities of the area, as established growth thresholds are met and Hillsborough County extends the Urban Services Area to provide utilities and other public support to the area. The Vision of this community is to ensure that change is positive, cohesive,

appropriately timed and in concert with the character of the community. (*Review of Expansions of the Urban Service Area subject to Policy 2.2 for Future Land Use Element*).

Community Plan Implementation Through Community Participation

To ensure that the Vision, Goals and Strategies of this community plan are implemented, the community supports creating a citizen-based umbrella organization to:

- Provide a joint forum for public, private and non-profit community and neighborhood groups/associations to meet and discuss community issues.
- Work in partnership with the public, private and non-profit sectors.
- Monitor and comment on:
 - Capital improvement plans,
 - Comprehensive Plan changes,
 - New development proposals and negotiations (e.g., rezonings, public facilities, public works projects).
- Pursue and/or encourage public and private sector grant applications.
- Encourage conservation projects and other civic programs.
- Create awareness of opportunities for participation, both needs and successes.

Goal 1 Community Character

Little Manatee South Community, residents and landowners, whether long time or recent comers, are proud of their community and its lifestyles and have an interest in maintaining those desirable elements of it for their posterity.

This area of the County is identified as a Rural Area in the County's adopted Comprehensive Plan based on the following:

- The area is outside the Urban Service Area with undeveloped portions generally designated as Agricultural Rural 1/5 (AR-1/5). Most of the residentially developed areas are designated as Residential-2, Residential-4 and Residential-6 and are identified as rural communities and suburban enclaves.
- Adopted population projections are the basis for determining that there are adequate developable lands within the USA through the 2025 planning horizon.
- Existing policies do not allow extension of water and sewer except under very limited conditions.

- The Comprehensive Plan provides a description of the Rural concept and contains compatibility policies related to rural development.

Strategies

Community Design

The goal of the Little Manatee South Community Plan is to preserve and enhance the sense of place, space and privacy currently enjoyed by its residents. To this end, the Community desires to ensure that new development protects the community's environmental assets, maintains community character, and is compatible with existing neighborhoods. In order to preserve these desirable characteristics of the area the Community Plan encourages:

- Energy efficient design concepts in new development as well as redevelopment/refurbishment of existing areas.
- Development of gateway entry points to the Little Manatee South Community that include streetscape design and landscape elements.
- Development of design concepts that include roadway network and connections between general areas of residential, commercial, mixed use, office and economic development.
- New roadways, including any proposed widening of an existing roadway, should comply with the Roadway Level Design section of the Community Design Component of the Future Land Use Element of the County's adopted Comprehensive Plan.
- Roadway treatments along US Highway 41 and 301 that reflect the open space character of the community.
- Development to incorporate sustainable design principals.
- Site design to maximize the overall views and vistas from public space and roadways.
- Consideration of green building and clustering concepts such as traditional neighborhood development, new urbanism and/or form based code principals.
- Support and enhancement of agriculture uses consistent with the County's adopted Comprehensive Plan addressing retention of agricultural enterprises, within the Little Manatee South Community.
- Any new development should be respectful of existing natural preservation areas, creeks, bayous, scenic vistas and/or public spaces. Incentives should be provided in the Land Development Code to encourage provision of additional buffers (above current minimum code requirements) and other environmental enhancements (e.g., establishment of wildlife corridors, of environmental areas through removal of

nuisance species and planting of native species, provision of public open space, establishment of water quality monitoring programs).

- To encourage new development to provide for the protection and enhancement of wildlife corridors, incentives in the form of increased densities as provided for in this community plan should be provided for enhancements beyond existing levels through a table of performance standards. These are to be determined in the Land Development Code.

Goal 2 Protect Environmental Areas

Of the approximately 23,000 acres in the Little Manatee South community planning area 6,846 acres or 29% of the area is identified on the Future Land Use map as Natural Preservation, and an additional 2,800 acres or 12% of area is identified as Water (42% combined). Therefore, the protection, preservation and enhancement of public access to the archeological, historical, environmental and ecological assets and natural features found within the Little Manatee South Community Plan boundary is an important objective of this Community Plan. This can be achieved by maintaining conservation areas, regulating access to these assets, appropriately designing development around them and maintaining native flora and fauna in these areas.

Strategies

Long term planning is critical for this area so as to avoid piecemeal, unplanned development which will result in the loss of the community's character. The community's character includes natural preservation and conservation areas; rivers, creeks, bayous and wetland systems; and open vistas. These include:

- Cockroach Bay Aquatic Preserve (sea grass beds and natural fish hatchery area)
- Little Manatee River
- Little Manatee Water Shed
- Little Manatee River State Recreation Area (Park)
- Heritage Park and Cockroach Bay Park
- Environmental Land Acquisition Protection Program (ELAPP) preservation areas
- Surface Water Improvement Management (SWIM) project areas (wading bird rockery)

To protect, support and enhance the Cockroach Bay Aquatic Preserve and its surrounding shoreline and uplands, and the Little Manatee River, an evaluation of the various existing designations, management authorities, and protective measures and enforcement processes in this area is needed. An integrated approach, with key

stakeholder participation and vetting in the planning process should be encouraged through the following:

- Engaging overlapping authorities to be more jointly active in the management of these areas.
- Joint agency management of uplands, islands, and aquatic waters out to a 6 foot depth starting at the mouth of the Little Manatee River running south to the Manatee County line.
- Support and protection of stressed seagrass beds (due to boat prop dredging in shallow water).
- Support the protection of natural water flows and natural salinity levels of waterways for wildlife.
- Recognizing the recreational value to residents and visitors of low impact boat and canoe uses (i.e., electric motor, paddle and poling).
- Preserving the archeological significance of the area.
- Recognizing the habitat and culture of Native peoples including the Uzita tribe settlement of Ucita and shell midden mounds on islands and shores of Cockroach Bay and Little Manatee River.
- Memorializing early Spanish exploration (Hernando de Soto, 1539, i.e., placement in Cockroach Bay Aquatic Preserve of De Soto Trail Kiosk).

In order to enhance the access and enjoyment of the Community's natural areas the following action will be undertaken:

- Support and expand Hillsborough County's Greenways and Trails program within the Little Manatee South Community. Encourage a greenway trail connection to Manatee County.
- Encourage the continued development of the Blueway Paddle Trails system within Cockroach Bay and the Little Manatee River.
- Add canoe/kayak (low-impact/no motor boating) launch ramps at County line road, on SWIM/ELAPP property on Tampa Bay north of Cockroach Bay Boat Ramp, at Heritage Park and others sites where feasible.
- Add parking, and restrooms sites north of Cockroach Bay Road and east of the Cockroach Bay Boat Ramp.
- Promote Shoreline Wildlife Corridors as defined in the Conservation Element, Policy 13.44.
- Encourage the identification of preferred pedestrian access points to public lands. As development occurs, provide assurances that these access points remain open to the public.

- Monitor to ensure that access to environmental and ecological resources are not overburdened in such a way to diminish the quality of life of community residents.

All development will recognize and support the following environment features identified on the Concept Map:

- Wildlife Corridors
- Natural Preservation Land
- Parks (Heritage Park, Little Manatee River State Recreation Area, etc.)
- ELAPP, SWIM (Rock Pond), and other Conservation Area
- Cockroach Bay Aquatic Preserve
- Little Manatee River and its identification as a Blueways Paddle Trail
- Extension of Greenway Trail
- Hillsborough County Comprehensive Bicycle Plan:
 - On Road Bicycle Network– all roads on the MPO major road network, made up of arterials and collectors (Map 2-1 On-Road Facilities in 2006, projects under construction as of 2008)
 - Off Road Bicycle Facilities –
 - multi-use paved trails for hiking, bicycling, and in-line skating, in their own exclusive right-of-way (ROW) and often including trail heads; roadway crossings are minimized but where they occur require special intersection treatments
 - greenways (generally defined as linear open spaces having recreational or natural resource functions);
 - Paved side paths with a road right-of-way parallel to but separated from motorized traffic.

Goal 3 Plan for Growth

Planning for a future Little Manatee South Community that respects all stakeholders concerns, building upon current identified opportunities, requires a clear vision of the direction of the Little Manatee South Community. In addition to strategies that reflect consistency with current Comprehensive Plan policies and land development code regulations, the Little Manatee South Community desires to include “long term” vision strategies that acknowledge a more urban form in the future, contingent on changes to the Urban Service Area boundary (these are identified under Goal 6).

Strategies

All development must be consistent with the County's adopted Comprehensive Plan and the Land Development Code regulations.

Current Residential Development

Residential development is currently allowed under existing future land use designations. As stated under Goal 1, Community Design strategies, the community desires to preserve and enhance the sense of space and privacy and to ensure that new development protects the community's environmental assets, maintains community character, and is compatible with existing neighborhoods. In order to preserve these desirable characteristics of the area the Community Plan encourages:

- All residential development to comply with the Community Design strategies identified under Goal 1.
- Master planning of residential development that allows for current densities and also identifies areas held open for future residential expansion and public open spaces and uses, and preserves the open vistas and environmental features and connections to them is to be undertaken.

Current Non-Residential Development

Commercial development shall meet adopted county locational criteria standards and be designed in a manner reflective of the Community's desired character. Non-residential development is subject to locational criteria of the Comprehensive Plan unless identified within this Community Plan. The Concept Map identifies those locations which have potential under the locational criteria as of the date of this community plan.

Long term development Strategies are provided following Goal 5 Economic Development

Goal 4 Infrastructure and Services

The Community recognizes the importance of opportunities to enhance infrastructure and government services which improve the quality of life within the Little Manatee South Community. These opportunities underpin the local economy when provided in a consistent, orderly and cost effective manner. It is important that appropriately scaled infrastructure and services are provided in-line with development.

To that end, the Little Manatee South Community Plan promotes the following strategies.

Strategies

- Encourage the introduction of transit service, at the time of more urban-style development to include regular/express bus options.
- Roadways within new development should provide for a higher degree of interconnectivity.
- Cul-de-sacs are not encouraged and when provided for should not be considered permanent but rather as place holders for future connections. All cul-de-sacs should provide pedestrian connections to surrounding development (e.g.: adjacent roadway with sidewalk or public greenway)
- The development of a north-south roadway to the proposed Port of Manatee/Interstate-75 connector in the area east of US Highway 41 and west Cockroach Creek is encouraged.
- Advocate for vigorous enforcement of existing Truck Routes and encourage the adoption of additional enforcement measures on appropriately designated Truck Routes. New non-residential development should be designed to access existing Truck Routes and have cross access.
- Support the co-location of municipal services (schools, fire, police, library, parks, etc) to maximize overall resources within appropriate areas.

Schools

It is the desire of the Little Manatee South community that collocation practices be utilized for all school sites and public or state properties to ensure opportunities for shared uses:

- For the coordination of the location of community facilities between County, state and federal agencies and departments.
- Partner with private and non-profit organization at the time of planning and development of community facilities and programs.
- Clustering of public services, such as police and fire, and school sites.

The South County Career Center site and adjacent State owned property have been identified as a desired place to explore the possibility of centralizing all levels of schools to serve anticipated population growth.

Urban Service Area Designation

The Urban Service Area designates the location of urban level development in the County to provide an efficient use of land and public and private investment. Any proposals identified in this Community Plan not consistent with the adopted Future of Hillsborough 2025 Comprehensive Plan are viewed as being “long term” in nature, beyond the existing planning horizon of 2025 (possibly to 2050) and are not considered appropriate for near term development. Any amendment to the Comprehensive Plan to allow for “long term” development is subject to growth thresholds and requires a change in the Urban Service Boundary (see Criteria to Expand the USA, Policy 2.2, Future Land Use Element). Changes to the existing land use categories are also required and must be evaluated for compliance with the goals, objectives and policies of the Future Land Use Element (see Policy 8.2, Future Land Use Element).

Growth thresholds allowing consideration for an increase in density/intensity shall be viewed as triggers to consider the extension of the Urban Service Area boundary to include the Little Manatee South community (to accommodate population growth or economic development as a result of additional land being included in the USA and to meet adopted levels of service) through the following:

- Population growth to a level requiring additional land being included in the USA.
- Adequate public facility capacity being planned and programmed within the 5 year CIP.
- Transportation improvements programmed in the 5 year CIP (such as development of a commuter rail service, an integrated bus transit system, or a community serving I-75 connector road).
- Economic development and job creation that reflects the desired residential and non-residential patterns identified in this Community Plan, and Countywide.

During the Evaluation and Appraisal Report for the Comprehensive Plan update, required every 7 years, beginning in 2010, and along with the 2050 Vision for Hillsborough County, the Little Manatee South Community Plan area (based on appropriate data to expand the urban service boundary), desires to be considered as part of the Urban Service Area expansion analysis.

Goal 5 Economic Development

The Little Manatee South Community desires to improve opportunities for private sector investment while respecting and building upon the existing character found within the Little Manatee South Community through, such means as, education, better transportation facilities, sustainable development and the opportunity for the creation of new businesses at appropriate times.

Strategies

To promote economic growth and support ecologically based recreation, commercial fishing, and ecotourism opportunities the following will be undertaken:

- Ecotourism:
 - Support wildlife observation, photography, boating access to the Gulf of Mexico and Little Manatee River, (canoeing/kayaking, hiking, fishing, hiking, bicycling, horseback riding, and camping) as defining by Eco-Tourism Objective 27 and Policies 27.1 and 27.2 of the Future Land Use Element.
- Development Patterns:
 - Preserve and enhance open space and incorporate into new development as appropriate,
 - Retain and preserve natural amenities,
 - Allow for new development in character with existing Little Manatee South Community.
- Commercial or Town Center Location(s):
 - Encourage walkable (village) traditional neighborhood design concepts.
 - Promote supportive residential uses.
- Residential Infill and Redevelopment:
 - Enforce existing codes and county regulations,
 - Cluster development (preserve more open space) where appropriate.
- Support the location of a commuter rail station within the area with a transit oriented, pedestrian friendly development within a ½ mile radius of that site.
- Support the establishment of light industrial uses within existing Light Industrial categories in the Little Manatee South Community.
- Encourage light industrial, warehouse and office uses to utilize existing rail lines, which have the potential of reducing truck traffic, based upon existing land use categories within the 2025 Comprehensive Plan.
- Support the creation of employment opportunities through corporate parks and economic development areas, research facilities and limited light industrial operations at appropriate locations as provided for in this community plan and when growth thresholds are met.

Goal 6 Long Term Development Options

The Community desires to ensure that new development protects the community's environmental assets, maintains community character, and is compatible with existing neighborhoods while providing opportunities to enhance infrastructure and government services, which would improve quality of life within the Little Manatee South Community. In order to preserve the desirable elements of and ensure that a cohesive, attractive and economically viable community results, the Little Manatee South Community Plan includes an extensive treatment of the long term future of the area, in addition to the traditional 10 year community plan and time horizon of the County's adopted Comprehensive Plan.

Strategies

GENERAL DEVELOPMENT CONCEPTS

In order to ensure that new development is sustainable, maintains community character, and is harmonious and compatible with existing neighborhoods - the Community envisions that:

- New development east of I-75 should reflect the preferable patterns of development of approximately 1 du/2.5 acres average. However, the underlying allowable density shall be 1 unit per acre. Clustering may be utilized to lessen the impact of the 1 unit per acre density and provide for open space between developments. Development rights not used in support of the preferred development patterns shall be used as provided for under the Transfer of Development Rights section of this community plan.
 - Commercial development should meet adopted locational criteria standards and be designed in a manner reflective of the Community's desired character.
- New development along the corridor immediately West of I-75 should reflect the preferable development patterns of approximately 1 du/acre average. Future land density would increase, as development takes place moving towards the U.S. Highway 41 corridor, to include at a minimum those properties immediately adjacent to I-75. Development rights not used in support of the preferred development patterns shall be used as provided for under the Transfer of Development Rights section of this community plan.
 - Provide appropriate density transitions from larger lot development.
 - New non-residential development, such as, limited-light industrial, office and commercial development are encouraged to locate within identified areas of this Plan.

- The clustering of residential units should be incentivized in order to maximize overall open space and allow additional areas for the enhancement of wildlife and/or agriculture.
- Provide incentives such as bonus densities or intensities in the Land Development Code through a table of performance standards for increased setbacks, open space and environmental enhancements for Cockroach Bay, Little Manatee River, creeks, wetlands, bayous, ELAPP and SWIM lands and any other conservation/preservation lands (e.g. establishment of wildlife corridors, enhancement of environmental areas through removal of nuisance species and planting of native species, establishment of water quality monitoring programs, etc.).
- Any new development shall be respectful of existing natural preservation areas, creeks, bayous, wildlife corridors, scenic vistas and/or public spaces.
- Support the creation of employment opportunities, at appropriate locations as provided for in this community plan.
- Encourage the location of a commuter rail station within the community planning area with transit oriented, pedestrian-friendly developments within 1/2 mile radius of the transit station location.

Strategies

Design Criteria

Protect and enhance environmental assets which are a major component of the character of the community; including preservation lands, shoreline areas, connected wetlands and water systems, and wildlife corridors for enjoyment of the community. This can be done by maintaining conservation areas, regulating access to these assets, appropriately designing development around them and maintaining native flora and fauna in these areas.

Desirable development opportunities are typically along waterfronts or adjacent to natural areas, therefore we encourage balanced creative development designs, by implementing where feasible:

- Clustering regulation concepts including:
 - Lots with minimum footprint, adjacent to natural or environmental areas, maximizing open space and common areas which back up on natural or open areas,
 - Provision for preserved open space, trails, pedestrian connections, dedication of civic sites (provisions that go beyond minimum requirements for open space should be accomplished through incentives),
 - Interconnected appropriate roadway design,

- Buffer and screen along roadways around development to retain community character and preserve a sense of space and privacy.
- Encourage low impact through:
 - Implementation of green design standards to minimize the percentage of impervious cover,
 - Integrated natural stormwater runoff management techniques,
 - Water conservation, reclamation and reuse,
 - Native plantings and landscaping treatments,
 - Centralized sewer and water treatment delivery and disposal (once growth thresholds are met).
- Sustainable economic, environmental and social development concepts and practices:
 - Retention of the maximum amount of native vegetation,
 - Shallow vegetated swales in all areas, including parking,
 - Appropriate Florida-friendly plant selections,
 - Stormwater reuse,
 - Small, recessed garden areas throughout landscaped areas.,
 - Disconnected imperious surface areas,
 - Porous pavement and other pervious pavement technologies where feasible,
 - Stabilized natural areas for overflow parking,
 - Design requirement should encourage orientation of development that recognizes and incorporates environmental features into all design (where development abuts and backup to).
 - Include Design Criteria applied to Residential Development already provided in this Plan.

New residential development should provide for trail connections to public greenways, adjacent planned clustered developments (hamlets) and/or commercial town center(s) – when growth thresholds are met.

All new non-residential development is limited to a .25 Floor Area Ratio unless identified otherwise within this community plan.

As part of the implementation of this plan, overlay district(s) should be developed for the residential area west of Interstate-75 than include design and performance standards, to be developed when growth thresholds are met, and considered as a preplanned and pre-permitted process to ensure a unified development. Overlay district(s) could be developed by the County and/or could be initiated by the private sector.

Transfer of Development Rights

Transfer of Development Rights (TDRs) are allowed and encouraged within the Little Manatee South community plan boundary to allow for the preservation of land and critical resources, and to focus growth in those areas with the US Highway 41 Corridor as suitable for development.

- Until development in the US 41 Corridor is approved in accordance with the Community Plan, TDRs can be sent to any of the receiving areas identified in the County's Comprehensive Plan.
- Once development in the US 41 Corridor is approved in accordance with this plan sending and receiving areas are limited to the Community Plan boundary
 - Sending and receiving areas from residentially planned properties
 - Receiving areas are along the US 41 Corridor, with priority given to areas within walking distance from transit station area

US Highway 41

It is not the intention nor the desire of the Little Manatee South community, that US Highway 41 be developed as strip development when allowing for long term development options that include activity center(s), mixed use, office park, or industrial/warehouse uses. These long term options recognize that consideration for them would be conditioned upon a set of "growth thresholds" being met, because currently this area is outside the Urban Service Area and the development character is Rural (under the County's adopted Comprehensive Plan's 2025 horizon timeline).

- An Overlay district(s) should be developed for this area when growth thresholds are met and considered as a preplanned and pre-permitted process to ensure a unified development.
- The overlay districts may be undertaken by the County as the "growth thresholds" near and/or by the private sector when determined to be cost feasible.
- Overlay districts should provide further guidance in the development of the towncenter(s)/transit station/mixed use, employment centers (corporate park and economic development areas.)
- The overlay district(s) should clearly outline design criteria, especially in regards to sensitive to environmental areas, while also allowing recreational and open space uses to serve as buffers from these sensitive areas.
- Logical pedestrian and vehicular connections should link adjacent uses together without access out onto US Highway 41.
- Access from US Highway 41 should be limited and entry features (gateways) should be provided at main entryways to large developments.
- Large setbacks with natural screening along US Highway 41 should be identified.

- The bulk of community retail uses should be concentrated within towncenter(s) and transit station areas.
- Retail uses within mixed use development areas should serve the expected population within the development.

To ensure that the US Highway 41 corridor is not developed in a strip development pattern the community recognizes the need to focus growth as described below.

Design Criteria of US Highway 41 Study Area

Towncenter(s)/Transit Station/Mixed Use and Employment Centers

Towncenter(s), Transit Station, Mixed Use and Office Park uses are envisioned primarily, as options south of Sun City/Heritage Park and north of Cockroach Creek.

Towncenter(s) - Hamlet and/or Village are centers that have a high investment in public facilities and services, neighborhoods, and a diverse housing stock. They should have a central core of retail, office, and community facilities and meet the daily needs of area residents. The mix should include convenience retail, food services, personnel and business service uses, community facilities including parks, schools, libraries, places of worship, and pedestrian linkages.

The Little Manatee South community supports the Tampa Bay Regional Transportation Authority (TBARTA) Master Plan, Long-Range Regional Network proposal for 2050. The community encourages the location of a transit stop related to a community activity center(s) along US Highway 41 which is part of the Long Distance Commuter Rail proposal along the CSX rail line.

- Projects within the area should be walkable, sustainable communities, with a sense of place, designed for people of all ages and incomes and provide various transportation and housing choices (including townhomes, apartments, live-work spaces, and lofts)
- Limit FAR to 0.25 (except around Transit Station).
 - Building height of 2 to 3 stories in towncenter(s) which would allow for low to medium density,
- The transit center should be related to the towncenter(s).
- Development around the transit station should:
 - have a compact pedestrian friendly design development pattern,
 - be within easy walking distance,
 - contain a mix of uses such as medium and high density housing, jobs, shops, restaurants and entertainment.

- Unified transit station typologies, density/intensity of uses, mix of uses and community design will be identified through the Transit Oriented Development policies of the Future Land Use Element of the County's Comprehensive Plan.

Mixed Use (residential, and limited commercial and retail within ½ mile of Transit station):

- Mixed uses are required to be of more than one use and to provide a percentage of mixes (to be provided for in the Land Development Code):
 - Residential is a required a use in the mixed use and activity center(s)
 - Mixed use and corporate office developments are permissible only through a overlay district application
- Any retail uses within the mixed use area should be restricted to a mixed use structure (retail/office). Limited warehouse and/or industrial uses may be considered with compatible design and use.

Employment Centers

The community encourages the development of areas targeting job creation and retention through specific efforts in business finance, marketing, neighborhood development, small business development, business retention and expansion, technology transfer, and real estate development.

Strategies

- Provide opportunities for corporate offices/R & D facilities/professional offices.
- Gateway features should be provided at main entrances. These include signage, landscaping, alternative pavement treatments.
- Large setbacks (ex: 100 to 75 feet), from US Highway 41, should be provided and native vegetation should be retained and/or replanted within this area.
- Additional separate vehicular access points onto US. Highway 41 should be discouraged, unless deemed necessary for safety reasons. No limits shall be placed on pedestrian connections.
- Parking lots should be shared and located internal to the overall development.
- Provisions for village greens and pocket parks should be made to provide the workforce population with useable open space (picnic areas, benches, outdoor seating areas).
- Each development (larger than 40 acres) should provide for a logical pedestrian circulation system connecting all buildings with onsite open space, as well as, logical connection points to adjacent development. Connections to the pedestrian circulation system should be provided approximately every 500 feet.

- Traditional sidewalks adjacent to roadways should be discouraged. Meandering trails and sidewalks, either separate or adjacent to roadways are encouraged. Pedestrian and/or bicycling crossings across vehicular roadways should be required to provide pedestrian safeguards, such as refuge islands, and be appropriately designed, such as, by providing alternative pavement treatments.
- Any retail uses within the area should be restricted to a mixed use structure.

Corporate Park

Design recommendations for Corporate Park areas:

- Residential uses should not be restricted out of the mixed use area. The possibility of a total percentage cap might be more appropriate.
- No free-standing retail uses should be allowed within the corporate/office park mixed use area. A maximum of 20% of accessory retail should be permitted within one story structures. A bonus should be provided, such as 50% of a building could be retail if vertically integrated. At no time should accessory retail uses make up more than 20% of actual square footage built.

Economic Development Area

The community has designated the area south of Cockroach Creek and east of the CSX Railroad lines as an Economic Development Area employment center, that can take advantage of the economic engine of the Port of Manatee. The objective is to create the opportunity for spin off activities from the Port activities. The opportunity envisioned is for research facilities that develop under an Overlay District that do not have adverse impacts on the community's environmental, residential and agricultural character. Uses would include but are not limited to bio-medical, agro-business and green technologies. Other allowed uses are those limited light industrial uses that are developed in a planned park setting (in enclosed buildings that look clean, do not have adverse impacts on the community's environmental, residential and agricultural character, and are sustainable.)

The proposed operation should create a minimal degree of impact on the surrounding environment and be compatible with the design criteria of the Little Manatee South Community Plan. Flexibility of permitted uses through creativity in site design of the required site plan will be allowed to ensure that the proposed operation creates minimal degree of impact on the surrounding environment. The site plan requirements shall include, at a minimum, an integrated plan controlled through performance standards to ensure developments which are compatible with the surrounding land use patterns and the Goals, Objectives and Policies of the County's Comprehensive Land Use Plan.

Open storage shall be prohibited as a principal use. Accessory open storage areas must be screened from view of residential areas and public right-of-way.

Performance Standards to be considered in the US Highway 41 Study and the Residential Area West of Interstate-75

- Proposed performance standards for density consideration in order to achieve maximum density or additional density bonus include:
 - Open Space
 - Public Use of Open Space
 - Public Trails (pedestrian, bicycle etc.)
 - Use of Green Design Standards
 - Infrastructure Improvement
 - Affordable Housing

- Open space requirements
 - Additional open space required for higher density ranges or density bonuses.
 - Open space intended uses:
 - Preserves environmentally sensitive areas (including wetlands, desirable vegetation areas, wildlife habitat, view corridors, streams, creeks, bayous, or other environmentally sensitive areas)
 - Allows for pedestrian use, play areas, open gathering area and public landscaped areas
 - Roadways, parking, storage areas, residential or within twenty (20 feet of any building shall be excluded in calculating open space requirements)
 - Open space will remain
 - in perpetuity (preservation agreements)
 - under association ownership (including construction and maintenance)

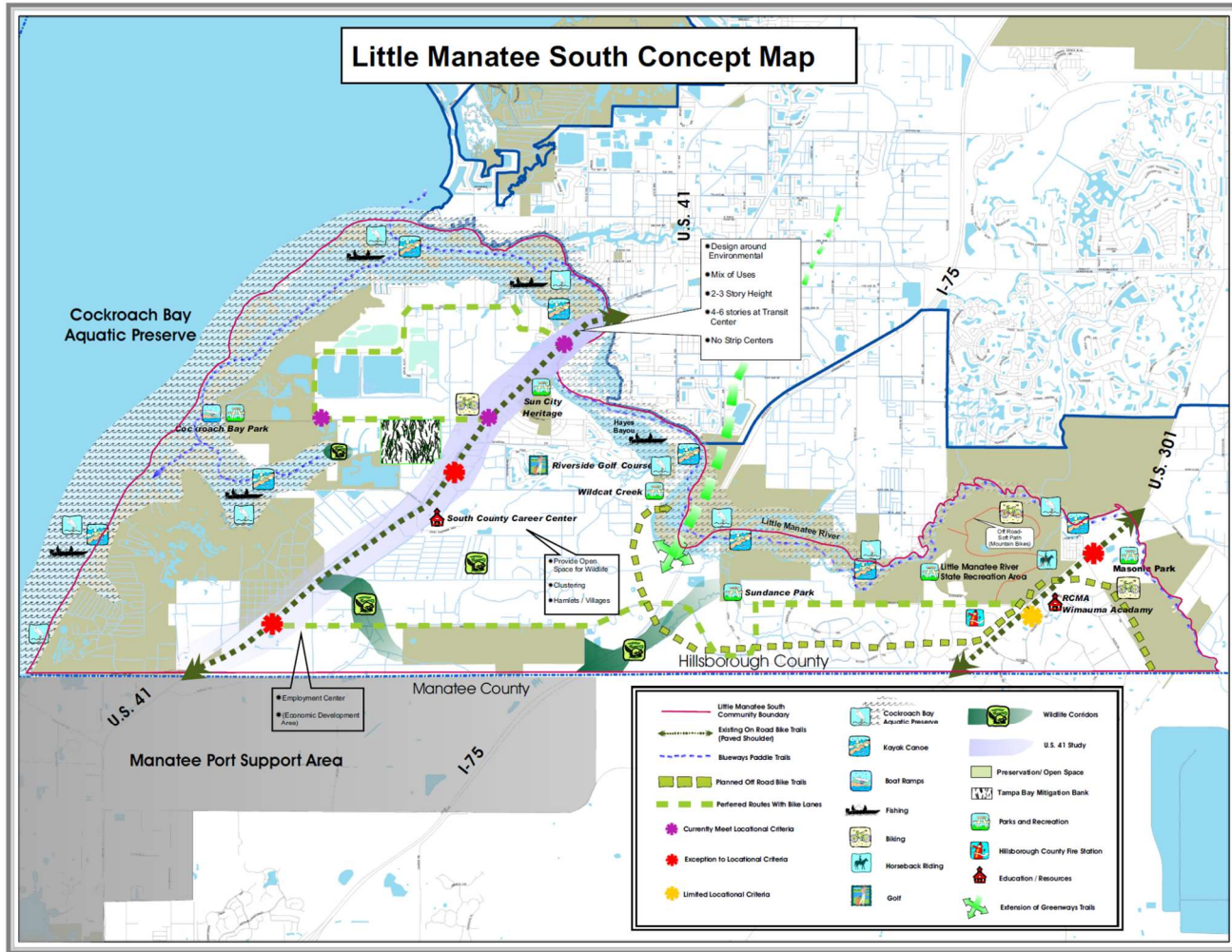


Figure 19A – Little Manatee South Community Plan Concept Map

SEFFNER-MANGO COMMUNITY PLAN

Location

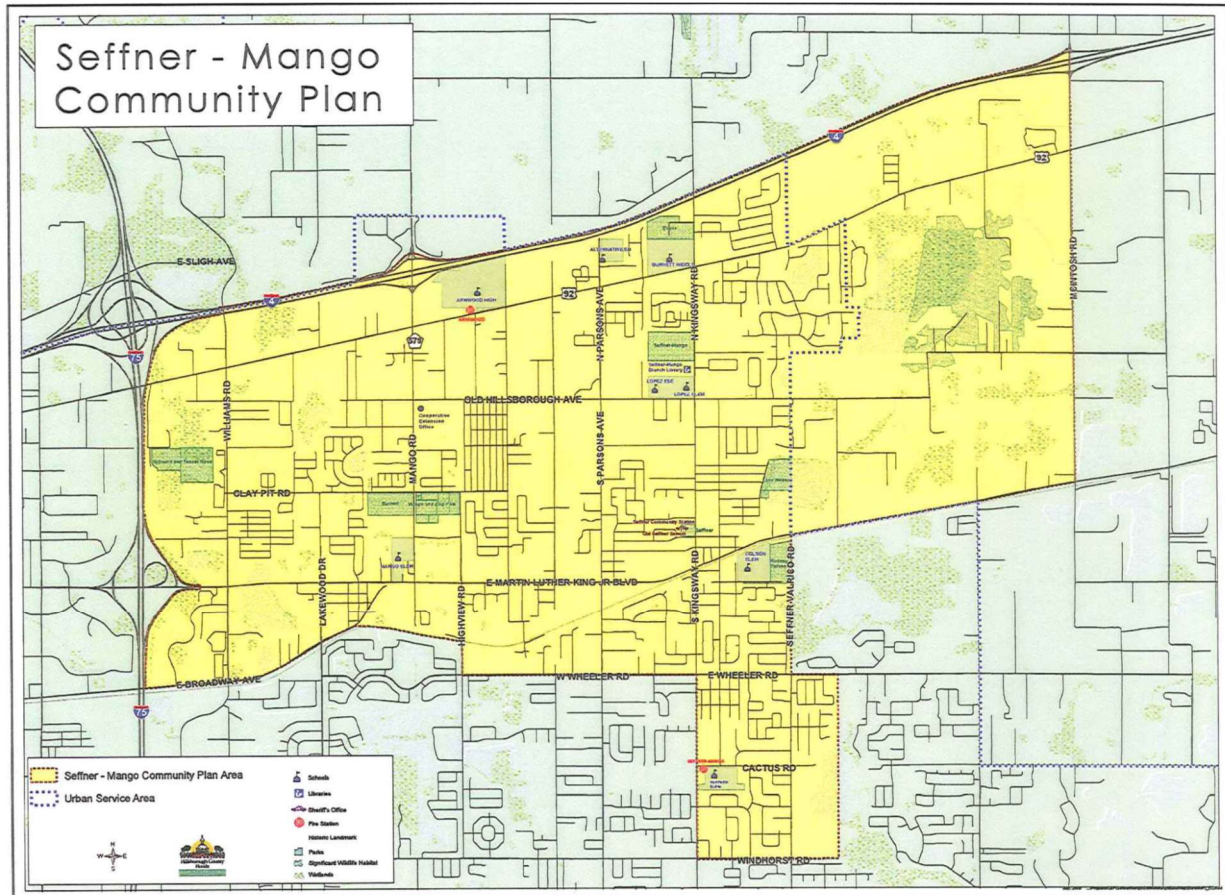


Figure 20 – Seffner-Mango Community Plan Boundary Map

Seffner-Mango is convenient to everything but still retains a small hometown atmosphere. It is within 30 minutes of downtown and the Tampa International Airport, just over an hour from Orlando theme parks. The beaches range from 45 minutes to an hour and 15 minutes away. It is near major interstates: I-4 and I-75 which provide easy access and commuting to surrounding areas.

Seffner-Mango has a rich historical heritage with several historical and archaeological sites within its boundaries. Seffner-Mango has highly rated preschools, elementary, middle schools high schools and post-secondary schools. Seffner-Mango has a library with a science center run in conjunction with Museum of Science and Industry (MOSI). There are year round sports facilities, a YMCA, as well as parks and recreational facilities and the Hillsborough County Agricultural Extension Office.

Seffner-Mango is an involved community with a strong active Chamber of Commerce and civic organizations. Seffner-Mango supports local businesses through patronage. The Seffner-Mango community encourages redevelopment, and growth that reflects a hometown atmosphere. The designated downtown areas, as well as the residential areas, shall be landscaped, attractive and reflect that vision.

Seffner-Mango is a multi-cultural community that values its rural and suburban character and encourages eco-friendly development. Seffner-Mango, emphasizes the safety and protection of its residents. The transportation system, including but not limited to roads, bikeways and pedestrian facilities, within the Seffner-Mango area emphasizes the safety and welfare of the residents. Seffner-Mango values its natural resources, its wildlife, wetlands, lakes, water resources, parks and recreational facilities, historical and archeological sites, education and community services.

1. **Goal:** Ensure protection of the environment, including wetlands and wildlife habitat protection.

Strategies:

- Protect Baker Creek and the associated watersheds. Development shall meet the surface water protection area and wellhead protection requirements established in the Land Development Code.
- Support continued acquisition and restoration of environmentally valuable or sensitive lands by the Environmental Lands Acquisition and Protection Program, the Southwest Florida Water Management District and Florida Communities Trust.
- Create Low Impact Development standards to be used for new development and redevelopment. Standards shall address water conservation and reuse, reducing stormwater runoff and pollutant loading, utilizing bio-swales, and minimizing site disturbance.
- Use of native and/or Florida Friendly landscaping shall be encouraged.
- Removal of non-native plant species shall be encouraged. During the site development process, non-native plants shall be removed, including, but not limited to, Brazilian peppers, Melaleuca trees and Australian pine trees.

2. **Goal:** Enhance community character and ensure quality residential and nonresidential development.

Strategies:

- Within the Rural Service Area residential development shall reflect its rural future land use designation.
 - Discourage commercial encroachment into the residential areas between US 92 and Martin Luther King Boulevard and south of Martin Luther King Boulevard.
 - Prohibit “flex” provisions within and into the Seffner-Mango Community Plan Area.
 - Density and intensity calculations shall be as follows:
 - If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
 - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category.
 - If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
 - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on.
 - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category.
 - Support Florida friendly landscaping and encourage native and drought tolerant plant materials.
 - Recognize the value of the Hillsborough County Extension Office and support its continued presence in the community.
 - Provide signage to indicate arrival into the Seffner-Mango area.
 - Support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.
 - Remember and celebrate Seffner-Mango’s community identity through site preservation, historical markers and naming of recreation areas and government buildings.
3. **Goal:** Commercial development should be directed to the US 92 and Martin Luther King Boulevard corridors.

Strategies:

- Establish an overlay district along US 92 to enhance the appearance and value of properties as they develop and redevelop. The overlay district will address aspects of site development such as signage and landscaping, parking and parking lots, street design, the location and appearance of stormwater facilities, and building standards such as height, bulk, design and placement.
- Recognize the commercial character of US 92 and Martin Luther King Boulevard within the Urban Service Area.

- Restrict retail development along US 92 and Martin Luther King Boulevard outside the Urban Service Area to existing commercial zoning districts.
- Support Florida friendly landscaping and encourage native and drought tolerant plant materials.
- Require monument signs when free standing signs are desired, prohibit pole signs. Limit monument signs to a maximum height of fifteen feet (15') with a minimum ten foot (10') setback.
- Improve sidewalks, landscaping and signage and require all new development to provide sidewalks.
- Discourage further strip retail development along those portions of US 92 and Martin Luther King Boulevard that are in the Rural Service Area.
- Support in-fill development and redevelopment within the Urban Service Area.
- Encourage revitalization and redevelopment of older existing commercial areas and uses.
- Support office and light industrial uses along US 92 and Martin Luther King Boulevard between I-75 and CR 579 (Mango Road).
- Support office uses along Martin Luther King Boulevard between CR 579 (Mango Road) and Kingsway Road.
- Illegal non-conforming property that is rezoned for commercial or other non-residential uses shall be brought into compliance with all applicable Land Development Code requirements and be consistent with Community Plan.
- Establish an overlay district along Martin Luther King Boulevard to establish design standards that will enhance the appearance and value of the development sites. The overlay district will address aspects of site development such as signage and landscaping, parking and parking lots, street design, the location and appearance of stormwater facilities, and building standards such as height, bulk, design and placement.
- Non-residential development at intersections south of US 92 and north of Martin Luther King Boulevard that meet locational criteria as established in the Hillsborough County Comprehensive Plan as of June 18, 2009, for consideration of commercial uses, shall be limited to office uses and child care and places of worship. Buildings shall be residential in appearance with pitched roofs. Metal buildings shall not be allowed.

4. **Goal:** Enhance public safety and community appearance.

Strategies:

- Public buildings shall reflect a small town character by limiting height to thirty-five (35'), having pitched roofs, a defined entrance, and regular fenestration along the front façade.

- Strengthen enforcement of commercial building and housing codes.
 - Establish a community initiated clean-up program coordinated with the Solid Waste Department.
5. **Goal:** Ensure safety and mobility by supporting transportation improvements including roadway improvements, transit service, bicycle and pedestrian opportunities.

Strategies:

- Support improvements to US 92 and Martin Luther King Boulevard.
- Review the status of Kingsway Road and Parsons Avenue for designation as “Constrained Roadways.”
- Expand mass transit opportunities.
- Support express bus service on I-4.
- Support multi-modal transportation including walking and biking.
- Support on-road bike lanes on Wheeler Road to connect to the Cross County Greenway and the Tampa By Pass Canal Trail.
- Require new development to provide sidewalks and support the County’s sidewalk improvement program.

BRANDON COMMUNITY PLAN

Location

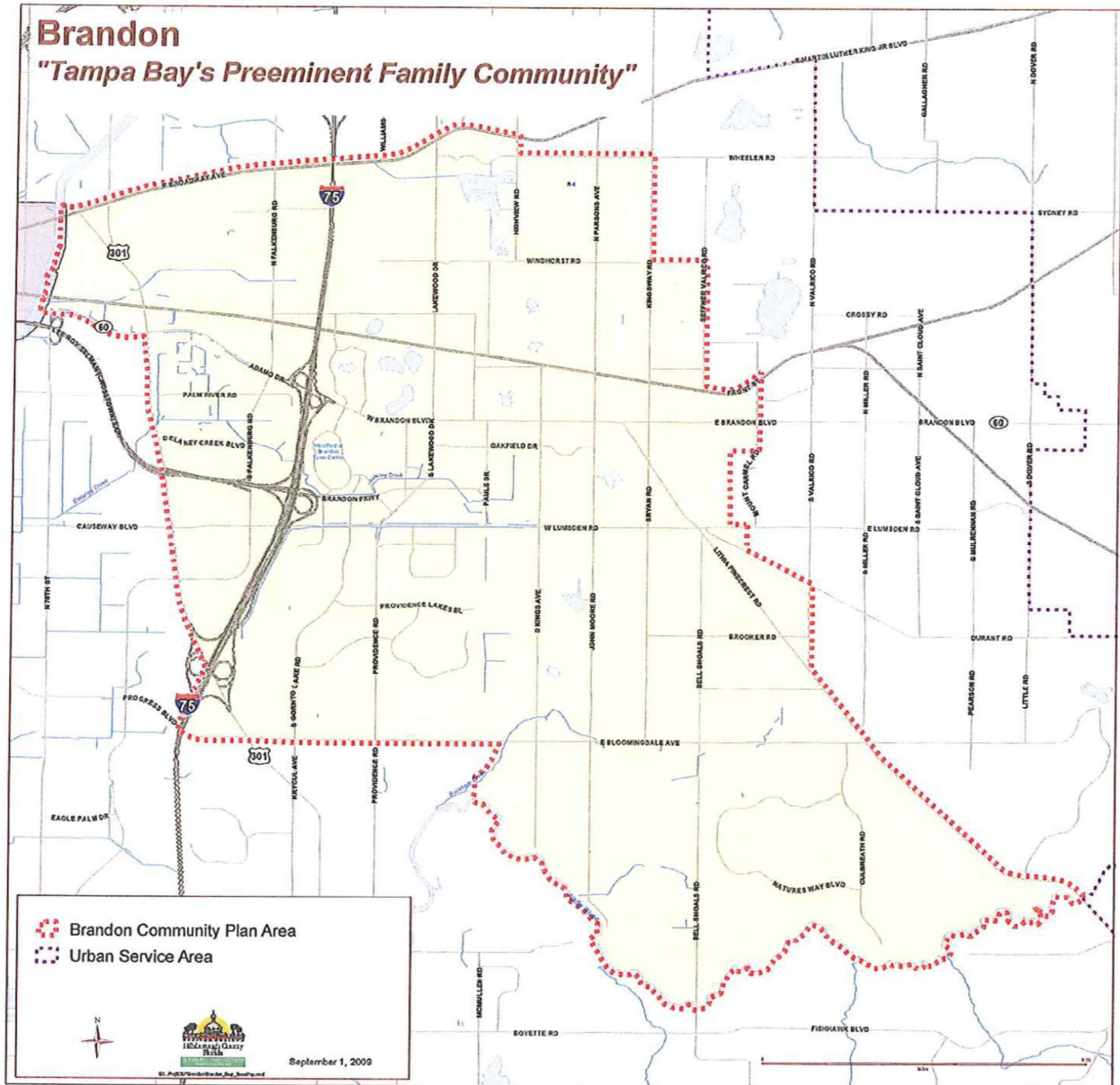


Figure 21 – Brandon Community Plan Boundary Map

Vision Statement

Brandon, the Heart of Hillsborough, is a vibrant community of diverse neighborhoods. While preserving its small town atmosphere, the community embraces a rich blend of comprehensive economic opportunities and sustainable growth. Future development will seek to balance Brandon's natural, business and cultural environments.

Goal 1: Establish a balanced transportation system by prioritizing options to serve local and regional needs and facilitating multi-modal choices.

1. Encourage an increase in the frequency of roadway linkages. Design new developments to encourage connectivity.
 - a. Complete the Gornto Lake Road extension.
 - b. Complete the Providence Lakes Boulevard connection between Providence Road and Kings Avenue.
 - c. Complete the intersection improvements at Lithia-Pinecrest/Lumsden/Bell Shoals Roads.
 - d. Improve north-south travel particularly access to I-4.
 - i. Require a transportation study for the widening of Parsons Avenue north of SR-60.
 - e. Support a transportation study for Valrico Road improvements.
 - f. Support a consensus decision of the study to widen Lithia-Pinecrest Road.
2. Support a transit system that provides dependable and frequent quality service to key employment, education, and shopping facilities. Collaborate with HART to ensure that future development includes more frequent service, adequate routes, extended hours of operation, bus stop enhancements and safe sidewalk access. New transit service should be provided concurrent with new development.
 - a. Improve local bus service by increasing frequency of existing routes to downtown Tampa, Westshore and University of South Florida.
 - b. Evaluate the need to expand express bus service to downtown Tampa / Marion Transit Center and MacDill Air Force Base.
 - c. Study feasibility of Express Bus service from Brandon to Westshore and from Brandon to USF.
 - d. Identify and develop park and ride facilities, including the consideration of:
 - i. Addition of a park and ride in the vicinity of Falkenburg Road and Causeway Boulevard.
 - e. Bus stops should include shelters, lighting, adequate pavement, waste receptacles, appropriate street furniture and other enhancements.
 - f. Future commuter rail or other transit should be planned to connect Brandon with outside activity centers such as Downtown Tampa, Westshore and USF. Currently (3-26-2009), the Hillsborough County MPO and TBARTA show potential light rail connections in a corridor area possibly at or near Brandon Boulevard (SR-60).
3. Establish a Multi Modal Transportation District in the area designated in the Concept Master Plan.

4. As roads are improved, encourage the replacement of two-way turn lanes with landscaped medians planted with Florida-friendly drought tolerant plants.
 - a. Strengthen and enforce maintenance regulations regarding litter, noise and roadway environment including signage, landscaping and lighting.
 - b. Provide appropriate trees and other landscaping as roads are widened or during other roadway maintenance or construction projects that reflect the *Livable Roadways Guidelines*. Encourage tree canopy diversity and low maintenance, Florida-friendly drought tolerant plants.
 - c. Strengthen and enforce codes for property maintenance.
 - d. Improve roadway maintenance with respect to trash and litter collection, particularly along Lumsden Road between Falkenburg Road and Kings Avenue.
5. As roads are improved, require the addition of amenities for pedestrians and bicyclists. Provide intersection improvements, turn lanes, bicycle lanes, traffic signalization, roadway maintenance, crosswalks, and landscape improvements that maintain the adopted level of service and reflect the best practices of the *Livable Roadways Guidelines*.
 - a. New development and transportation infrastructure investments should place emphasis on proximity to community and social services, walkability and creating a healthy street life.
 - b. Accommodate all modes of transportation by providing safe and functional infrastructure and services for driving, walking, biking and transit compatible with the community character.
 - i. The community recognizes the need for a system of bike lanes and trails.
6. Enforce existing truck route regulations that ensure safety and alternative routing and address spillage, capacity noise, residential pass-through, hours of operation and intersection turning radii. Refer Bloomingdale Avenue to the Truck Route Plan Technical Committee for evaluation of the feasibility of removal from the County's truck route plan.
 - a. Trucks should stay on designated routes and laws regulating operations should be enforced.
 - b. Intersections of roads should be designed for pedestrian safety that reflect the *Livable Roadways Guidelines* by minimizing curb radii and reducing crossing distances.
7. Improve roadway safety relating to accident rates and deaths. Target roadways with an increase of 10% or more per year starting with 2008 records.

- a. Design all intersections to be walkable and to reflect best practices in pedestrian-oriented roadway and site design.
 - b. Strengthen and enforce roadway safety through roadway design and traffic control (e.g. crosswalks, striping, lighting and roadway crossings).
 - i. Utilize roadway design and traffic control to reduce vehicle speed and increase driver awareness where appropriate.
 - ii. Design intersections for pedestrian safety at neighborhood nodes and commercial nodes.
 - iii. Improve the safety and the aesthetics of the Bell Shoals Road and Bloomingdale Avenue intersection.
 - iv. Complete the improvements to Lithia-Pinecrest/Lumsden/Bell Shoals Roads intersection currently in the PD & E Study phase including:
 1. high visibility crosswalk striping,
 2. short crossing distances, and
 3. enhanced street lighting.
 - c. Provide safe travel paths to schools, parks and public service sites by using sidewalks, marked crosswalks, special signage and street lighting.
8. Acknowledge the desire to maintain or restore the following roadways on the County's list of constrained roads:
- a. Windhorst Road between Lakewood Drive and Kingsway Road.
 - b. Kingsway Road between Brandon Boulevard and Dr. Martin Luther King, Jr. Boulevard.
 - c. Bell Shoals Road between Lumsden Road and Bloomingdale Avenue.
 - d. Lakewood Drive between Brandon Boulevard and CR 574.
 - e. Refer the portion of John Moore Road from Lumsden Road to Bloomingdale Avenue for consideration under the County's list of constrained roads.
9. Develop guidelines for roadway landscape standards applicable to all arterials and collectors.
10. Develop Overlay District plans for the segments of Bloomingdale Avenue and Lithia Pinecrest Road inside the boundaries of the Brandon Community Plan area to address at a minimum building placement, parking location, access, frontage, setbacks, buffers, landscape, streetscape, signage and the location of storm water systems.

Goal 2: Protect and enhance Brandon's natural environments and rural character including existing natural resources and environmentally sensitive areas.

1. Encourage the preservation of existing natural resources and rural character through increased open space requirements, natural plant community protections and the implementation of certain density credit methods such as

- clustering development and/or the transfer of development rights to protect rural or environmentally sensitive areas.
2. Identify and establish a centrally located (near Brandon Main Street) open space park to be utilized for cultural and community events.
 3. Identify and prioritize in order of ecological significance the existing lakes and ponds - both naturally occurring and storm water systems - to develop restoration plans to increase wildlife utilization and community passive recreation such as nature study, bird watching, fishing, hiking trails that would interconnect systems where practical.
 4. Identify and prioritize in order of ecological significance the creeks and streams (i.e. Delaney Creek, Buckhorn Springs Creek, & 10 Mile Lake) in the Brandon area in order to develop restoration programs to increase wildlife utilization, for both terrestrial and aquatic species, with the help and guidance of local, state, and federal wetland programs.
 5. Identify and encourage the acquisition of properties to establish an interconnected corridor to existing parks and preserves ("Emerald Necklace") within neighboring communities such as Seffner, Thonotosassa, Lithia, Limona, Valrico, and Dover for the development of a trail system and to facilitate, where possible, wildlife movement.

Goal 3: Revitalize (protect, reinvest, maintain) Brandon's older infrastructure and ensure that concurrency requirements are met on new development.

1. Protect our long-term property values and family values by supporting a planned investment strategy for infrastructure maintenance, including: water, sewer, private utilities, circulation rights-of-way, street lighting, parks, and public buildings.
2. Establish a reasonable investment schedule and financing system of support for the upkeep of our infrastructure.
3. Develop guidelines for neighborhoods in transition from residential to nonresidential uses.

Goal 4 Preserve Brandon's family-friendly small town qualities by promoting and enhancing the sense of place and community.

1. Identify and protect Brandon's historic resources through the County's Landmark designation program.
2. Promote cultural resources including Center Place and the Brandon Advantage Center.
3. Promote the Brandon Chamber of Commerce family-friendly community branding program.

4. Develop and promote the use of a Brandon logo representing our family-friendly community.

Goal 5: Recreational and cultural resources need to be provided to support our family friendly community.

1. Encourage new development to provide new or enhanced (to be defined) recreational amenities.
2. Encourage new development adjacent to the “Emerald Necklace” park system to connect to the system.

Goal 6: Re-establish Brandon’s historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.

1. Target the Brandon Main Street area as the center of our community and continue the co-location of public facilities and common private assets in the Brandon Main Street area. Civic buildings (along with public open space / gathering spaces) should be reserved for prominent sites in the community, preferably at an activity center. Civic is understood to include schools, institutions, churches, basically any structure used on a regular basis by the public and that creates an identity for the community.
2. Encourage mixed-use projects for new development in the Brandon Main Street area and for redevelopment in established commercial areas and Activity Centers, as designated on the Concept Master Plan Map including the boundaries of the Multi-Modal Transportation District.
3. Implement Brandon Character Districts to protect established neighborhoods and historic patterns of development.
4. Consistent with the Brandon Character Districts Map, develop design guidelines for the Brandon Character Districts to address at a minimum building height, density and intensity, building types, bulk, mass, parking location, access, frontage, setbacks, buffers, landscape, streetscape and

- signage. Consistent with the general design characteristics listed in the Brandon Community Plan document, develop specific standards for adoption into the Land Development Code.
5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.
 - a. **Urban Center** -- This area contains the most intense land uses and includes regional shopping areas and the State Road 60 Overlay District. Commercial and mixed-use developments will be encouraged with varying building heights between 3-10 stories.
 - b. **Urban General, including Brandon Main Street** - Mixed use building types immediately adjacent to the Urban Center District designed to accommodate retail, offices and dwellings including row houses, town houses and multi-family housing. This district will contain a tight network of streets and blocks with wide sidewalks, consistent street tree planting and buildings 2-5 stories set close to the building setback line. Property within the Brandon Main Street (BMS) zoning districts shall be governed by the Brandon Main Street Development Regulations as set forth in the Land Development Code.
 - c. **Light Industrial** – Northwest area of Brandon devoted primarily to business parks, light industrial and government uses. A large part of this area is the Falkenburg Government Complex, a concentration of Hillsborough County government buildings as well as Hillsborough Community College’s Brandon Campus. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares.
 - d. **Suburban** - Primarily residential area of single-family detached homes with side and perimeter yards on one-quarter acre or less. Mixed-use is usually confined to certain intersection locations. This district has a wide range of residential building types: single-family detached, single-family attached and townhouses. Setbacks and street canopy vary. Streets typically define medium-sized blocks. New development/redevelopment would be required to build internal sidewalks and connect to existing external sidewalks or trails.
 - e. **Garden Estates** – Usually adjacent to “Suburban” districts or agriculturally zoned properties including a few small working farms. These areas consist predominantly of single-family homes with lot sizes of

at least half-acre. They may retain agricultural zoning including related horse and farm animal ownership rights, giving the feel of a semi-rural lifestyle. Blocks may be large and the roads irregular to accommodate existing site conditions such as flag lots or large, grand oak trees. Although located within the Urban Service Area, homes may have been constructed with private wells and septic systems so that County water may or may not be available in these areas. Demand for neighborhood serving uses like Childcare and Adult Day Care is minimal. As a result, special uses should be located at intersections and would not be deemed compatible unless they meet the locational criteria for a neighborhood serving commercial use in the Land Development Code.

Goal 7 Advance Brandon’s economic competitiveness in the region through a diversified economy and broader employment base.

1. Study and identify ways to improve the utilization of existing industrial areas and business parks, with the assistance of the Greater Brandon Chamber of Commerce.
2. Encourage mixed-use development adjacent to identified existing industrial and commercial districts as referenced on the Brandon Character Districts Map.

Goal 8: Strengthen and empower community and business associations.

1. Establish an umbrella organization to facilitate communication between various community associations such as the chamber of commerce, homeowner associations and other neighborhood groups within the plan boundaries for the purpose of furthering the Brandon Community Plan.
2. Encourage creation of new civic associations or neighborhood representatives in areas without an official homeowner’s association or civic group.
3. Establish a roundtable for the exchange of ideas and collaboration on issues affecting the communities in eastern Hillsborough County including Brandon, Bloomingdale, Seffner, Mango, Valrico, Limona, Lithia and Dover.

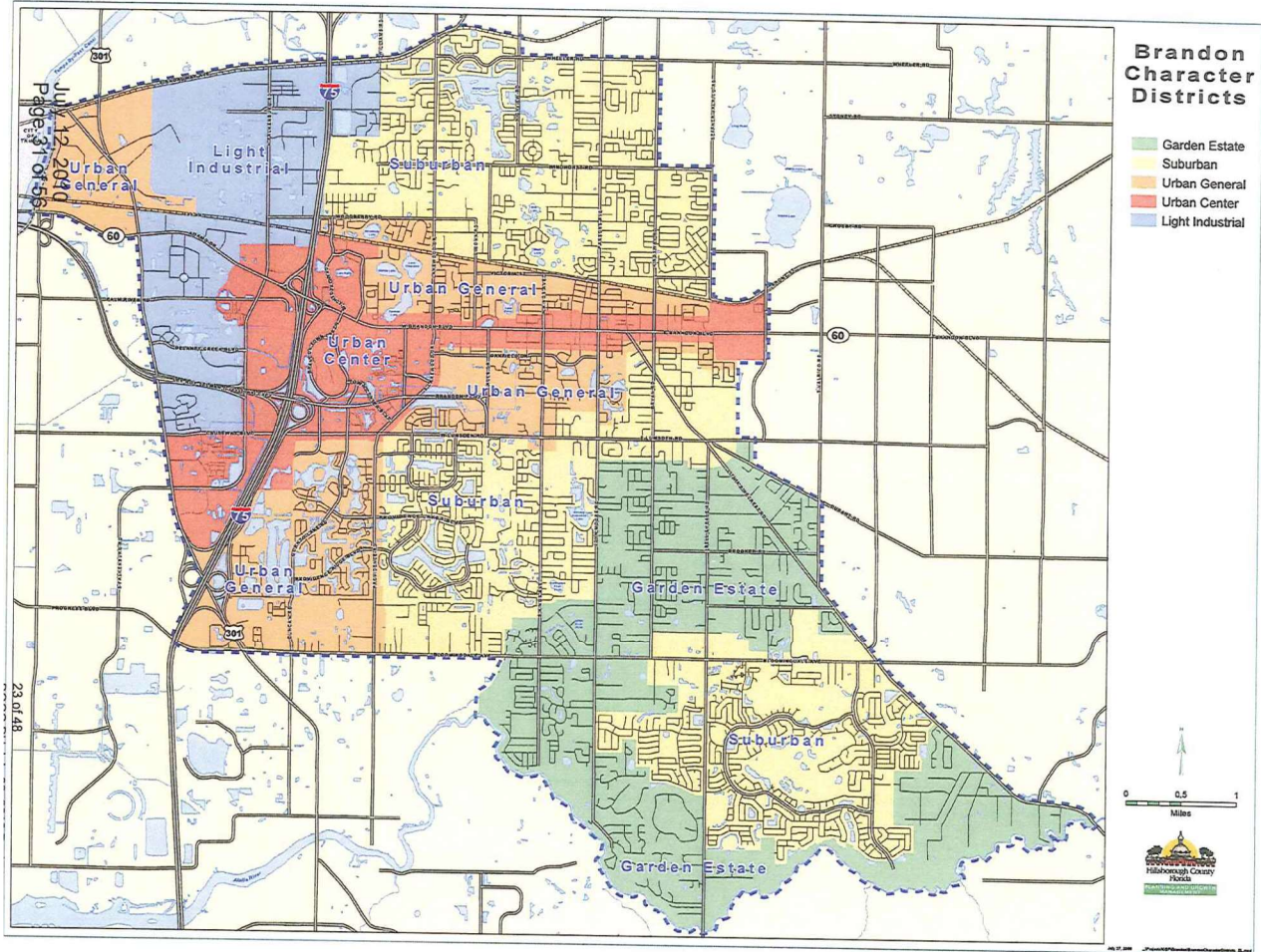


Figure 21A – Brandon Community Plan Character Districts Map

GREATER CARROLLWOOD-NORTHDALE COMMUNITIES PLAN

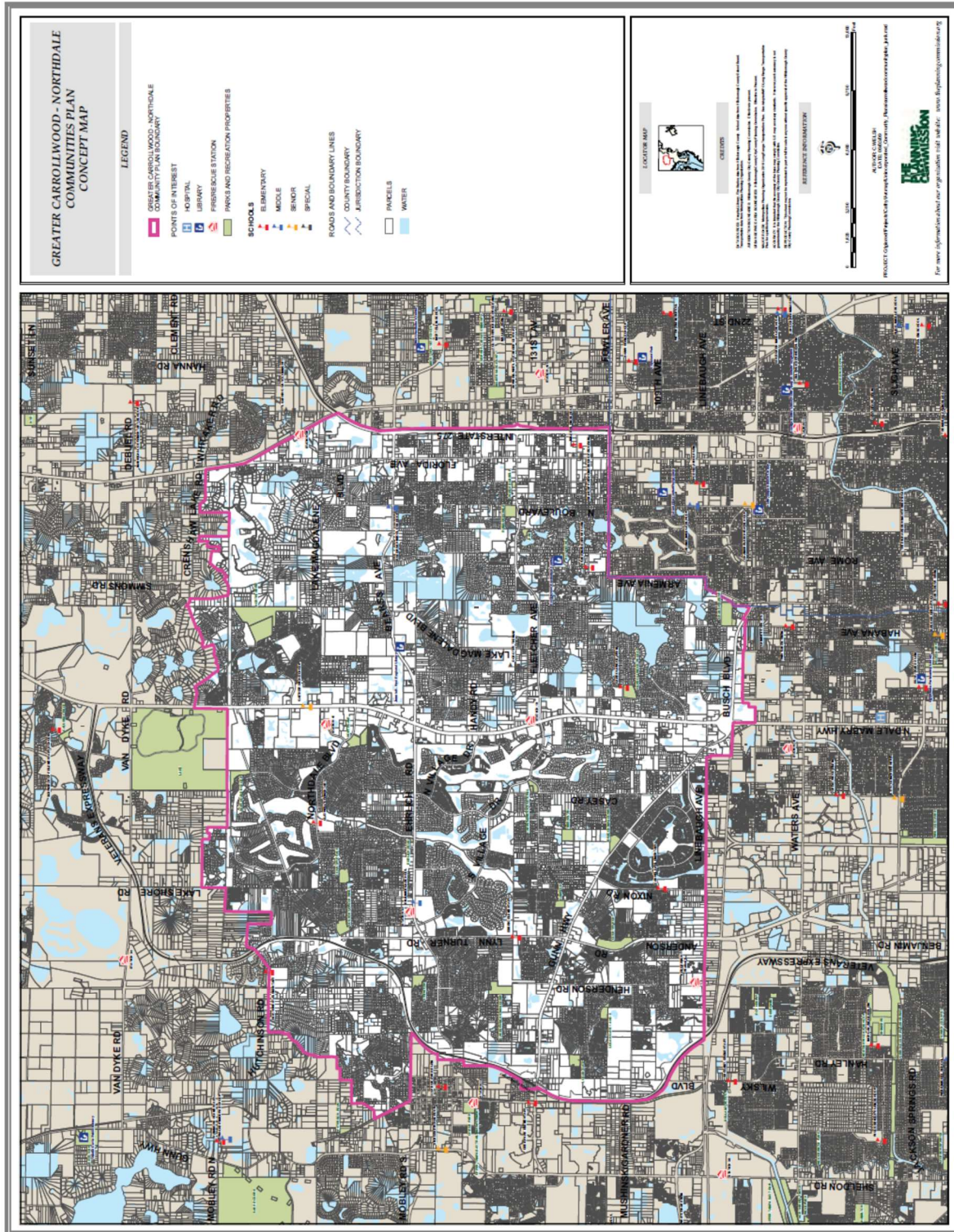


Figure 22- Greater Carrollwood - Northdale Boundary Map

This Community Plan was prepared by the citizens of greater Carrollwood-Northdale area in an era of constrained government funding. Today, it takes far more than government to improve a

community. Improvements start with the residents themselves, requiring local organization and leadership in defining needs, priorities and actions. Our Community Plan is our first and major step in this process. The goals, strategies, projects contained within are for planning purposes only and reflect the expressed desires of the community. These do not become part of Hillsborough County's program or budget until specifically adopted or funded by the Board of County Commissioners. It is our intent to investigate and identify funding opportunities both private and public in the implementation of our vision.

HISTORY

The history of the Community Plan is best considered when placed in context with the character of the distinct neighborhoods of Carrollwood, Carrollwood Village, Northdale and Lake Magdalene.

Lake Magdalene is surrounded by, and takes its name from, a 206-acre freshwater lake. As a northwestern suburb of Tampa, Lake Magdalene welcomed enough residents to receive its first post office in 1888, followed by a scattering of schools and churches. Most notably the United Brethren Church (now Lake Magdalene United Methodist) started in 1895 by Reverend Isaac W. Bearss. The rustic qualities of Lake Magdalene remained until the 1960s when residential construction in Tampa pushed northward. By 1990 almost 16,000 people lived in Lake Magdalene.

In approximately 1957, the first pioneer planned development was built as original Carrollwood: 983 homes were built with access to 200-acre Lake Carroll. The area boasted amenities unheard of at the time: a planned school, neighborhood parks, lake access, winding roads, and lake views. Until the 1980's, Carrollwood was known as Lake Carroll being named after the lake located at the eastern edge of the community. The founder, Matt Jetton, purchased approximately 325 acres of citrus nursery land with a vision of creating housing to relieve crowding in south Tampa. The community spread westward during the 1970's and 80's when Mr Jetton decided to purchase 2,000 more acres today known as Carrollwood Village. The first single-family homes in Carrollwood Village, were all custom-built around the golf course near Carrollwood Village Drive.

Carrollwood Village was unique in that it was one of the first building projects in Hillsborough County to involve study and planning by such experts as traffic engineers, school planners, and environmentalists, to determine its regional impact upon the community.

Sometime around 1946 Walter Wyman "Willie" Ragg, Sr. purchased 1,300 acres of land known today as Northdale. Willie maintained the dairy farm until the early 1960's when he closed that portion of the farm and from then on ran it purely as a cattle ranch.

In 1949 Walter Wyman “Wy” Ragg, Jr. was born and lived in a log cabin on the property along with three generations of Raggs.

In the 1970’s Mr. Ragg decided to sell the ranch. Criterion Corporation purchased the entire acreage of Ragg Ranch with the exception of 10 acres where the family continued to live in the log cabins that today are occupied by Bob Sierra Family YMCA. In 1977, after development had started, the log cabins were relocated on Lake Shore Drive. Ragg Road which leads to the YMCA pool campus was named in Willie’s honor.

VISION

The Greater Carrollwood-Northdale Communities Plan completed in 2009 resulted in development and redevelopment opportunities reflected our vision for an aesthetically pleasing, well designed, transit supported, mixed use activity centers and residential neighborhoods which created our vibrant and economically sustainable community.

We continue to protect and maintain our suburban lifestyle while also maintaining our individual neighborhood characteristics. We continue to recognize and preserve our assets such as pristine lakes, parks and our community golf courses. As we have grown, we built our community in a smart manner where land use and infrastructure grew together.

Each community kept its character through continued enforcement of regulations. Protection of our residential areas is maintained by not allowing the proliferation of commercial into the residential areas, but rather focusing it into community activity centers. We continue to keep each neighborhood interconnected by way of sidewalks, landscaped trails, bicycle paths and pedestrian overpasses/underpasses.

We enjoy our walkable, family friendly, community focal points at the community activity centers that bring everyone together from their distinct communities; they include landscaped open space, shops, offices, parking on upper floors, and entertainment opportunities.

Our major corridors, especially North Dale Mabry Highway and Florida Avenue, transformed into vibrant pedestrian friendly environments that serve as gathering places for adjacent neighborhoods. Now our transportation system better serves us with safe and timed signalization on our major highways as well as alternative modes of transportation such as a light rail system that connect us to the rest of the Tampa Bay area.

Our Carrollwood-Northdale community pride remains strong by promoting the areas' history, culture and volunteerism while preserving each community's value and unique character.

The following themes and goals are listed in order of priority.

1. Community Growth/Revitalization

Encourage development and redevelopment opportunities that reflect the citizens' vision for an aesthetically pleasing, well designed, transit supported, mixed use activity centers and residential neighborhoods which promote a vibrant and economically sustainable community.

Goal 1: Establish sustainable community activity centers that allow the citizens to live, work and play all within walking distance.

Strategies:

- Discourage new development of strip commercial in our community, mixed use development and redevelopment shall be focused at identified community activity center or intersections complying with the locational criteria.
- Priority shall be given to the following locations as community activity centers identified for revitalization and redevelopment using Transit Oriented Development (TOD) techniques: near the intersections of North Dale Mabry Highway and Handy Road, North Dale Mabry Highway, Florida Avenue and Fletcher Avenue/ Bearss Avenue, and at the intersections of Lynn Turner Road and Erlich Road, and Gunn Highway and Nixon Road. (see concept map)
- Establish incentives for redevelopment and revitalization programs (i.e. façade enhancement) for community activity centers, especially within non-residential portions along North Dale Mabry Highway and Florida Avenue.
- Encourage higher density development and redevelopment to coordinate with the adopted transit plans (TBARTA Master Plan) at community activity centers, especially along Dale Mabry Highway and Florida Avenue.
- At Handy Road along Dale Mabry Highway, allow expansion of existing commercial and residential uses; encourage hotels with family-friendly amenities; and multi-story buildings designed with retail and restaurants on ground floor and offices or residential on the upper floors.
- Create and adopt a redevelopment overlay for North Dale Mabry and Florida Avenue Corridors. Features of these overlays include:
 - Improve address numbering and readability.

- Traditional neighborhood development (TND) standards or form based codes to the extent possible for development and redevelopment projects.
- Architectural design standards for the redevelopment of the corridors.
- Sustainable building practices such as green roofs, cisterns, Florida Friendly landscaping, etc.
- Community facilities and residential support uses with appropriate parking and functional open space.
- Incentives for adaptive reuse of existing facilities and redevelopment activities.
- Explore transportation methods to improve cross access between businesses and to connect the network along Dale Mabry instead of single access points directly from Dale Mabry.
- Transportation planning methods to discourage traffic on North Dale Mabry Highway and Florida Avenue, especially circulator busses, or through identification of alternative network of parallel alleys or feeder/frontage roads.

(Below) The TOD principle of designing places for people—a pleasant walking environment is created with street trees and human-scaled building elements.



- Support non-residential architectural design that is consistent throughout the community. (i.e. appearance of a simple upscale professional area, not rural setting)
- Discourage expansion of commercial along North Dale Mabry Highway when not located in an identified activity center or redevelopment overlay area.

Transit Oriented Development (TOD) is:

- **Dense** – Higher densities should be concentrated within walking distance ($\frac{1}{4}$ to $\frac{1}{2}$ mile) of stations

- **Designed for people** – All transit users are pedestrians at one end of their trip, so transit oriented development is by necessity pedestrian friendly in its design
- **Diverse** – Providing a variety of uses within walking distance of the transit station allows transit riders to complete their daily activities without use of an automobile



(Above) The TOD principle of diversity promotes vertical mixed use, such as buildings with retail on the bottom and office or residential on the upper levels.

Community Activity Centers shall be designed for people and:

- Offer a variety of uses
- Focus around existing and planned infrastructure and transit
- Provide access across property lines with interconnected parking areas that allow cross traffic of people and cars
- Encourage the location of buildings that are highly accessible to pedestrians, bicyclists and other forms of transportation
- Encourage the development of parking garages

Commercial Redevelopment and Revitalization areas shall be designed with the pedestrian in mind, allowing people to walk and bike to their destinations. Another component of redevelopment is the provision of functional public open space. As

redevelopment intensifies, additional public open space needs to be provided to accommodate meeting and recreation needs of the areas as well as providing an



aesthetic quality to the area.

(Above) The integration of retail uses on the lower level with office uses on the upper floors is one local example (Main Street at Hampton Lakes off Race Track Road) of vertically-integrated mixed use.

2. Community Design/Culture

Maintain and enhance community pride by promoting the areas' history, culture and volunteerism while preserving each community's value and unique character. As the area redevelops it is important that the existing residential neighborhoods remain suburban in nature.



Goal 2: Reinforce community identity through maintenance and enhancement of the community's unique characteristics, assets and physical appearance.

Strategies:

- Promote focal points and landmarks that reflect the uniqueness of the each neighborhood within community area.

- New development and redevelopment shall use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc).
- Preserve the character and integrity of existing neighborhoods through increased code enforcement.

Typical Residence-“Before”



Typical Residence-“After”



- Streetscapes along our roadways shall be consistent with the adopted *Livable Roadways Guidelines* document.

Livable Roadways provide:

- Active uses that promote pedestrian activity and offer a balance to meet peoples’ daily needs
 - Safe, continuous sidewalks on both sides of the street
 - Street furnishings such as benches, trash receptacles, pavement treatment such as brickwork, texture, pavers, landscaping, transit shelters and lighting appropriate to the setting
 - Direct routes between destinations that minimize conflicts between pedestrians and automobiles
- Designate and establish gateways/community entry signs at specific points that identify each neighborhood within the area’s boundary consistent with the county’s sign ordinance.
 - Reduce illegal signage by enforcing sign ordinance along North Dale Mabry Highway and Florida Avenue.
 - Define a standard set of measurements for the display of commercial signage i.e. type, height, size, colors, lighting, style , etc., which shall reflect the character of the area and minimize obstructions of views especially along major corridors such as Dale Mabry Highway, Bearss Avenue, Handy Road, Florida Avenue and Fletcher Avenue.

- Encourage the integration of active and passive open spaces within the residential and commercial areas that enhance the community's livability.

Goal 3: Support historic preservation efforts as a means of adding economic, social and educational value to our community.

Strategies:

- Preserve our historic landmark site; the 1948 Hamner Fire Tower at W Fletcher Ave & N Boulevard.



Hamner Tower Park

- Build on our strengths such as our educational, cultural, recreational assets (e.g. tight knit communities with several outside walkways)
 - Preserve and expand each neighborhood's culture and traditions (i.e. parades in old Carrollwood, Village Fest and the Northdale Family Fun Festival & Parade.)
 - Ensure that each neighborhood's historic resources are protected, preserved and enhanced.

3. Transportation/Walkability

Plan and implement transportation concurrent with development, which provides connectivity, and promotes transit-friendly, safe, efficient design, emphasizing alternative modes of transportation thus meeting the needs of all citizens.

Goal 4: Provide a well maintained, safe and efficient road and street network.

Strategies:

- Relieve traffic congestion by improving the timing of signalization along Dale Mabry Highway and other major corridors (Erhlich/Bearss, Florida, Fletcher, Linebaugh/Busch, and Lynn Turner) to be uniform and consistent with real time control, traffic surveillance cameras at major intersections along Dale Mabry Highway, etc.
- Install Intelligent Transportation Systems (ITS) to improve transportation safety and mobility through the integration of a broad range of wireless advanced communications technologies. Familiar ITS technologies include electronic toll collection, in-vehicle navigation systems; rear-end collision avoidance systems and dynamic message signs.
- Identify opportunities and support the construction of a north/south route corridor to relieve congestion. Study Lynn Turner/Anderson Road and North

- Boulevard Avenue as potential alternatives. (see concept map) Implement by adding this corridor to the adopted Corridor Preservation Map.
- Enhance traffic safety features of the roadway network to relieve traffic accidents, in particular those involving pedestrians and bicycles. Special consideration should be given to the intersections along Dale Mabry Highway such as Handy Road and to intersections along Florida Avenue, such as Bearss and Fletcher Avenues. Methods could include additional signage, traffic calming techniques, stricter enforcement of red light violations, cameras and/or a pedestrian over/underpass.
 - Design roadways in a manner that incorporates the multimodal concepts expressed by the Livable Roadway Guidelines to the fullest. (i.e. use traffic calming techniques in appropriate locations such as Northdale Blvd. and Brushy Creek Road from Lynn Turner to Carrollwood Meadows to reduce vehicle speed and discourage cut through traffic.) Traffic calming, through design alternatives rather than speed humps should be incorporated in new developments and redevelopment.

"First fix the streets, then the people and businesses will follow."

- Dan Burden, Walkable Communities, Inc.

(Above and below)



The Livable Roadway concepts of active uses, continuous sidewalks and street furnishings are highlighted.



- Provide traffic congestion relief to those areas that are high volume during peak hours. (i.e. Sheriff directing traffic at churches and schools, additional traffic signals where warranted, etc).
- Study opportunities to improve traffic flow on Lynn Turner Road; consider adding a center turn lane.
- Construct pedestrian/bicycle overpasses/underpasses along North Dale Mabry Highway at community activity centers. (see concept map)
- Construct pedestrian refuge islands in Florida Avenue at bus stops to facilitate safe crossing of the road by bus patrons and others.
- Improve safe turning movements along Dale Mabry Highway. (e.g. consider adding a left turn arrow on northbound Dale Mabry Highway at Northdale Boulevard and addition of turn arrows at Northdale Boulevard/Hoedt Road.)
- Implement community preferred traffic calming techniques along Northdale Boulevard and Brushy Creek Blvd. The community prefers traffic calming through design alternatives, speed limits, enforcement, or technology such as cameras over the use of speed humps/tables.
- Implement street and multi-modal improvements as the area redevelops such as benches, covered bus stops, improved cross walks, pedestrian over/underpasses
- Provide adequate roadway network, bicycle lanes and sidewalks to ensure appropriate capacity to the neighborhoods (such as Lake Magdalene, Carrollwood, and Northdale).
- Provide maintenance of the major corridors and roadway network.
- Improve traffic flow and circulation near schools (e.g. EJ Essrig) by increasing and/or lengthening the drop off/pick up lanes, improving enforcement of the speed limit, and preventing school overflow traffic from blocking through traffic on the perimeter roadways.

- Support the “Adopt a Road” program.
- Improve ingress and egress to Jimmy B Keel Library.

Goal 5: Create a walkable environment that is safe and convenient through the connection of sidewalks, crosswalks, paths and trails that link both natural and built environments.

Strategies:

- New development will provide pedestrian infrastructure and amenities that connect to existing facilities along roadway network. Priority shall be given to designing in a manner that fosters safe walkable/biking along Dale Mabry Highway, Bearss Ave, Fletcher Ave. Linebaugh Ave, Gunn Hwy and Handy Road.
- Use the adopted *Livable Roadways Guidelines* to maximum extent possible to accomplish Goal 5.
- Provide interconnected system of parks, open spaces and other amenities that is easily accessible and pedestrian friendly, with special attention to the Upper Tampa Bay trail and other greenways/trails on the adopted Greenways and Trails Master Plan.
- Provide sidewalks along both sides of roadways connecting to public parks. (such as along Four Oaks Road to Timberlane Park, Lake Park etc).
- Ensure that pedestrian facilities such as sidewalks and trails are implemented concurrent with or before the vehicular improvements. Prioritize pedestrian circulation and facilities over vehicular improvements.
- Provide direct and multiple street and sidewalk connections within development projects and their building entrances as well as to adjacent projects to form a cohesive connected and integrated development pattern.
- Provide pedestrian access to the cultural amenities and other assets within the neighborhoods such as the Carrollwood Cultural Center, parks such as Northdale Park and Lake Park, libraries, existing shopping areas and future community activity centers.
- Focus efforts on building facilities that will complete the existing sidewalk, bicycle, pedestrian and trail network.

Goal 6: Improve and expand public transportation opportunities, which allow convenient access throughout the area and region. Ensure that these facilities are attractive, maintained and meets the needs of its users.

Strategies:

- Endorse and implement the Tampa Bay Area Regional Transportation Authority (TBARTA) Master Plan adopted May 22, 2009 (including mid-term and long-term regional networks and long-term vision network).
- Provide effective public transportation throughout the area (service that frequent e.g. 20 minute stops).
- Increase transit along the Dale Mabry corridor at the intersections of Northdale Boulevard, Fletcher Avenue, Handy Road, Linebaugh Avenue and Bearss Avenue and Hudson Lane (entrance to Old Carrollwood.)
- Provide different modes of transportation in a system that is functional and supports all the neighborhoods within the community. Addition of pedestrian connections, electric cart paths, trails, bike lanes, and HOV lanes are strongly desired.
- Support the provision for high frequency light rail transit along the North Dale Mabry Highway corridor. Light rail is ultimately preferred; bus rapid transit at a minimum.
- Support future expansion of Bus Rapid Transit service on North Florida Avenue.
- Support the development of bus or rail transportation to the Tampa International Airport, University of South Florida, Hillsborough Community College, Downtown (including Channelside and Ybor City), and Westshore district.
- Design and locate transit stops consistent with the Livable Roadway Guidelines throughout the community. Prioritize locating transit stops within proposed community activity centers. (See concept map).

Goal 7: Ensure that new development is compact, contiguous, and concurrent with available public facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure.

Strategies:

- Provide for Transit Oriented Development, as mentioned in Goal 1, built in character with our neighborhoods and allows residents to live, work and play in close proximity.
- Explore establishing a Multimodal District along North Dale Mabry including the community activity centers.
- Ensure the area has adequate density to accommodate the future transit system.

4. Recreation/Leisure/Environment

Enhance and protect the scenic value of environmental and recreational assets. Provide adequate opportunities for open space, recreation and leisure activities now and in future. Ensure these connect to other systems outside of the community.

Goal 8: Preserve and maintain sufficient open space to serve the recreational needs of the community and to protect the environment and natural resources.

Strategies:

- Prioritize the continued management and maintenance of parks, trails and recreational facilities as it is critically important to the community.
- Maintain the scenic value of the many community lakes.
- Preserve and improve all of the existing recreational facilities and park space with special attention to Roy Haynes Park, Lake Park and Northdale Park.
- To ensure future recreational enjoyment, explore acquisition of Lake Park by Hillsborough County from City of St. Petersburg.
- Implement the county's adopted Greenways and Trails Master plan.
- Promote adding a connection between the Upper Tampa Bay Trail and the Northdale Lake Park Trail.
- Explore the creation of a new greenway link or trail along Brushy Creek.
- To ensure an efficient and safe network of public walking trails with detailed directional and identification signage, especially in relation to the Upper Tampa Bay Trail and the proposed Brushy Creek Trail.
- Link local bicycle routes with the routes of neighboring areas where feasible.
- Ensure access and adequate parking for all public open spaces and trail facilities.
- Maintain a management program for water quality of community lakes, creeks and waterways including improved stormwater management control and debris removal in storm inlet system. Provide maintenance through the continued support of the *Pond Watch, Lake Management Program and Stream Water watch* programs and the *Adopt a Pond* program that also helps volunteers clean up and restore the natural habitat in their stormwater ponds.
- Continue to develop new community parks and neighborhood parks with desired recreational facilities and programs (including dog parks and community gardens) as well as trails connecting neighborhoods within our community to the park facilities.
- New development and redevelopment should integrate



- recreation and open space into projects.
- Support the continued operation of the Northdale Golf Course. In the alternative, encourage another recreational use.
 - Protect and preserve the communities' natural and environmental assets (i.e. lakes, creeks, tree canopies).

Goal 9: Facilitate the provision and maintenance of public facilities to serve every neighborhood in the community plan area.

Strategies:

- Continue to promote, maintain and support existing assets in the community such as: Jimmy. B. Keel Library, Carrollwood Cultural Center, and area golf courses.
- Support the continued enhancement of programs and services at the Carrollwood Cultural Center; explore the addition of library services.
- Develop design standards for public use/facilities which provide open space, attractive landscaping and encourage design features that are considerate of the existing environment.

5. Government Services/Support

Provide high quality, safe, public services and adequate infrastructure for our community.

Goal 10: Provide consistent, adequate and high quality public services equally through our service area.

Strategies:

Infrastructure

- Ensure that services are provided and maintained such as water, sewer, roadways etc.
- When redevelopment occurs provide connections to reclaimed water when capacity is available.
- Provide basic infrastructure (i.e. sidewalks, street lighting, reclaimed water, water, and wastewater) to the Four Oaks neighborhood, and any other area with the same sort of infrastructure deficiencies, such as neighborhoods along the North Florida Avenue corridor and east of North Boulevard. Explore the establishment of a Special Assessment District to finance the implementation.
- Require the use of underground electrical in all new construction in the community plan area.

- Provide sidewalks on both sides of the road; make those along Casey and Lowell a priority for access to the Carrollwood Cultural Center.

Public Safety

- Support the creation of a neighborhood crime watch program in each neighborhood.
- Increase the presence of law enforcement personnel to ensure a safer environment for the citizens.
- Implement Crime Prevention through Environmental Design standards into all new development and redevelopment to provide safer neighborhoods.

Services

- Maintain adequate level of services such as sheriff, fire rescue, and libraries, and a community center for the entire community plan area. Emphasize programs over physical facilities.
 - Increase code enforcement in the upkeep of properties.
 - Maintain and preserve our natural resources such as Sweetwater Creek and along Casey Road.
 - Locate a senior center in the Northdale neighborhood.



Education

- Promote and enhance educational opportunities for students and adults with appropriate funding, advertising, and access.
- Support continued funding of educational opportunities offered at all community and library facilities (e.g. Jimmy B. Keel Library).

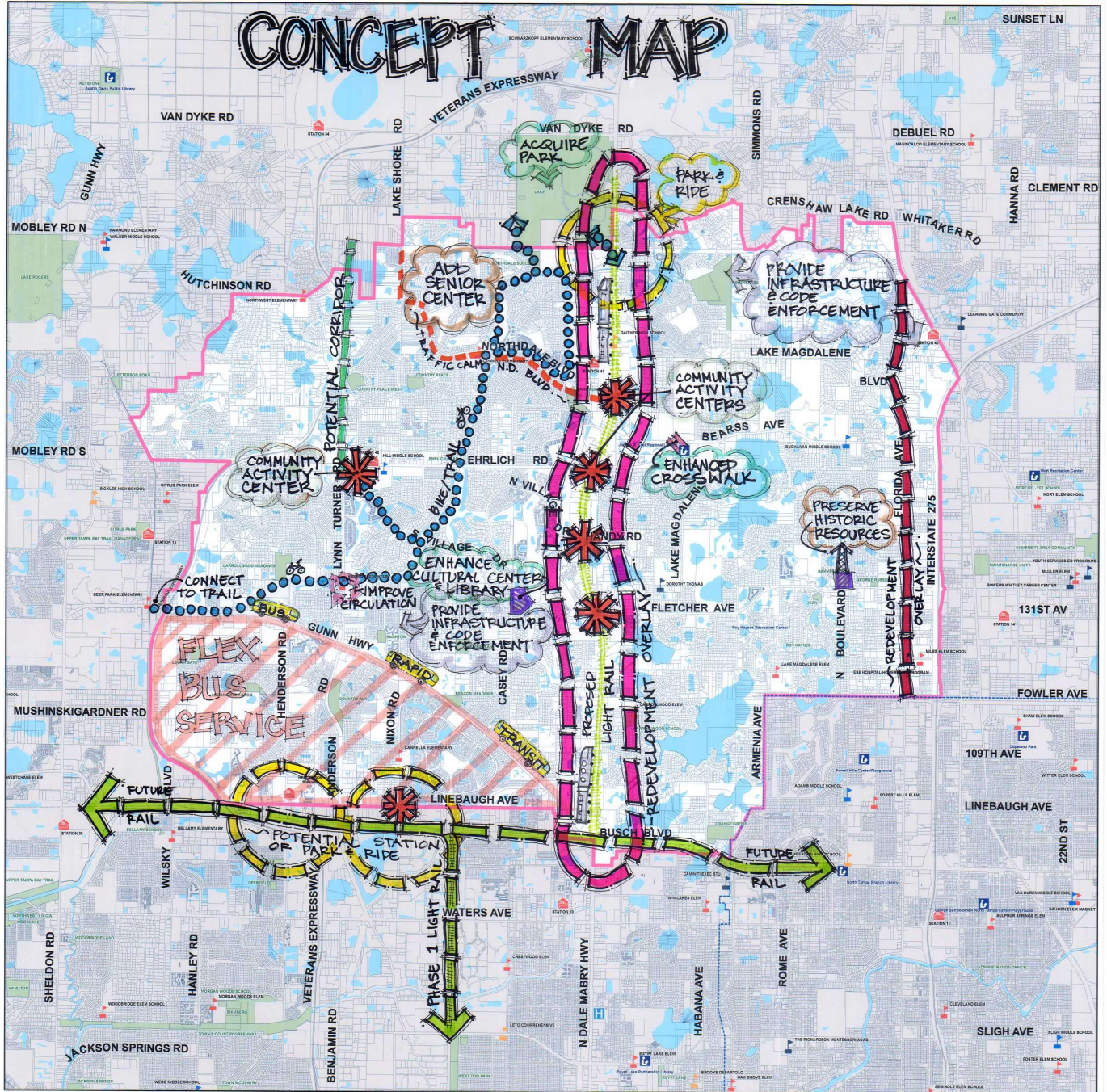


Figure 22A – Greater Carrollwood-Northdale Communities Plan Concept Map

BALM COMMUNITY PLAN

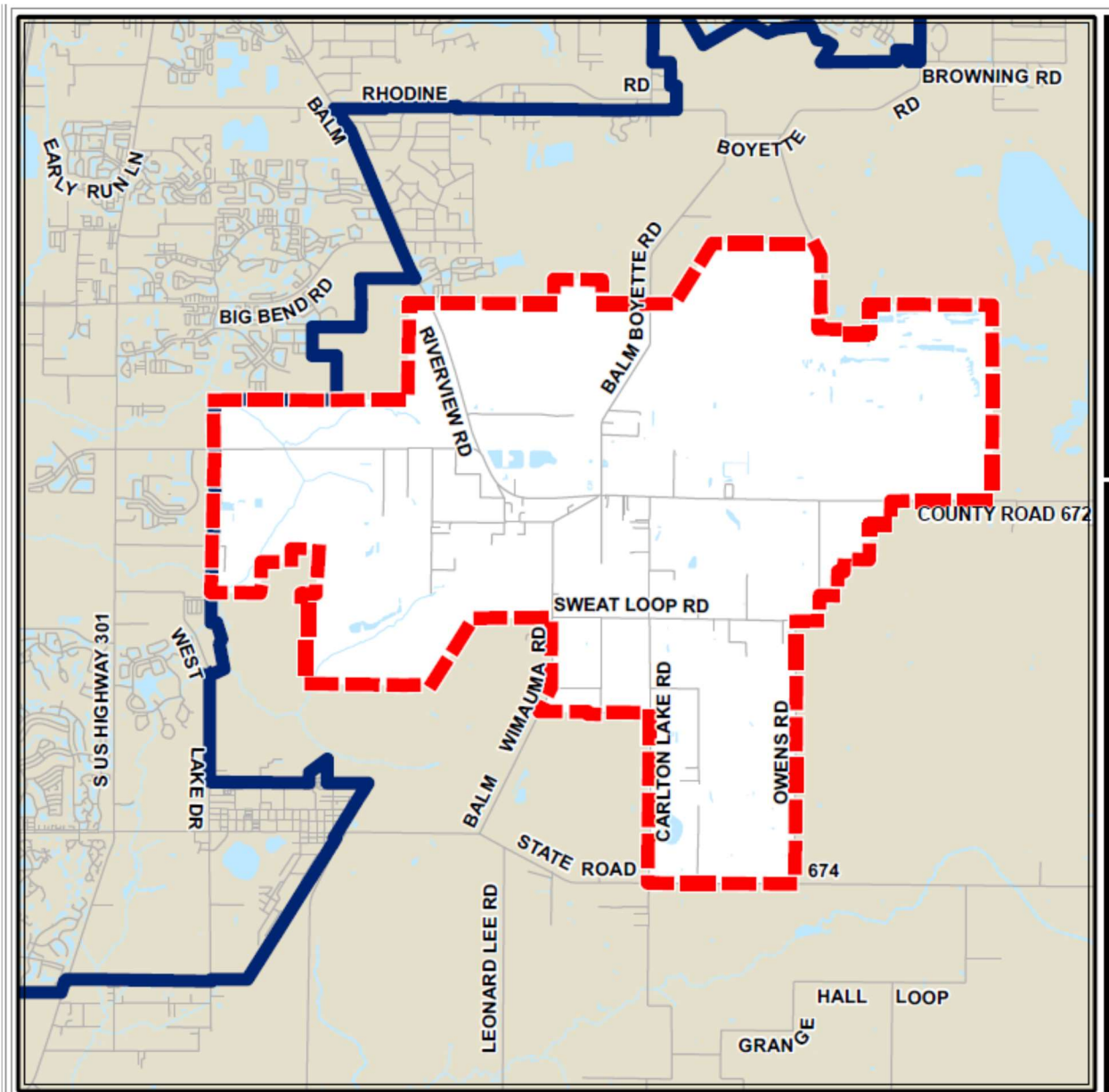


Figure 23 – Balm Boundary Map

Vision Statement

The community of Balm's success in retaining its rural character envisioned by residents and stakeholders came true. The laid back atmosphere and relaxed lifestyle continue to be cherished attributes of the community. Large and small property owners worked together to achieve their mutual desire to maintain a rustic atmosphere. Balm's natural assets including its scrub lands, water bodies, and wildlife continue to be preserved. New residential development has been compatible with the existing housing

styles, creating an eclectic, low-density mix of housing options. Consequently, Balm has managed to distinguish itself from other communities that have medium and high density subdivision development.

Balm drastically improved its means of mobility. Roads like Sweat Loop Road, once a roadway designed solely for vehicles, now have widened shoulders and/or bicycle paths/lanes. Roadways in disrepair have now been resurfaced. These improvements have made things better for pedestrian, bicycle and vehicular traffic. New construction of multi-modal trails has led to increased connectivity among neighborhoods and recreational opportunities for residents. Additionally, equestrian ridership has become very popular, with the use of the numerous equestrian trails throughout the area, with many riders stopping at the new rest areas at the Village or Balm Park.

Agriculture remains a viable and profitable business in Balm. Property owners continue to make a living by growing and selling their own crops using traditional methods as well as incorporating new sustainable agricultural farming techniques to streamline production. The community has introduced alternative agricultural activities, such as, ecotourism, organic farming, alternative energy production, tractor sales/services and community gardening to boost local revenues. Residents have established a farmers market which sells organic goods as well as locally grown food and local products. The University of Florida's Institute of Food and Agricultural Sciences (IFAS) Research Center has expanded and formed a partnership with local citizens keeping residents up-to-date on activities and significant breakthroughs in agricultural research.

Well preserved Open Space in Balm. This is evident through the acquired Environmental Land Acquisition Protection Program (ELAPP) approved sites and buffers which contain palmettos, pines, scrub oak, natural lakes; wildlife corridors connecting Balm to our neighboring communities, and mixture of public and privately owned lands offer natural panoramic views of the countryside. Some of the open space serves for uses, such as, our community gardens and Farmers' Markets, some of which are the most prosperous in the region. The 'dark sky' initiative minimized the impact of artificial light, allowing residents to enjoy the night sky.

Balm's core landmarks give the community a sense of identity and help to build a strong community center. Thanks to the generosity and resources of Balm's residents, the Balm Park has reopened providing expanded services for the entire community - young, old, rich or poor -including free, open access, playing fields, recreational youth sporting leagues, and a renovated civic center. Balm's downtown village exhibits an 'Old Florida Flavor,' that contains a mix of neighborhood serving commercial/retail uses, such as, a country store, bed and breakfast inn, beauty parlor/barber shop, and several family owned cafes/diners. This thriving rural activity center is also home to a

local farmers' market which displays organic goods stands, canning classes, compost demonstrations, and rain barrel workshops. The Balm Post Office along with a new sheriff sub-station adds to the small town feel of Balm.

Goals and Strategies

The goals and strategies are listed in the community's priority order. This community plan demonstrates Hillsborough County's commitment to use the community plan vision, goals, strategies, and action plan when evaluating and deciding on matters pertaining to the community plan area. The Community Plan does not legally obligate the County to implement or commit public funds for any of the goals or strategies represented.

Goal 1: The Balm community seeks to maintain and preserve the rural and agrarian characteristics, atmosphere, and quality of life established by long standing community residents, which include leisurely activities, strong neighborhood ties, faith based organizations, and rural low density land use designations.

The community supports ...

- Rural scale residential development that contains an eclectic and diverse mix of housing styles and lot sizes, while discouraging suburban scale density, and conventional subdivision development outside of the areas where such development is permitted by the adopted Future Land Use Map.
- The protection of Balm's natural assets including scrub lands, water bodies, wildlife, ELAPP sites, palmettos, pines, etc.
- If desired, property owners whose existing parcels do meet the minimum land use designation lot size to change their land use to match their lot size (e.g. a 10 acre parcel in AM 1/20 would be supported to change to AE 1/10).
- Maintaining the current Urban Service Area (USA) location in Balm until such time the USA expansion criteria established in the Future Land Use Element is demonstrated.
- No additional Residential Show Business (RSB) uses located in the Balm Community Plan boundary.

The County will...

- Continue to allow agricultural related open storage as established in the Land Development Code (LDC).
- Continue restrictions on non-agricultural related open storage in agricultural and residential zoning which includes, but is not limited to, furnishings, broken vehicles, boats and RV's, excess debris, scrap metal, etc. established in the LDC.
- Continue to apply the Residential Show Business (RSB) uses locational criteria as established in the LDC until the LDC is amended. (See next strategy.)

- Amend the Comprehensive Plan and Land Development Code to outline the areas where Residential Show Business uses can be located, such that no additional RSB uses are located in the Balm Community Plan boundary.
- Continue to maintain rural Future Land Use Map designations that are compatible with the existing rural character and level of development in Balm. Specifically, maintaining the Comprehensive Plan definition of rural densities in the Rural Area as 1 unit per 5 acres or less. The County will not designate any further Residential Planned-2 (RP-2) land use categories unless due to split land uses on one parcel, consistent with Future Land Use Element policies.

Goal 2: Balm encourages Hillsborough County to make necessary improvements to, and provide continued maintenance of, new and existing infrastructure in order to keep Balm attractive, functional, and safe for visitors and local residents. Local citizens encourage the establishment of pathways such as multimodal paths, greenway corridors, and equestrian trails that allow for more convenient, accessible connections between residential, nonresidential and recreational areas and that conserve the natural environment.

Specifically Balm encourages...

- Provision of infrastructure improvements along major collectors and arterials such as Sweat Loop Road, which includes additional resurfacing and/or appropriately attending to maintenance needs such as potholes and ditches along roadways and designated bicycle lanes and/or widened roadway shoulders to facilitate long distance cycling as an economic and recreational activity and prevent roadside accidents between bicycle and vehicles.
- Designation of interconnected multi-modal trails that accommodate activities, including bicycling, jogging, sightseeing, etc. The design of any pathways and trails are to be rural in character and incorporate natural plant life and open space. Priority should be given to the creation of paths that connect Balm Civic Center/Park to surrounding neighborhoods and interconnections between adjacent developments as new development occurs, especially in the Village(s).
- Leveraging the use of surrounding neighborhood horse farms (e.g. Rhodine Road existing equestrian trail) as an economic and recreational resource by creating destinations/pathways that encourage equestrian ridership, and establish connectivity among neighborhoods.

Goal 3: Balm residents, business stakeholders, and land owners strongly support the viability and profitability of agricultural businesses in order to provide a strong, diversified economic base for the community.

Balm community members recommend...

- Introducing new, profitable businesses such as agricultural eco-tourism (e.g. bus tours of strawberry fields, fairs, horse shows, equestrian competitions, etc.) and implementing other eco-tourism strategies as defined in the Future Land Use Element.
- Expansion of traditional agricultural uses and the production of new, sustainable agriculture uses including but not limited to organic farming and alternative energy or bio fuel production. (Examples of existing businesses: Goodson Farms, Jaymar Farms, Davis Farms, etc.)
- Balancing agriculture's need for protection from incompatible uses while acknowledging the market conditions affecting its continued viability.
- Addition of agricultural businesses and industries (i.e. feed and farm supply, farming equipment services, sales, and repair) at appropriate locations.
- Encouraging the ELAPP General Committee continues to add and use Agricultural Buffers (conservation easements) to preserve agricultural lands adjoining ELAPP preserves. In particular, Balm supports the acquisition of the Balm Boyette Scrub Agricultural Buffer ("West" 575 +/-acres and "South" 904 acres +/-buffers, *shown on Concept Map*).

Goal 4: Balm stakeholders support the preservation of existing open spaces and acquisition of new open spaces which is accessible to the public.

Balm stakeholders recommend....

- Preservation of vistas and panoramic views, both public and private, such as ELAPP lands (Balm Scrub lands), water resources (Shelley Lakes), open fields, palmetto and pine trees, etc.
- Creation of wildlife corridor connections (e.g. along the old Balm Railroad right-of-way) that will protect the area's natural wildlife.

Goal 5: Balm citizens, both long-term and newer residents alike, hold great pride in their community's assets and wish to see them preserved. Balm will strive to preserve and maintain its community landmarks in order to provide a continued sense of identity and build historical significance.

To accomplish this goal, the citizens support...

- Given Balm already has its "fair share" of liabilities (e.g. Sun Country Materials Management Facility (a.k.a. "Balm Mountain" landfill), Hillsborough County Correctional Institute (a.k.a. Prison/Detention Center), borrow pits, the community supports not locating additional undesired land uses in Balm.

- Creation of “Balm gateway entrance signs, (community sign)” as per *Land Development Code*. (See *Concept Map* for desired locations.)

Goal 6: The community seeks the creation of a pedestrian friendly Village(s) that includes a diverse mix of uses meeting their daily needs.

Community members recommend...

- Village(s) locations are those areas that meet locational criteria. Preferred locations are: at the intersection of Balm Road and Balm Wimauma Road (near the existing Post Office), and/or at the intersection of Balm Boyette Road, County Road (CR) 672 and Shelley Lane (near Balm Civic Center).
- Village(s) uses be limited to “commercial neighborhood” serving uses, such as, but not limited to: a country store, bed and breakfast inn, beauty parlor/barber shop, cafes/diners and community facilities including parks, schools, libraries, places of worship.
- Pedestrian links between Village(s) and adjacent uses. (e.g. trails, sidewalks, etc.)

The County will...

- Implement existing Future Land Use Element policies calling for countywide Rural Design Guidelines to foster the rural environment, reinforce its character, and distinguish it from the more urban environment.

Goal 7: The community encourages local law and code enforcement to provide appropriate methods, and effective services to prevent the occurrence of crime or violations throughout Balm and establish a safe, secure and attractive community.

The community desires...

- Increased or expanded implementation of the *Crime Prevention through Environmental Design* standards in the Land Development Code.

Goal 8: The community will foster the establishment of partnerships between residents, local groups and government entities.

The local residents support...

- Citizen-governmental relationships that keep both parties informed of governmental regulations, zoning changes, code violations, and actions affecting the community at large (current and pending).

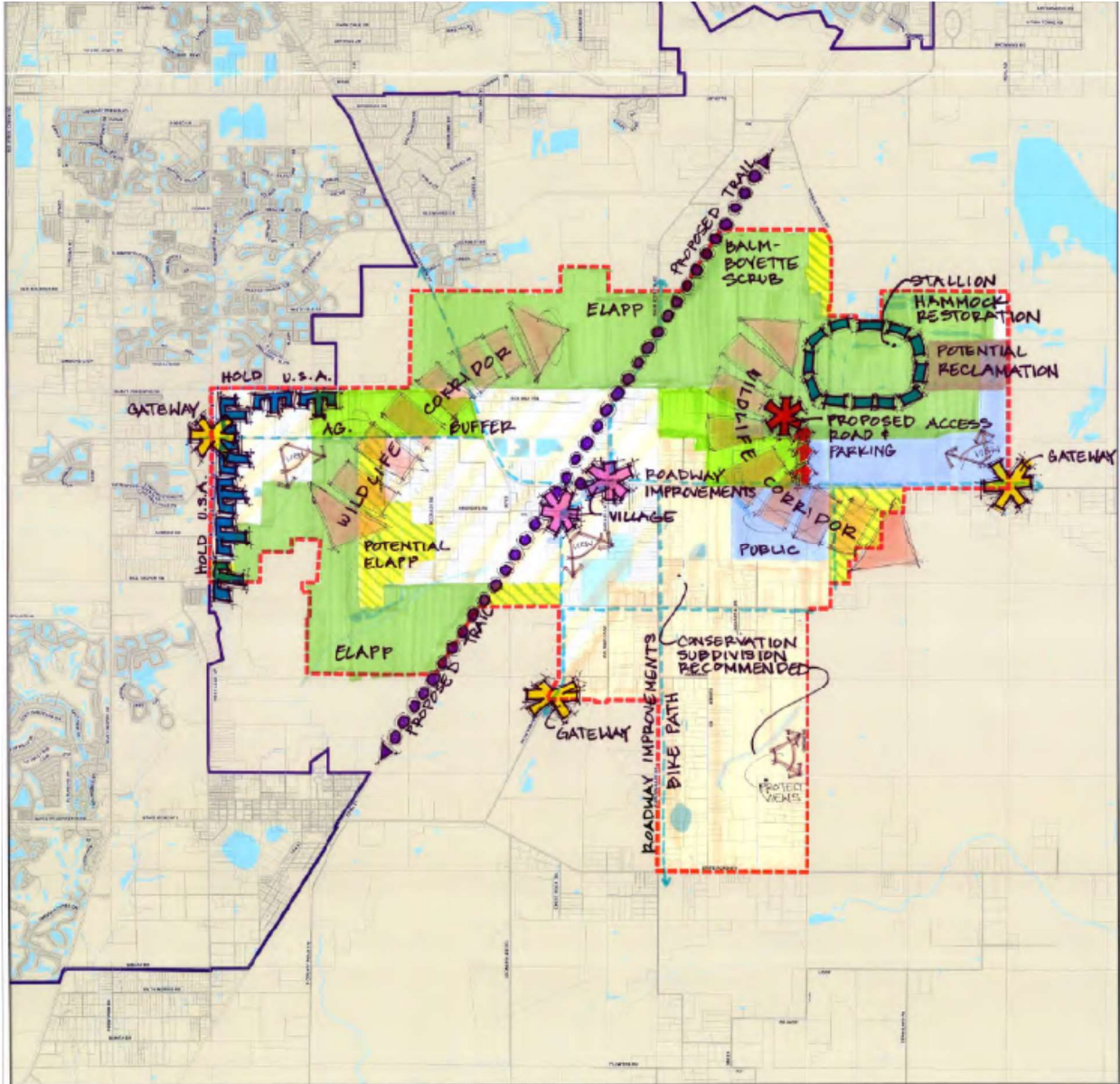


Figure 23A – Balm Community Plan Concept Map

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- ⁱ CPA 11-07 Updates the vision statement, goals and strategies for the Lutz Community Plan.
 - ⁱⁱ CPA 10-01 - Designates an area within the Greater Palm River Community Plan as a Business Park in the text and concept map for the plan