

# **Ordinance 2010-12**

## **FUTURE LAND USE ELEMENT**

### **VI. GOALS, OBJECTIVES, AND POLICIES**

#### **A. Introduction**

Pursuant to Section 163.3177(6)(a), FS, and Section 9J-5.006(3), F.A.C., the following represents the Future Land Use Goals, Objectives, and Polices of the city of Oldsmar. These Goals, Objectives, and Policies are intended to address the establishment of a long-term end towards which the land use programs and activities of the community are ultimately directed.

#### **B. Non-applicable Items**

Based on the findings contained in this Element and pursuant to Section 9J-5.002, F.A.C., it has been determined that all required objectives and policies identified in Sections 9J-5.006(f)3, 9J-5.006(5), 9J-5.006(f) and 9J-5.006(1)(f)2, F.A.C., respectively, are not applicable to the city of Oldsmar. There are no designated areas of critical state concern or dredge spoils disposal sites within the City.

According to the definition of urban sprawl, F.A.C. 9J-5.006(5), urban sprawl occurs in areas which are predominately rural, or rural areas interspersed with low-intensity or low-density urban uses. Pinellas County is the most densely settled county in Florida and fully urbanized to its boundaries. The City has no agricultural land for conversion and no vacant land that is available to provide any opportunity for leapfrog, radial, or other sprawling patterns of development. Therefore, because urban sprawl cannot occur, the requirement for an analysis of urban sprawl does not apply under Section 9J-5.006(5).

#### **C. Local Goals, Objectives, and Policies**

##### **GOAL 1**

THE CITY SHALL ENSURE THAT THE RESIDENTIAL/FAMILY CHARACTER OF THE CITY OF OLDSMAR IS MAINTAINED AND PROTECTED WHILE:

- MAXIMIZING THE POTENTIAL FOR ECONOMIC BENEFIT RESULTING FROM COMMERCIAL AND INDUSTRIAL DEVELOPMENT AND EXPANSION;
- MAXIMIZING THE ENJOYMENT OF NATURAL AND MANMADE RESOURCES BY CITIZENS AND VISITORS ALIKE;
- ENCOURAGING THE PRESERVATION OF AREAS OF ENVIRONMENTAL IMPORTANCE, ECOLOGICAL SENSITIVITY, AND UNIQUE NATURAL RESOURCES; AND
- ENCOURAGING ORDERLY AND PLANNED GROWTH AND EXPANSION CONSISTENT WITH THE PROTECTION OF THE CITY'S NATURAL RESOURCES.

##### **Objective 1.1**

**As an ongoing objective, the city shall ensure that land uses associated with development are reviewed for compatibility in accordance with the Land Development Code, consistency with the Rules Concerning the Administration of the Countywide Future Land Use Plan, and shall be coordinated with future land use based upon**

**topography, soil conditions, and the availability of facilities and services, in terms of both the land and surrounding uses, future hazard mitigation reports, and the overall public interest.**

Policy 1.1.1

In order to ensure that growth takes place in the most efficient and effective manner possible, the city of Oldsmar shall manage growth through the Land Development Code (LDC) which:

- Discourages haphazard growth and leapfrog development patterns by adopting the future land use plan.
- Ensures that the overall pattern and intensity of land uses represents the most efficient configuration possible by adopting the future land use plan.
- Encourages that new urban development shall occur through infilling by adopting the future land use plan.
- Discourages sprawl and disjointed development by adopting the future land use plan.
- Encourages the use of the Planned Unit Development (PUD) as a growth management tool by enforcing its Land Development Code.
- Provides public facilities and services in a cost efficient manner, i.e., public facilities shall not be extended to new areas until areas serviced by existing facilities are built-up, except if deemed appropriate and necessary to service the public interest as per the comprehensive plan.
- Encourages the location or retention, where possible, of industrial and commercial development and major public and private institutional facilities in existing urbanized areas as a means of limiting urban sprawl by allowing development to occur as per the future land use plan.
- Ensures that land planning weigh the established character of predominantly developed areas when changes of use of intensity of development are contemplated as per the future land use plan.
- Ensures that sectors of the city suitable for urbanization shall strive for a balanced land use mix providing for a variety of housing styles, densities, employment opportunities, and access to services and open space as per the future land use plan.
- Ensures that land uses which have special location requirements such as access to rail and water shall receive priority in land planning as per the future land use plan.
- Ensures that land development highlight and maximize scenic amenities and cultural facilities and provide for public access; and as per the future land use plan.
- Encourages an increase in the variety of employment opportunities available to the city residents and avoids an over-dependence on a small group of economic activities such as tourism, retirement living and construction.
- Encourage the concept of sustainable development as a means to maintain and enhance economic growth, vitality and quality of life.

- Transition to a land use pattern that is more efficient in the use of energy and reduces the emission of greenhouse gases.

Measure

Adoption of Comprehensive Plan

### **Objective 1.2**

**The integrity and quality of life will be maintained in existing residential neighborhoods.**

#### Policy 1.2.1

The following residential density categories shall be the adopted residential densities for the city of Oldsmar and shall be incorporated into the land development regulations:

- Residential Rural, density of 0 to 0.5 units per gross acre;
- Residential Estate, density of 0.5 to 1.0 residential units per gross acre;
- Residential Suburban, density of 1.0 to 2.5 residential units per gross acre;
- Residential Low, density of 2.5 to 5.0 residential units per gross acre;
- Residential Urban, density of 5.0 to 7.5 residential units per gross acre;
- Residential Low Medium, density of 7.5 to 10.0 residential units per gross acre;
- Residential Medium, density of 10.0 to 15.0 residential units per gross acre; and
- Residential/Office/Retail, where the residential density ranges from 10.0 to 15.0 units per gross acre.

#### Policy 1.2.2

The LDC shall contain provisions which ensure that existing residential areas are protected from the encroachment of incompatible activities; likewise, other land use areas shall be protected from the encroachment of incompatible residential activities.

#### Policy 1.2.3

The Land Development Code shall contain provisions whereby residential areas are located and designed to protect life and property from natural and manmade hazards such as flooding, excessive traffic, subsidence, noxious odors, and noise.

#### Policy 1.2.4

Residential land uses shall be encouraged, through provisions contained in the LDC, in a manner that is compatible with the type and scale of surrounding land uses.

#### Policy 1.2.5

Through provisions contained in the LDC, the location of new residential development shall be guided by the availability of public facilities, or the orderly and contiguous expansion of public facilities.

#### Policy 1.2.6

Residential neighborhoods shall be accessible to easily available modes of motorized and non motorized transportation systems.

Policy 1.2.7

The city shall continue to encourage, through provisions contained in the LDC, the use of the PUD zoning district.

Measure

Implementation of policies

**Objective 1.3**

**Commercial and Office development shall be planned, provided and maintained in a manner compatible with environmental and economic resources.**

Policy 1.3.1

The LDC shall contain provisions whereby commercial and office land uses are located in a manner which ensures the compatibility with the type and scale of surrounding land uses, and where existing or programmed public facilities shall not be overburdened. The intensity of the commercial and office land uses, expressed as a ratio of impervious surface to gross land area, shall not exceed 80 percent.

Policy 1.3.2

In order to minimize scattered and strip development, commercial nodes shall be encouraged through provisions contained in the LDC.

Policy 1.3.3

The LDC shall contain provisions whereby ancillary commercial uses around shopping centers are clustered to assure compatibility with existing centers, and minimize traffic problems and land use conflicts.

Policy 1.3.4

Mixed use development within the Community Redevelopment District and Residential/Office/Retail Land Use Category shall be encouraged through provisions contained in the LDC.

Policy 1.3.5

The use of the Residential/Office/Retail Land Use Category for single use purposes only is discouraged through provisions contained in the LDC.

Policy 1.3.6

The LDC shall contain provisions whereby temporary tourist accommodations are located within the Commercial General, Community Redevelopment District and Residential/Office/Retail Land Use Categories.

Policy 1.3.7

The redevelopment and/or rehabilitation of existing commercial areas or uses shall be encouraged through provisions contained in the LDC.

Policy 1.3.8

The LDC shall contain provisions which ensure that redevelopment occurs in a manner which minimizes disruption within the community and the relocation of residents.

Policy 1.3.9

Neighborhood commercial uses, as governed by the LDC, shall be permitted within designated residential development provided these activities are compatible with adjacent land uses and are adequately buffered.

Policy 1.3.10

The LDC shall contain provisions that ensure that commercial development provides for adequate off-street parking and loading facilities, joint use drives and the separation of pedestrian and vehicular traffic.

Policy 1.3.11

The LDC shall contain provisions whereby commercial development that compounds traffic and land use conflicts, is strongly discouraged through limitations on the amount of direct access onto major roads, and the number and location of curb cuts developed in cooperation with the Florida Department of Transportation and Pinellas County.

Measure

Development and redevelopment in compliance with the Future Land Use Map

**Objective 1.4**

**The city shall support the redevelopment/revitalization of the city's Community Redevelopment District (CRD) through upholding the Community Redevelopment Plan and shall also support the redevelopment/revitalization of any other area requiring redevelopment in the city.**

Policy 1.4.1

The city of Oldsmar shall continue to implement a Community Redevelopment Plan that, at a minimum, addresses the following issues:

- The enhancement of the retail component of the CRD through the attraction of complementary retail activity and uses;
- The protection and enhancement of the historic character of the CRD by assisting in the renovation of existing buildings and providing design guidelines for renovation and new construction;
- The recognition of the role of the CRD as the cultural and entertainment focal point of the city with enhanced residential opportunities;
- The adoption and enforcement of land use regulations which limit uses of CRD to those activities which will contribute to a vibrant, consumer-oriented atmosphere, without sacrificing the area's historic character;

- The reduction of confusion and visual clutter through the control of the size, placement, and related aspects of signage;
- The assurance of safe and efficient traffic flow to and from the CRD and surrounding areas with compatible pedestrian movement; and
- The assurance of the adequate provision of public parking and the compatibility of public and private parking facilities with surrounding land uses.

#### Policy 1.4.2

As an initial step in the redevelopment/revitalization of the CRD, the city shall develop incentives, to be contained in the LDC, which encourage redevelopment and/or revitalization through the use of the Community Redevelopment District Land Use Category.

#### Measure

Implementation and refinement of the Community Redevelopment Plan.

### **Objective 1.5**

**Industrial development shall be compatible with the environment and economic resources and shall occur in a planned and orderly fashion consistent with the policies related in this objective**

#### Policy 1.5.1

The city shall continue to encourage appropriate industrial land uses, as defined by the LDC, as a means of expanding and diversifying the local economy.

#### Policy 1.5.2

Industrial land uses shall be restricted to those areas which have adequate transportation services for needed labor supply, materials, goods movement and product shipment. Any new industrial limited land use (other than presently zoned Industrial and DRI) will not be designated unless unacceptable LOS are addressed.

#### Policy 1.5.3

The LDC shall ensure that industrial land uses are encouraged and protected where they will be compatible with surrounding land uses.

#### Policy 1.5.4

The LDC shall contain provisions whereby supporting and complementary industries and ancillary commercial services, should be located in proximity to each other to accomplish a linkage between industries and services.

#### Policy 1.5.5

Through provisions contained in the LDC, industrial development shall be required to incorporate appropriate buffering techniques to protect adjacent incompatible land uses from negative impacts. The expansion of industrial areas shall consider the use of natural barriers as geographic boundaries, the suitability of the land proposed for expansion, access to proper

transportation facilities, impacts to natural resources, and the compatibility of surrounding properties.

Policy 1.5.6

Through provisions contained in the LDC, general commercial/retail activities shall be limited within the Industrial Limited Land Use Category. Up to 25% of the building can be devoted to retail use.

Measure

Appropriate expansion of industrial uses

**Objective 1.6**

**Existing land uses or structures which are either incompatible or inconsistent with this adopted Future Land Use Plan shall be deemed nonconforming as of the effective date of this Comprehensive Plan, and their elimination or reduction will be encouraged.**

Policy 1.6.1

Those activities existing as of the effective date of this Comprehensive Plan which were conforming prior to such adoption, and have now been rendered nonconforming, shall be considered a legal nonconforming use, as defined in the LDC.

Policy 1.6.2

Through provisions contained in the LDC, buffering of incompatible and/or nonconforming land uses shall be required.

Measure

Identification of nonconforming uses or structures

**Objective 1.7**

**As of the effective date of this Comprehensive Plan, development activities shall ensure the protection of historic, archaeological and architecturally significant resources.**

Policy 1.7.1

The city shall ensure that historic and architecturally significant resources are protected either through their designation as historic sites by the federal government, state of Florida, Pinellas County; or a locally adopted historic preservation ordinance and applicable provisions of the LDC. The city will use the National Historic Site.

Policy 1.7.2

Incentives for the adaptive reuse of historic/architecturally significant structures shall be developed and incorporated into the LDC.

Policy 1.7.3

The city shall designate historically significant properties through the National Register of Historic Places and utilize the Florida Master Site File (database register of

historic/architecturally or archaeological significant sites) in identifying historic, archaeological and or architecturally significant resources.

Measure

Number of historic and architecturally significant structures identified and protected

**Objective 1.8**

**As of the effective date of this Comprehensive Plan, development activities shall ensure the protection of natural resources.**

Policy 1.8.1

The LDC shall ensure that unique and/or irreplaceable natural resources are protected from the adverse effects of development.

Policy 1.8.2

Development review criteria, as contained in the LDC, shall include soil suitability.

Policy 1.8.3

Species of flora and fauna listed in the Coastal and Conservation Element of this Comprehensive Plan as endangered, threatened or species of special concern, as defined by Federal Law or Florida Statutes, shall be protected through compliance with appropriate federal and state regulations, and provisions contained in the LDC.

Policy 1.8.4

Recreational development uses shall be compatible with the surrounding environment and shall be subject to performance standards adopted in the LDC.

Policy 1.8.5

The LDC shall contain provisions whereby the clearing of trees and wetland vegetation is prohibited, unless specifically permitted by the LDC.

Policy 1.8.6

The LDC shall ensure that all applications for development approval within those areas identified as marine wetland and riverine floodplain are subject to site plan review.

Policy 1.8.7

Coastal vegetative communities and coastal wildlife habitats shall be preserved through provisions contained in the LDC.

Policy 1.8.8

Dredge and fill activities shall be conducted only when necessary, as determined after review and comment by the appropriate governmental agencies and interested citizens, and in a manner least harmful to the surrounding environment.

Policy 1.8.9



The LDC shall contain provisions whereby tidal flushing and circulation patterns are not significantly altered by development activities.

Policy 1.8.10

The LDC shall ensure that sensitive coastal and upland resources are protected from immediate and future degradation and erosion resulting from improper development practices and recreation misuse.

Policy 1.8.11

The city shall protect the public health, safety and welfare by minimizing development in high risk areas, such as the hurricane V-zone through provisions contained in the LDC.

Measure

Protection of natural resources

**Objective 1.9**

**As an ongoing objective, the city shall continue to monitor minor problem areas within its stormwater drainage system located within its municipal boundaries identified in its Stormwater Management Plan to reduced or eliminate periodic flooding to accommodate 10 year storm event level for streets and 25 year storm event level for property.**

Policy 1.9.1

The LDC contains provisions whereby the developer/owner of any new development or redevelopment site is responsible for the on-site management of stormwater runoff in a manner that shall ensure post-development runoff rates, volumes and pollutant loads do not exceed pre-development conditions.

Policy 1.9.2

The LDC contains provisions whereby the use of impervious surface areas is minimized.

Policy 1.9.3

The city shall protect the natural functions of floodplain areas through provisions contained in the LDC, to ensure that the flood-carrying and flood storage capacity and water quality benefits are maintained.

Policy 1.9.4

To the maximum extent legally possible, new development shall not be located in floodways, the area of highest velocity during flow. (See FUTURE LAND USE MAP in Appendix, , preservation and conservation areas.)

Policy 1.9.5

New development permitted in the flood fringe, the area of the floodplain outside the floodway, is required to meet flood hazard construction requirements.

Policy 1.9.6

The prevention of erosion, retardation of runoff and protection of natural functions and values of the floodplain, will be considered while promoting public usage by requiring compliance to the Land Development Code.

Policy 1.9.7

The city shall continue participation with Pinellas and Hillsborough Counties to fully implement the planned improvements of their Master Drainage Plans, as amended and as applicable to the City.

Policy 1.9.8

The city will cooperate with the counties on its borders to implement the Pinellas and Hillsborough Counties Master Drainage Plans within the city's drainage basins.

Policy 1.9.9

Any cost to the city shall be equitably measured and proportionate to the amount of stormwater runoff directly attributable to the city.

Policy 1.9.10

Any new stormwater management policies developed and implemented by the city shall, at a minimum, address the following:

- The identification of drainage problem areas;
- The identification of those areas in need of immediate corrective action; and
- The identification of corrective measures, listed by priority, and cost of the individual measure by problem area.

Policy 1.9.11

The City shall continue to encourage the use of low impact development techniques in site design to store, infiltrate and evaporate stormwater runoff on the site. General performance criteria, which eliminate wetland impacts and minimize stormwater infrastructure needs include:

- Disturbing no more land than is necessary to provide for the desired use;
- Preserving indigenous vegetation to the maximum extent possible; and
- Minimizing impervious cover in all land development activities.

Measure

Drainage agreement and proportionate cost determination  
Continuing monitoring and Implementation of the Stormwater Management Plan

**Objective 1.10**

**Future development orders and permits will be issued based upon the ability of the city to meet adopted LOS standard as per the Comprehensive Plan, and not to lower the LOS that is existing.**

Policy 1.10.1

As of the effective date of this Comprehensive Plan, all development orders and permits for future development and redevelopment activities shall be issued only if public facilities necessary to meet the LOS standards adopted pursuant to this Comprehensive Plan are available concurrent with the impacts of the development.

Policy 1.10.2

The city of Oldsmar shall ensure that all development and redevelopment taking place within its municipal boundaries do not result in a reduction of the LOS standards established and adopted by this Comprehensive Plan.

Policy 1.10.3

The LDC shall contain provisions whereby the development of residential, commercial, and industrial land is timed and staged in conjunction with provision of public facilities.

Policy 1.10.4

Public facilities and utilities shall be located so as to maximize the efficiency of services provided; to minimize their cost; and to minimize their impacts on the natural environment.

Policy 1.10.5

As a matter of policy, the city will require that safe and convenient on-site traffic flow be assured in all future developments.

Measure

Maintenance of acceptable levels of service

**Objective 1.11**

**The city shall continue to ensure the availability of suitable land for utility facilities necessary to support proposed development.**

Policy 1.11.1

As an ongoing policy, the city shall ensure that adequate land is available for the expansion of those public utility facilities provided by the city necessary to support proposed development, by setting aside the necessary acreage deemed needed as per the Comprehensive Plan and engineering studies.

Policy 1.1 1.2

As an ongoing policy, the city will cooperate with those public utilities providing service to the community to assure that adequate land is available for the expansion of those facilities necessary to support proposed development.

Measure

Amount of suitable land

**Objective 1.12**

**The city of Oldsmar shall provide and maintain recreational facilities and open space.**

Policy 1.12.1

As an ongoing policy, the city shall maintain recreational facilities and open space consistent with LOS standards specified in the Recreation/Open Space Element of this Comprehensive Plan.

Policy 1.12.2

The LDC shall contain provisions whereby all residential developers contribute toward the cost of new recreational land and facilities, according to the need that will be generated by their development.

Policy 1.12.3

The city shall encourage land acquisition or easements for public use along waterways, rights-of-way, and roadways to form a greenway system.

Measure

Amount of recreational and open space areas

**Objective 1.13**

**The city shall continue to improve communication and coordination with area local governments, districts, and agencies.**

Policy 1.13.1

As an ongoing policy, the city of Oldsmar will continue to ensure that development/redevelopment is compatible with that taking place in the city of Safety Harbor, Pinellas County, and Hillsborough County.

Policy 1.13.2

Development orders or permits shall be reviewed for consistency with the comprehensive plans of Pinellas County and other jurisdictions, as appropriate.

Policy 1.13.3

Procedures shall be established, through the LDC, whereby new development, as appropriate, is required to participate in the provision of new educational facilities.

Policy 1.13.4

Recognizing that the impacts of development can extend beyond the limits of the community, the city shall ensure that development orders or permits are consistent with the objectives of the TBW, the SWFWMD, the Tampa Bay Regional Planning Council (TBRPC), and state and federal agencies.

Measure

Number of cooperative agreements

**Objective 1.14**

**The city shall participate in, if necessary, the resources planning and management process per Chapter 380.045 Florida Statutes.**

Policy 1.14.1

As an ongoing policy, the city shall continue to implement the provisions of approved Development Orders adopted pursuant to Chapter 380, FS.

Policy 1.14.2

In recognition that development is taking place in unincorporated Pinellas County and Hillsborough County under the provisions of Chapter 380, FS, the city shall continue coordination with the responsible local government, particularly changes in land uses along the City border.

Measure

Number of coordination mechanisms

**Objective 1.15**

**The city shall only annex properties per the procedures outlined in the Land Development Code.**

Policy 1.15.1

In order to ensure that growth resulting from future annexations does not have an adverse affect on the character of the community or the availability of community services, the city shall enforce the requirements of the city's annexation policy pursuant to Chapter 171, FS.

Measure

Enforcement of annexation regulations.

GOAL 2

THE CITY, IN COOPERATION WITH PINELLAS AND HILLSBOROUGH COUNTY, SHALL DEVELOP A COMPREHENSIVE MUNICIPAL HURRICANE PLAN WHICH WILL ADDRESS THE FOUR PHASES OF COMPREHENSIVE EMERGENCY MANAGEMENT: PREPAREDNESS, RESPONSE, RECOVERY, AND MITIGATION.

**Objective 2.1**

**Recognizing its vulnerability to the effects of tropical storms, the city shall endeavor to protect the lives and property of its residents through implementation of the city's floodplain management and land development regulations, coordination with Pinellas County Emergency Management, the proper placement of allowable densities, through effective post-disaster redevelopment strategies, and through effective hazard mitigation techniques and implementation of the procedures found in its hurricane evacuation plan.**

Policy 2.1.1

The city shall limit public expenditures that subsidize development permitted in coastal high hazard areas, except for restoration or enhancement of natural resources.

Policy 2.1.2

Discourage population concentrations in the designated coastal high-hazard area by prohibiting large scale land use plan amendments which increase density and allowing suitable redevelopment and infill, so densities in the older section of town are stable.

Policy 2.1.3

Maintain or reduce hurricane clearance times.

Policy 2.1.4

The risk of exposure of human life, and public and private property to natural disasters shall be reduced through preparedness planning and implementation of hazard mitigation measures.

Policy 2.1.5

Development within the FIRM V-Zone shall be minimized by enforcement of the LDC.

Policy 2.1.6

The City will continue to implement activities in order to maintain or improve it's Community Rating System classification (FEMA).

Measure

Preparation and implementation of a hurricane evacuation plan

GOAL 3

THE CITY SHALL ESTABLISH PROCEDURES FOR THE PROTECTION OF GROUNDWATER RECHARGE AREAS.

**Objective 3.1**

**The city shall coordinate and cooperate with the SWFWMD and the TBW concerning the protection and conservation of prime ground water recharge areas and wellfields within the city.**

Policy 3.1.1

The city shall cooperate with SWFWMD and TBW to:

- Identify and map, as appropriate, the prime groundwater recharge areas and, if needed by SWFWMD or TBW, cones of influence located within the city; and
- Establish long-term monitoring of ambient water quality groundwater trends.
- To our knowledge, there are no cones of influence within the city, and limited recharge areas. The city will cooperate but has no plans to initiate any studies or maps.

Policy 3.1.2

Areas identified as prime groundwater recharge areas shall be shown as preservation on the Future Land Use Map.

Measure

The number of procedures established Designation of areas

**Objective 3.2**

**The city shall continue through the enforcement of the Land Development Code Resource Protection Ordinance, to protect groundwater recharge areas within the city.**

Policy 3.2.1

Pursuant to guidelines established by SWFWMD and TBW, land use planning and development decisions shall consider the impact on surface and groundwater quality within areas identified as prime recharge.

Policy 3.2.2

Prime groundwater recharge areas shall be protected pursuant to guidelines established by the SWFWMD and the TBW and incorporated into the city's LDCs.

Policy 3.2.3

Those activities that could conceivably breach the confining unit to the Floridan Aquifer shall be regulated pursuant to guidelines established by the SWFWMD and the TBW.

Measure

Adoption and implementation of regulations

GOAL 4

LAND DEVELOPMENT REGULATIONS SHALL IMPLEMENT THE REQUIREMENTS OF THIS COMPREHENSIVE PLAN.

**Objective 4.1**

**All growth and development shall be managed through the implementation of the LCD consistent with the Comprehensive Plan.**

Policy 4.1.1

The city shall enforce its LDC containing specific and detailed provisions required to implement this Comprehensive Plan, which, at a minimum shall:

- Regulate the subdivision of land;
- Ensure that residential subdivisions are designed so that all individual lots have access to the internal street system and lots along the periphery are buffered from major roads and incompatible land uses;

- Protect wetlands, floodplains, and those lands designated as conservation and preservation on the Future Land Use Map and in the Coastal and Conservation Element;
- Regulate signage;
- Ensure that all development and/or redevelopment is consistent with Federal Flood Insurance regulations;
- Ensure that all development, where appropriate, is consistent with those coastal construction regulations as may be adopted and/or amended by the state of Florida, Pinellas County, or the city of Oldsmar;
- Ensure the compatibility of adjacent land uses and provide for adequate and appropriate buffering;
- Address historically significant properties meriting protection;
- Ensure that development orders and permits are issued only when it is documented that such development is consistent with the LOS standards. Provide for drainage and stormwater management, based on the appropriate criteria and standards through implementation of the Stormwater Management Plan;
- Provide for safe and convenient traffic flow and on-site parking requirements;
- Encourage the use of native and drought resistant vegetation in landscaping;
- Require the control of erosion and runoff from construction sites; and
- Require for the provision of open space.
- Encourage environmental, ecological and sustainability features

#### Policy 4.1.2

LDC shall contain performance standards which address buffering and open space requirements.

#### Policy 4.1.3

The city shall encourage the use of innovative land use regulations.

#### Measure

Adoption of LDC and refinement as needed

#### GOAL 5

TO COMPLY WITH CHAPTER 88-464, LAWS OF FLORIDA, AS AMENDED, BY PARTICIPATING IN THE COUNTYWIDE PLANNING PROCESS THROUGH REPRESENTATION ON AND COORDINATION WITH THE PINELLAS PLANNING COUNCIL, TO ENSURE CONSISTENCY BETWEEN THE CITY AND THE COUNTYWIDE COMPREHENSIVE PLANS.

#### Objective 5.1

**The Future Land Use Element of the city of Oldsmar Comprehensive Plan shall be consistent with the Countywide Future Land Use Plan and Rules.**



Policy 5.1.1

Through its Future Land Use Element, the city shall maintain consistency with the Countywide Future Land Use Plan by requiring the following:

1. Identification of any inconsistencies between the future land use element and plan maps of the city of Oldsmar and the Countywide Future Land Use Plan and Rules.
2. Processing for action by the Pinellas Planning Council and the Board of County Commissioners acting in their capacity as the Countywide Planning Authority, all land use plan amendments required to reconcile outstanding inconsistencies between the respective land use plans, such processing to be initiated by the city.

Policy 5.1.2

Per Chapter 88-464, Laws of Florida, as amended, the city's Land Development Regulations shall contain density/intensity standards and "other standards" consistent with the Rules Concerning the Administration of the Countywide Future Land Use Plan.

GOAL 6

CREATE WELL-DESIGNED TRANSIT ORIENTED DEVELOPMENT THAT ALLOWS RESIDENTS, VISITORS, BUSINESSES AND TOURISTS TO TRAVEL TO A VARIETY OF PLACES WITHOUT A PERSONAL VEHICLE, TO PROVIDE DIRECTION FOR DEVELOPING AND REDEVELOPING PROPERTIES AROUND TRANSIT STATIONS IN A WAY THAT MAKES IT CONVENIENT FOR PEOPLE TO USE TRANSIT AND TO INCORPORATE THE LAND USE AND ECONOMIC DEVELOPMENT CRITERIA

**Objective 6.1**

**Create energy-efficient transit oriented development where residents, visitors and tourists can travel to a variety of places without using a personal vehicle, provide direction for transit-supportive development and redevelopment in transit stations areas that makes it convenient for people to walk and use transit, and incorporate the land use and economic development criteria outlined in the Federal Transit Administration New Starts Planning and Development Process.**

Policy 6.1.1

Plan for and accommodate transit oriented development around transit stations that are part of a rail or fixed guideway system as established in the Pinellas County Metropolitan Planning Organization Long-Range Transportation Plan or City Multimodal Transportation Plan.

Transit station locations and typologies will be determined at the conclusion of the Pinellas Alternatives Analysis through a multi-agency joint planning process; City initiated Multimodal Transportation Plan or other similar planning activities.

Policy 6.1.2

When the location of fixed-guideway transit stations and station typologies have been determined through the process described in Policy 6.1.1, the city will delineate station areas where transit oriented development will be directed and adopt station area plans after consideration of input from a community involvement process. A station area will generally comprise the area within a ½ mile radius (easy walking distance) of the transit station.

Policy 6.1.3

Each station area plan must include existing conditions, neighborhood context, station area types, redevelopment vision, concept plan, market research and development projections, land use recommendations, zoning requirements, building design standards, site development standards, street cross sections, streetscape development standards, pedestrian and bicycle access plans, public infrastructure improvements, wayfinding plan, public realm and open space plan, parking accommodations and implementation plan.

Policy 6.1.4

If a transit station area encompasses more than one jurisdiction, the city will coordinate with the other affected jurisdiction(s) in determining the station area boundary and developing the station area plan.

Policy 6.1.5

Prohibit density increases within the Coastal High Hazard Area (CHHA) and Evacuation Level “A” areas in relation to the location of station areas and the creation of the Multimodal Transportation Plan.

Policy 6.1.6

Consider the Oldsmar Parks Connection Master Trail Plan in relation to the location of station areas and creation of the Multimodal Transportation Plan.

Policy 6.1.7

Optimize the potential of transit oriented development to support transit investments and create livable and sustainable urban communities by adhering to the following guiding principles in the planning, design, and development of transit station areas:

a. Community & Economic Development

- (1) Recognize that each station area around a rail or fixed guideway transit station is different and that each station area is located within its own unique context and serves a defined purpose in the context of the transit corridor and the regional transit system.
- (2) Conduct a location-based market analysis for development projections to identify land use mix and density/intensity of uses to make more viable.
- (3) Ensure the land uses along transit routes and station locations are appropriate for the transit type.
- (4) Establish a method for preparing station area plans that engages multiple stakeholders including government agencies, development interests and the public.
- (5) Promote the implementation of station area plans through regulatory and financial incentives, public-private partnerships, joint/shared facilities, environmental remediation and property aggregation.

b. Land Use

- (1) If the Multimodal Transportation Plan can be implemented through the

current designations on the Future Land Use Map, no amendments to the Future Land Use Map shall be required.

- (2) Mix complementary, compact and well-integrated land uses within station areas and the area of influence up to one half mile around stations.
- (3) Promote a range of higher-density and intensity uses in station areas, including residential, office, service-oriented retail and civic uses that support transit ridership and takes advantage of the major public investment in transit.
- (4) Provide greater flexibility for mixing uses and higher density/intensity that is easier to implement than traditional requirements and are able to respond to changing conditions. No increased density will be approved within the Coastal High Hazard Area and Evacuation Level "A" locations.
- (5) Provide a mixture of housing types affordable to households with a range of incomes within station areas.
- (6) Provide uses that serve the daily needs of residents, commuters and visitors (e.g., grocery, laundry, banking, fitness centers, and parks).
- (7) Ensure appropriate transition in densities, intensities and building heights, concentrating the highest densities closest to the transit station and transitioning to lower densities at the edges of the station area, especially when adjacent to lower-density development (e.g. single-family neighborhoods).
- (8) Encourage active uses that attract/generate pedestrian activity such as retail and office on the ground floor of buildings, including parking garages.
- (9) Identify station area types that address transit technology, community character, density/ intensity and mix of land uses, housing mix, and building heights.

c. Mobility

- (1) Make the pedestrian the focus of the transit oriented development strategy without excluding vehicular traffic.
- (2) Provide an extensive pedestrian system that minimizes obstacles, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.
- (3) Create continuous, direct, safe, and convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.
- (4) Design the pedestrian network for the anticipated pedestrian level of service. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.
- (5) Design streets to be multimodal "complete streets," with an emphasis on

pedestrian and bicycle safety, access and circulation. Incorporate traffic calming and context sensitive street design, as appropriate.

- (6) Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the station type.
- (7) Incorporate traffic calming and context sensitive design into the design of streets for new transportation projects and access management for pedestrian and bicycle travel.
- (8) Provide pedestrian and bicycle networks to connect dead-end streets, pass through long blocks, and create public pathways in station areas.
- (9) Accommodate local and regional multimodal connections for all types of vehicular transport, including, where applicable, trains, buses, bicycles, cars, ships, boats, aircraft and taxicabs.

d. Parking

- (1) Introduce creative parking strategies and reduce parking requirements over time with the option of implementing new parking requirements as land use in the station area becomes increasingly integrated with transit service.
- (2) Develop area-wide parking strategies through a coordinated approach to vehicular parking for all development within the station area.
- (3) Implement parking strategies, including shared and centralized parking, and reduce parking requirements over time with the option of implementing parking maximums as station area development becomes increasingly integrated with transit service.
- (4) Require large scale site plans or master plans to include a parking plan that reduces the number of spaces as the transit system evolves and station area development becomes increasingly integrated with transit service.
- (5) Discourage large surface parking lots within ¼ mile of transit stations.
- (6) Require well-designed structured parking within transit station areas, when and where appropriate.
- (7) Provide bicycle parking and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.
- (8) Provide park and ride facilities where appropriate.

e. Urban Design

- (1) The Multimodal Transportation Plan and Station Area Plans will include urban design guidance that directs improvements to public realm and associated development. Use urban design to create sense of place, enhance community identity and make attractive, safe and convenient environments within station areas.
- (2) Require building frontage to be oriented to public streets or open space

with minimal setbacks.

- (3) Require building entrances to be located to minimize the walking distance between the transit station and the building entrance.
- (4) Prohibit motor vehicle surface parking between building fronts and public rights-of-way.
- (5) Require clearly delineated pedestrian pathways through surface parking lots to the transit station.
- (6) Encourage parking structures to include active uses along the ground floor street frontage.
- (7) Incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape, and stormwater systems.
- (8) Develop graphic wayfinding systems to facilitate visitor and tourist navigation of station areas.
- (9) Make safety, with the emphasis on pedestrian, bicycle and Americans with Disabilities Act access, a key focus of the transit oriented development strategy.
- (10) Require open spaces to be engaging, high quality public spaces that function as organizing features for buildings and gathering places in station areas.

#### Policy 6.1.8

Ensure that transit-related future land use designations, address both transit station areas, corridors and nodes, as needed to accommodate different modes of transit

#### Policy 6.1.9

Promote public-private partnerships and joint development opportunities through transit station area development.

#### Measure

Creation and implementation of Multimodal Transportation District Plan

## **EXHIBIT A-1**

### **FUTURE LAND USE ELEMENT**

#### VII. FUTURE LAND USE MAP

##### A. Introduction

Pursuant to Section 163.3177(6)(a), FS, and Section 9J-5.006(4), F.A.C., the following represents a discussion of the Future Land Use Map for the city of Oldsmar. The Future Land Use Map is intended to display the distribution, extent, and location of those land use categories that have been identified as being appropriate to, and in conformance with, the character and desires of the city of Oldsmar.

##### B. Non-applicable Items

Based on the findings contained in this Element and pursuant to Section 9J-5.002, F.A.C., it has been determined that the following land use categories identified in Sections 9J-5.006(4)(a) and (b), F.A.C., are not to be found in the city and are therefore not applicable to the city of Oldsmar: *Agricultural Use*.

Those previous maps of required natural resources remain applicable and were referenced in the Coastal Management and Conservation Element.

In accordance with Section 9J-5.006(4)(d), F.A.C., the public buildings and grounds and other public facilities land use categories have been combined into the Public/Semi-Public Classification category.

##### C. Land Use Categories

The 1996 adopted Plan projected that the city would have a permanent population of 12,226 in the year 2005. The University of Florida Bureau of Economic and Business Research, 2005, estimate for the city is 13,884. It is clear that the population projections in the previously adopted plan were understated and the city has already exceeded the estimate.

Much of the growth experienced by the city is attributed to its location as the crossroads between Pinellas County and Hillsborough County. Both of these areas have experienced rapid residential, commercial, and industrial development. Since the area around Oldsmar contained much of the vacant/undeveloped land remaining in Pinellas County, it was only natural that development should find its way here.

The community continues with its desire to maintain its "small town", family oriented, residential character. One of these changes is the fact that the city now finds itself as a center of both service providers and employment for a much larger area. In addition, the city continues to recognize the need to preserve and to conserve the large amount of environmentally sensitive land associated with the area around Old Tampa Bay and fresh water wetlands. The protection of the latter areas is of utmost importance in light of the city's location near the prime aquifer recharge areas of Pinellas and Hillsborough Counties. In addition to these concerns, the city is actively pursuing the redevelopment of its downtown. The Community Redevelopment Agency was established in 1994, with the primary function of the Agency being the redevelopment of a designated area called the Town Center. This designation is based on the recognition of the areas role in the overall well-being and character of the community. As a result of these desires, the land use distribution which supports the residential character of the community, downtown revitalization, and economic and environmental protection described in Sections VII and VIII of this Element are reflected as Community Redevelopment District in the Future Land Use Map of the Appendix.

Therefore, in conjunction with and furtherance of the Goals, Objectives, and Policies contained in Section IX of this Element, the following land use categories are intended to guide the city of Oldsmar in the continued maintenance of its desired character.

1. Residential Land Use Categories

For the purposes of this section, the maximum residential density allowed on a parcel of land is calculated by multiplying the gross land area of the parcel by the maximum density permitted for the future land use plan designation for the site.

Gross land area for the purpose of computing density shall be that total land area within the property boundaries of the subject parcel, and specifically exclusive of any submerged land or public road right-of-way.

a. Residential Rural (RR) (0 to 0.5 units/gross acre)

The Residential Rural land use category is intended for very low intensity land uses compatible with the natural environment and very low density residential units. This category is generally appropriate to locations distant from urban activity centers; areas where use and development characteristics are rural in nature; and in areas where environmental features are linked to the protection of natural resources such as aquifer recharge and ground water resource areas. Primary uses consist of conservation, agricultural and residential; secondary uses consist of public/semi-public and residential equivalent uses.

b. Residential Estate (RE) (0 to 1.0 units/gross acre)

It is the purpose of this category to depict those areas of the city that are now developed, or appropriate to be developed, in a large lot, very low density residential manner, and to recognize such areas as primarily well-suited for estate residential and agricultural uses that are consistent with the suburban, non-intensive qualities and natural resource characteristics of such areas.

This category is generally appropriate to locations distant from urban activity centers; in areas where use and development characteristics are estate residential in nature; and in areas serving as a transition between more rural and more urban residential areas.

c. Residential Suburban (RS) (1.0 to 2.5 units/gross acre)

The Residential Suburban Land Use Category is intended for residential uses up to 2.5 dwelling units per gross acre, and to recognize such areas as primarily well suited for residential uses that are consistent with the suburban, non-intensive qualities and natural resource characteristics of such areas.

This category is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are suburban residential in nature; and in areas serving as a transition between more rural and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

d. Residential Low (RL) (2.5 to 5.0 units/gross acre)

The Residential Low Land Use Category is intended for residential uses up to 5.0 dwelling units per gross acre, and to recognize such areas as primarily well-suited

for residential uses that are consistent with the low density, non-intensive qualities and natural resource characteristics of such areas.

This category is generally appropriate to locations outside urban activity centers; in areas where use and development characteristics are low density residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

e. Residential Urban (RU) (5.0 to 7.5 units/gross acre)

The Residential Urban Land Use Category is intended for residential uses up to 7.5 dwelling units per gross acre, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities and natural resource characteristics of such areas

This category is generally appropriate to locations removed from but in close proximity to urban activity centers; in areas where use and development characteristics are urban residential in nature; and in areas serving as a transition between more suburban and more urban residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

f. Residential Low Medium (RLM) (7.5 to 10.0 units/gross acre)

The Residential Low Medium Land Use Category is intended for residential uses up to 10.0 units per gross acre, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

This category is generally appropriate to locations in close proximity to urban activity centers; in areas where use and development characteristics are low medium residential in nature; and in areas serving as a transition between low density and more high density residential areas. These areas are generally served by and accessed from minor and collector roadways which connect to the arterial and thoroughfare highway network.

g. Residential Medium (RM) (10.0 - 15.0 units/gross acre)

The Medium Density Residential Land Use Category is intended for residential uses up to 15.0 dwelling units per gross acre, and to recognize such areas as primarily well-suited for residential uses that are consistent with the urban qualities, transportation facilities and natural resource characteristics of such areas.

This category is generally appropriate to locations within or in close proximity to urban activity centers; in areas where use and development characteristics are medium density residential in nature; and in areas serving as a transition between less urban and more urban residential and mixed use areas. These areas are typically in close proximity to and may have direct access from the arterial and thoroughfare highway network.

2. Commercial Land Use Categories

a. Commercial Neighborhood (CN)



The Commercial Neighborhood Land Use category is intended for commercial uses designed to provide local, neighborhood scale, convenience commercial goods and services; and to recognize such areas as primarily well suited for neighborhood commercial use consistent with the need, scale, and character of adjoining residential areas which they serve. The maximum land use intensity, expressed as a ratio of impervious surface to gross land area, shall be 80 percent.

This category is generally appropriate to locations adjacent to and the periphery of large definable residential neighborhoods; in areas distant from other commercially designated properties and situated so as to preclude strip-like commercial development. These areas are generally located on a collector roadway and oriented to a specific and limited geographic neighborhood as distinct from through traffic on an arterial or major thoroughfare.

b. Commercial General (CG)

The General Commercial Land Use Category is intended for commercial uses of varying intensity, with varying service areas, and encompassing retail and wholesale trade, and personal and business services. Such uses are suitable in areas having a full range of urban service and a high degree of accessibility to the residents of the service area. The maximum land use intensity, expressed as a ratio of impervious surface to gross land area, shall be 70 percent.

This category is generally appropriate to locations in and adjacent to activity centers where surrounding land uses support and are compatible with intensive commercial use; and in areas in proximity to and with good access to major transportation facilities, including mass transit.

c. Residential/Office/General (R/OG)

The Residential/Office / General Land Use Category is intended for office uses not involving merchandising activities, of varying intensity and service areas. Such uses are suitable in areas having a full range of urban services and a high degree of accessibility to the residents of the service area. The maximum land use intensity, expressed as a ratio of impervious to gross land area, shall be 75 percent. Office uses in this category cannot exceed the maximum permitted ISR.

This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to low density residential or public/semi-public use; and in areas where the size and scale of office and residential use is appropriate to free standing office, medium density residential or a combination thereof. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network, as well as by mass transit.

d. Residential/Office/Retail (R/O/R)

The ROR Land Use Category is intended for moderate intensity residential uses up to 15.0 dwelling units per net acre, office, and general commercial uses including transient accommodations within permanent structures. All activities associated with these uses, including storage and display, must be wholly contained within permanent structures. Such uses are suitable in areas with a full range of urban services and a high degree of accessibility to residents of the service area. The maximum nonresidential land use intensity, expressed as a ratio of impervious to gross land area, shall be 70 percent.

This category is generally appropriate to locations where it would serve as a transition from an urban activity center or more intensive non-residential use to residential, office or public/semi-public use; and in areas where the size and scale of development will accommodate true mixed residential, office and retail use. These areas are typically in close proximity to and served by the arterial and major thoroughfare highway network in and adjacent to activity centers where mixed use development allows interaction between uses and encourages mass transit and non-vehicular trips.

e. Commercial Recreation (CR)

The CR Land Use Category is to depict those areas that are now developed, or appropriate to be developed, in a manner designed to provide commercial recreation activities; and to recognize such areas as primarily well suited for commercial recreation consistent with the need, scale and character of adjoining areas which they serve.

This category is generally appropriate to locations adjacent to activity centers or areas designated for commercial use; in water-dependent locations for marina and boat service use; and with good access to major transportation facilities so as to serve the commercial recreation and major sports facility needs of the resident and tourist population.

The maximum land use intensity, expressed as a ratio of impervious to gross land area, shall not exceed 90 percent for non-residential and a floor area ratio of 55 percent. The standard for the purpose of establishing relative intensity and potential impacts shall be a Floor Area Ratio of 33 percent and an Impervious Surface Ratio of 68 percent for the non-residential use.

3. Industrial Limited Land Use Category (IL)

The Industrial Limited Land Use Category is intended for industrial uses characterized as meeting strict performance standards. These so-called clean industries have minimal air/noise pollution effluent or advanced sophisticated pollution control equipment; and they are landscaped to create a campus-like appearance. These industries include light manufacturing, storage warehouses, wholesale, business and office complexes, and similar uses. The maximum land use intensity, expressed as a ratio of impervious to gross land area, shall be 85 percent.

This category is generally appropriate to locations with sufficient size to encourage an industrial park arrangement, as well as integrated industrial/mixed use projects, with provision for internal service access in locations suitable for light industrial use with minimal adverse impact on adjoining uses; and served by the arterial and thoroughfare highway network, as well as mass transit.

4. Recreation/Open Space Land Use Category (R/OS)

The Recreation/Open Space Land Use Category is intended for recreational uses where the predominant activities involve developed physical facilities, whether private or public or passive open space areas. The maximum land use intensity, expressed as a ratio of impervious surface to gross land area, shall be 20 percent.

This category is generally appropriate to those public and private open spaces and recreational facilities dispersed throughout the County; and in recognition of the natural and man-made conditions which contribute to the active and passive open space character and recreation use of such locations.

5. Preservation Land Use Category (P)

The Preservation Land Use Category is intended for areas considered to be vital for the maintenance and recharge of water resources, areas of unique or valuable topographic or subsurface features, and areas of significant environmental or ecological importance which should be preserved. Any development in a preservation area shall be limited to passive activities, such as nature trails and boardwalk walkways. No urban development, including residential structures, shall be permitted. The maximum land use intensity, expressed as a ratio of impervious to gross land area, shall be 10 percent.

This category is generally appropriate to those natural resource features it is designed to recognize wherever they may appear and at a size significant to the feature being depicted in relationship to its surroundings. In recognition of the natural conditions which they are intended to preserve, these features will frequently occur in a random and irregular pattern interposed among the other categories.

6. Institutional and Transportation/Utility Land Use Categories

a. Institutional (I)

Institutional Land Use is intended for those areas that are now used, or appropriate to be used, for public/semi-public institutional purposes; and to recognize such areas consistent with the need, character, and scale of the institutional use relative to surrounding uses, transportation facilities, and natural resource features. A non-exhaustive list of uses appropriate to and consistent with this category includes: public/private schools; hospitals; church and religious institutions, fraternal, civic organizations and municipal office/public buildings. The maximum land use intensity, expressed as a ratio of impervious surface to gross land area, shall be 80 percent.

This land use is generally appropriate to those locations where educational, health, public safety, civic, religious and like institutional uses are required to serve the community; and to recognize the special needs of these uses relative to their relationship with surrounding uses and transportation access.

b. Transportation/Utility (T/U)

Transportation/Utility Land Use is intended for those areas of the city that are now used, or appropriate to be used, for transport and public/private utility services; and to recognize such areas as consistent with the need, character and scale of the transportation/utility use relative to surrounding uses, transportation facilities and natural resource features. Those uses appropriate to and consistent with this category include utility transmission lines, municipal water supply, municipal wastewater facilities, solid waste/refuse disposal/transfer/recycling facility, public works garage/storage, electric power substation, and telephone switching station.

This land use is generally appropriate to those air and sea transport terminals utility installations, major transmission lines, refuse disposal and public works facilities serving the County; and to reflect the unique siting requirements and consideration to adjoining uses required in the placement of these facilities.

Where a utility transmission line otherwise included within this category is located within an easement as distinct from a right-of-way, this category may be shown as an overlay, superimposed over, and applicable in addition to, the otherwise applicable underlying plan category. Where this land use includes building and

offstreet parking structures, the land use intensity, expressed as a ratio of impervious surface to gross land area, shall be 80 percent.

7. Special Designation Classification;

1. Water/Drainage Feature (W/DF)

The Water/Drainage Feature is intended to designate water and drainage uses or areas. Water bodies include ocean, estuary, lake, pond, stream and drainage detention areas. Drainage features recognize existing natural and man-made drainageways and water bodies, and proposed drainageways and water bodies that are part of watershed and master drainage plans, or that are part of an approved development order.

This category is designed to reflect water bodies and drainage features as defined herein and located on the Countywide Plan Map, as same may be revised from time to time through the map amendment or map adjustment process, and subject to their actual location on the ground.

- i) The primary uses shall be open and undeveloped areas consistent with the water and/or drainage features which characterize these locations.
- ii) Certain density and intensity restrictions shall be implemented in accordance with the underlying Plan category.
- iii) At a minimum, water bodies of three (3) or more acres will be designated on the Future Land Use Map as Water/Drainage with the appropriate symbol. Adjustments may be made to reflect the actual location of water/drainage features without the necessity of an amendment to the city Future Land Use Map.

2. Community Redevelopment District (CRD)

- i) The Community Redevelopment District (CRD) Land Use Category is intended for those uses and developments which comprise the core areas of the downtown business district and urban centers appropriate for redevelopment in accordance with a specific plan.
- ii) The primary uses shall be residential, commercial, office, and public/semi-public as enumerated by the approved redevelopment plan.
- iii) This category is generally appropriate to those areas community areas designed to serve as local retail, financial, governmental, residential, and employment focal points for a community; and to specified target neighborhoods designed to encourage redevelopment in one or a combination of uses.
- iv) Generally, nonresidential uses shall not exceed a floor area ratio (FAR) 1.0, and residential areas shall not exceed a density of thirty (30) dwelling units per acre, dependent on where within the CRD they are located.
- v) Certain more specific density and intensity restrictions shall be implemented in accordance with each classification of use and respective location as designated by an approved redevelopment plan, adopted in accordance with the requirements of Chapter 163, Part 111, Community Redevelopment, Florida Statute, and incorporated by reference herein.

8. Coastal High Hazard Area (CHHA)

- i) The Coastal High Hazard Area (CHHA) will be shown as an Overlay on the city Future Land Use Map.
- ii) The Coastal High Hazard Area (CHHA) shall be defined as the area below the elevation of the category 1 storm surge line, as established by the SLOSH model.

#### 9. Transit Oriented Development (TOD)

The Transit Oriented Development (TOD) Land Use Category is an overlay to the City's Future Land Use Map and is intended to depict those transit corridor plans and station area plans that are now used or are appropriate to be used for compact, mixed-use development that will support transit investments and provide housing alternatives for a variety of income ranges.

This category is generally appropriate to locations where it would identify existing or potential transit corridors and transit station locations in proximity to and served by the arterial and major thoroughfare network, as well as by mass transit. Transit Station Area Planning would concentrate a mix of complementary, well-integrated land uses within walking distance (1/2 mile) of transit stations, and in an area of influence up to one mile around the stations. Designation of certain areas as appropriate for redevelopment to higher densities/intensities, where adequate infrastructure exists and planned, while discouraging scattered, isolated projects in less appropriate neighborhoods and districts. New development at this density will be prohibited within the Coastal High Hazard Area and Evacuation Level "A" areas.

Specific Density, FAR and ISR for each station area will be based upon the Multimodal Transportation District or Station Area Plan to be completed by the City through the process described in Policy 6.1.1. The city will delineate station areas where transit oriented development will be directed and adopt station area plans after consideration of input from a community involvement process. A station area will generally comprise the area within a 1/2 mile radius (easy walking distance) of the transit station and will be consistent with the current City Future Land Use designation, or the applicable Countywide Rule (see Table 1 following) for Type III or Type IV Subclassification density and intensity thresholds. Limits of the Planned Station Areas and specific densities and intensities will be included on the City's Future Land Use Map by a future plan amendment.

Table 1  
Standards Applicable to Transit  
Station Area Subclassifications

Transit Station Area Sub-classification	Applicable Corridor Sub-classification	Required Intensity Standards (FAR)		Recommended Density Targets (Units per Acre)		Comparative Transit Station Area Typologies <sup>2</sup>
		Minimum	Maximum	Per Project	Areawide	
Type I	Primary	1.0	7.0 <sup>1</sup>	40 to 100	25	<ul style="list-style-type: none"> <li>• Downtown – Urban Core</li> <li>• Regional – Urban Center</li> </ul>
Type II	Primary or Secondary	0.5	5.0	20 to 50	20	<ul style="list-style-type: none"> <li>• Regional Mixed Use Suburban Center</li> <li>• Regional Commercial/Employment Center</li> <li>• Community Center – Urban</li> </ul>
Type III	Primary or Secondary	0.5	3.0	10 to 30	15	<ul style="list-style-type: none"> <li>• Community Center – Urban</li> <li>• Neighborhood Center</li> <li>• Park and Ride</li> </ul>
Type IV	Primary or Secondary	0.5	3.0	7.5 to 25	10	<ul style="list-style-type: none"> <li>• Community Center – Urban</li> <li>• Neighborhood Center</li> <li>• Park and Ride</li> </ul>

<sup>1</sup> The maximum intensity standard may be waived in that portion of a Type I transit station area extending an eighth-mile from the center of the transit station or transit center, pursuant to the transit station area plan requirements set forth in the Countywide Rules.

<sup>2</sup> Based on model transit station area typologies developed by TBARTA for local government use and included in the Countywide Rules.

Table 1

<i>Acreage Comparison, 1996 and 2007</i>				
Land Use Type	Acreage		Percentage	
	1996	2007	1996	2007
Residential	1,045.09	1,360.3	17.11	21.6
Commercial	259.10	167.3	4.20	3.0
Industrial	318.07	682.5	5.16	11.0
Recreation/Open Space	110.02	241.7	1.79	4.0
Preservation (Conservation)	2,262.57	2,364.4	37.0	38.0
Institutional and Transportation/Utility	501.71	215.8	8.14	3.4
Community Redevelopment District (Historical)	0.40	105.8	0.01	1.7
Vacant /Undeveloped/ROW	1,656.09	1,553.2	27.0	n/a
<b>Total<sup>1</sup></b>	<b>6,162.05</b>	<b>6,302.7</b>	<b>100.00</b>	<b>n/a</b>

<sup>1</sup> The utilization of Geographic Information Systems and other advancements were not available at the time that the 1996 acreage numbers were created. As a result, the 2007 acreage numbers are more reflective of actual size of the City of Oldsmar. The “Total” reflects the Total acreage of the City (6,302.7 acres as shown in Table 1). Vacant Land/Undeveloped/ROW is reflected together in order to provide a comparison to 1996. Vacant land is included within each of the land use categories in 2007. See Table 3 for a breakout by land use of vacant land.