

Prepared by  
The Oldsmar Downtown Redevelopment Advisory Committee  
May 20, 1993

**FINDING OF NECESSITY**  
**Documentation of Conditions of Blight**  
**for the**  
**Proposed Oldsmar Community Redevelopment Area**

Table of Contents

Introduction ..... Page 1

Definition ..... Page 1

Conditions of blight in the proposed Oldsmar Redevelopment Area ..... Page 2

Indicators of blight applicable to the Oldsmar redevelopment area ..... Page 2

Predominance of defective or inadequate street layout ..... Page 2

Faulty lot layout in relation to size, adequacy, accessibility, or usefulness ..... Page 2

Unsanitary or unsafe conditions ..... Page 4

Deterioration of site or other improvements ..... Page 4

Drainage ..... Page 4

Streets ..... Page 4

Sidewalks ..... Page 5

Potable Water ..... Page 5

Sanitary Sewer Delivery System ..... Page 5

Street Lighting ..... Page 5

Tax or special assessment delinquency exceeding the fair value of the land ..... Page 5

Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area ..... Page 5

Summary ..... Page 6

List of Maps

Revised Map of Oldsmar, 1924 ..... Page 3

List of Exhibits

- Exhibit 1. Proposed Redevelopment Area
- Exhibit 2. Areas Not Meeting Oldsmar Land Development Code Drainage Standards
- Exhibit 3. Unimproved Street Network
- Exhibit 4. Incomplete or Damaged Sidewalk Network
- Exhibit 5. Substandard Potable Water Network
- Exhibit 6. Existing Street Light System
- Exhibit 7. Existing Steep-Sloped Drainage Ditch System

**Finding of Necessity  
for the  
Documentation of Conditions of Blight  
Proposed Oldsmar Community Redevelopment Area**

**Introduction:**

This report is developed to document that conditions of blight exist within the proposed redevelopment area within the City of Oldsmar and that such conditions warrant the creation of a Community Redevelopment Area pursuant to Part III, Chapter 163, Florida Statutes.

The proposed redevelopment area generally extends from the intersection of State Street and Bayview Boulevard; east along State Street to Lee Street; north along Lee Street to Tampa Road; east along Tampa Road to St. Petersburg Drive; southwesterly along St. Petersburg Drive to Bayview Boulevard; north along Bayview Boulevard to State Street. A specific legal description and map identifying the redevelopment area is shown in Exhibit I.

The proposed redevelopment area is within that area of Oldsmar planned and platted as the Revised Map of Oldsmar (RMO) by Wayne E. Stiles in 1924. The redevelopment area represents the historic residential and business "core" area of Oldsmar. Historic accounts and photographic documentation shows the State Street corridor as being Oldsmar's "main street", with considerable commercial activity.

**Definition:**

Pursuant to Chapter 163, Part III, Florida Statutes, section 163.340(8), F.S., a "blighted" area is defined as either:

- (a) An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or more of the following factors which substantially imparts or arrests sound growth of a county or municipality and is a menace to the public health, safety, morals, or welfare in its present condition and use:

1. Predominance of defective or inadequate street layout;
2. Faulty lot layout in relation to size, adequacy, accessibility, or usefulness;
3. Unsanitary or unsafe conditions;
4. Deterioration of site or other improvements;
5. Tax or special assessment delinquency exceeding the fair market value of the land; and
6. Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area; or

- (b) An area where there exists faulty or inadequate street layout; inadequate parking facilities; or roadways, bridges, or public transportation facilities incapable of handling the volume of traffic flow into or through the area, either at present or following proposed construction.

For purposes of this report the first part of item (a), dealing with structures and item (b), both above, are not relevant to this discussion.

Conditions of blight in the proposed Oldsmar Redevelopment Area:  
Indicators of blight applicable to the Oldsmar redevelopment area:

For the purpose of describing the redevelopment area the defined indicators will be applied to conditions in Oldsmar's redevelopment area as reflected in existing and available data (taken from the City's Comprehensive Plan and specific field maps) and visual observation. Each indicator will be listed separately, and in some instances with sub-categories, and conditions discovered which reflect blighting conditions will be described. In some instances the existing data is representative of conditions city-wide, however, to the greatest extent possible those conditions specific to the redevelopment area are those reported herein.

Predominance of defective or inadequate street layout.

The design of Oldsmar's street layout is a function of the City's original design concept. It is readily apparent from Mr. Stiles' original master plan that the orientation of Oldsmar's streets were designed towards a point of origin, in this case Tampa Bay. The tourist and leisure components of the City's plan; the hotel, yacht basin, casino, beach, pier and, to an extent the golf course were planned to be located along Tampa Bay (Oldsmar Bay). With the commercial and business corridor located on State Street, connection between the business area and the resort-oriented area was by radial boulevards (Lafayette Boulevard, Park Boulevard, Bayview Boulevard and Oakwood Boulevard.) The radial boulevards bisected the internal street network which was established by the contour of the Bay. This design - radial boulevards bisecting streets forming concentric rings with the Bay - is unique for a Florida city and apparently represented the belief that the shoreline would be a focal point of the City. Certainly, Mr. Stiles' plan identifies significant development along the shoreline and the shoreline development would be an important marketing tool for the City's developers.

The development of Oldsmar as envisioned by Mr. Olds and planned by Mr. Stiles did not occur. Natural and man-made disasters ended the marketing and development of the City by the beginning of the 1930's. After World War II, the beach communities of Pinellas County were more popular and generated greater economic return. The vehicular flow pattern towards Oldsmar's shoreline was no longer the predominant traffic pattern; rather, cross-town traffic (east/west movement toward the beaches) became the established traffic pattern, occurring along Tampa Road. Therefore, the developed street pattern - four north/south boulevards designed to accommodate traffic under the original plan intent - is an inadequate design relative to the new pattern of development. Any opportunity to capture and take advantage of the beach community growth was bypassed since Tampa Road lied north of the organized community and hence was not apparent. Tampa Road became a thru-road for traffic heading for the beaches. That east/west movement on Tampa Road is the primary traffic movement in the City today.

Faulty lot layout in relation to size, adequacy, accessibility, or usefulness.

When originally planned and platted many of the lots in Oldsmar's proposed redevelopment area were quite small. This was indicative of the design standards of that day and indicative of the vision R.E. Olds had when planning Oldsmar. Oldsmar was to be a working-class community with affordable housing. That meant small, cottage style houses on small lots. While in most instances the lots are conforming by virtue of being lots of record, some of the lots are

This is especially true in city blocks along parts of State Street, from Fairfield Street to Bayview Boulevard. These blocks and lots were designed to accommodate commercial development of that age. The lots were platted at twenty-five foot widths with service alleys bisecting the lots in



REVISED  
MAP  
of  
**OLDSMAR**  
PINELLAS COUNTY  
FLORIDA

WAYNE E. STILES.  
TOWN PLANNER AND LANDSCAPE ARCHITECT  
BOSTON & NEW YORK  
W. C. PLACOCK  
ENGINEER

both north/south and east/west directions. Such a design pattern is indicative of individually owned, attached storefronts with no setback from the street and extensive use of on-street parking. Servicing the businesses (loading/unloading, trash removal, etc.) was accomplished by use of the alleys.

Such a design pattern is faulty and inadequate under today's development standards. Under current development standards this design does not accommodate off-street parking, stormwater management, and landscaping requirements. Further, property is not typically developed as individual, twenty-five foot attached structures today. Typical business structure development is as a single structure divided into individually leased store fronts. To be properly developed, unified ownership of the property and re-plating is necessary. If there are multiple ownerships such land assemblage may prove difficult.

Unsanitary or unsafe conditions.

Generally, there are no unsanitary or unsafe conditions present within the redevelopment area. The presence of some steep-graded drainage ditches, however, may constitute an unsafe condition. This is especially true along a portion of Dartmouth Avenue, south of the Methodist Church and along St. Petersburg Drive.

Deterioration of site or other improvements.

Within this condition several sub-categories occur:

1. Drainage: The only significant drainage system constructed in the proposed redevelopment area since 1925 was the Park Boulevard drainage project. Of the existing storm system there is an inefficiency primarily due to outdated design standards. This is best exemplified by the Park Boulevard project. The system in place on Park Boulevard prior to its reconstruction consisted of an eighteen inch, clay drainage pipe extending from State Street to the Bay. Its replacement began with an eighteen inch concrete reinforced drain pipe and ended with a thirty-six inch concrete pipe at the Bay. The existing drainage system in the redevelopment area where pipe is used would be indicative of the Park Boulevard system prior to the recent improvement.

Most of the cross streets in the redevelopment area do not have piped stormwater drainage. Under today's design and construction standards this type of system is subjecting the streets to flooding during heavy or prolonged rains. Few of the drainage ditches have adequate capacity for future development. Exhibit 2 identifies the areas in the redevelopment area not meeting Oldsmar Land Development Code standards.

2. Streets: In 1992, the City undertook a major effort to improve streets in both the redevelopment area and areas outside the redevelopment area. Within the redevelopment area a portion of Dartmouth Avenue and Lee Street have yet to be improved. Exhibit 3 identifies the existing unimproved street network. While the street paving project which was conducted in 1992 was a dramatic and wholesale improvement over the unpaved travelways it replaced, that project did not address drainage issues, curbing, or other of today's standards for subdivision street and right of way construction.

- 3. Sidewalks: As part of the above referenced street improvement project new and replacement sidewalks were constructed. However, breaks in the sidewalk network continue to exist in the proposed redevelopment area, causing a standard condition. Exhibit 4 identifies the incomplete or damaged (portions of the original sidewalk) segments of the sidewalk network within the redevelopment area.
  - 4. Potable Water Delivery System: While the City has been attempting to upgrade its potable water delivery system over the last several years there are still parts of the system which are not to current standard. The City's Land Development Code establishes a hierarchy system of potable water delivery, with eight inch water lines being the minimum acceptable for fire fighting capability (six inch may be approved in certain circumstances, with additional hydrant capacity provided), and a minimum of four inches anywhere within the system.
  - 5. Sanitary Sewer Delivery System: Generally, the sanitary sewer system within the redevelopment area is adequate and in good repair. However, there are minor inflow and infiltration problems with the sanitary sewer lines in the City.
  - 6. Street Lighting: With the exception of Park Boulevard, and some isolated areas within the redevelopment area, there is no unified street lighting system in the area. A unified street lighting system provides vehicular and pedestrian traffic visibility and property security. The lack of a unified street lighting system creates security and public safety concerns. Exhibit 6 identifies the existing street lighting system.
- Additionally, the above referenced lines are expected to be significantly old, using materials and technology of the time. The standards for materials and connections have improved over time.
- Tax or special assessment delinquency exceeding the fair value of the land.
- These conditions may only be determined on a site-specific basis and are beyond the scope of this report.
- Diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.
- These conditions may only be determined on a site-specific basis and are beyond the scope of this report.

**Summary:**

The preceding discussion has provided an overview of the physical indicators and blighting conditions within the proposed Oldsmar redevelopment area. It has been demonstrated that the presence of several conditions, especially the substandard condition of the area's infrastructure, contribute to and are evidence of blight, pursuant to Chapter 163, Part III, F.S., criteria. Effectively, it has been demonstrated that the proposed redevelopment area has matured over time and that needed improvements to infrastructure systems has not occurred consistently with obsolescence time tables. Such evidence enables the City Council of Oldsmar to officially designate the redevelopment area as having conditions of blight.

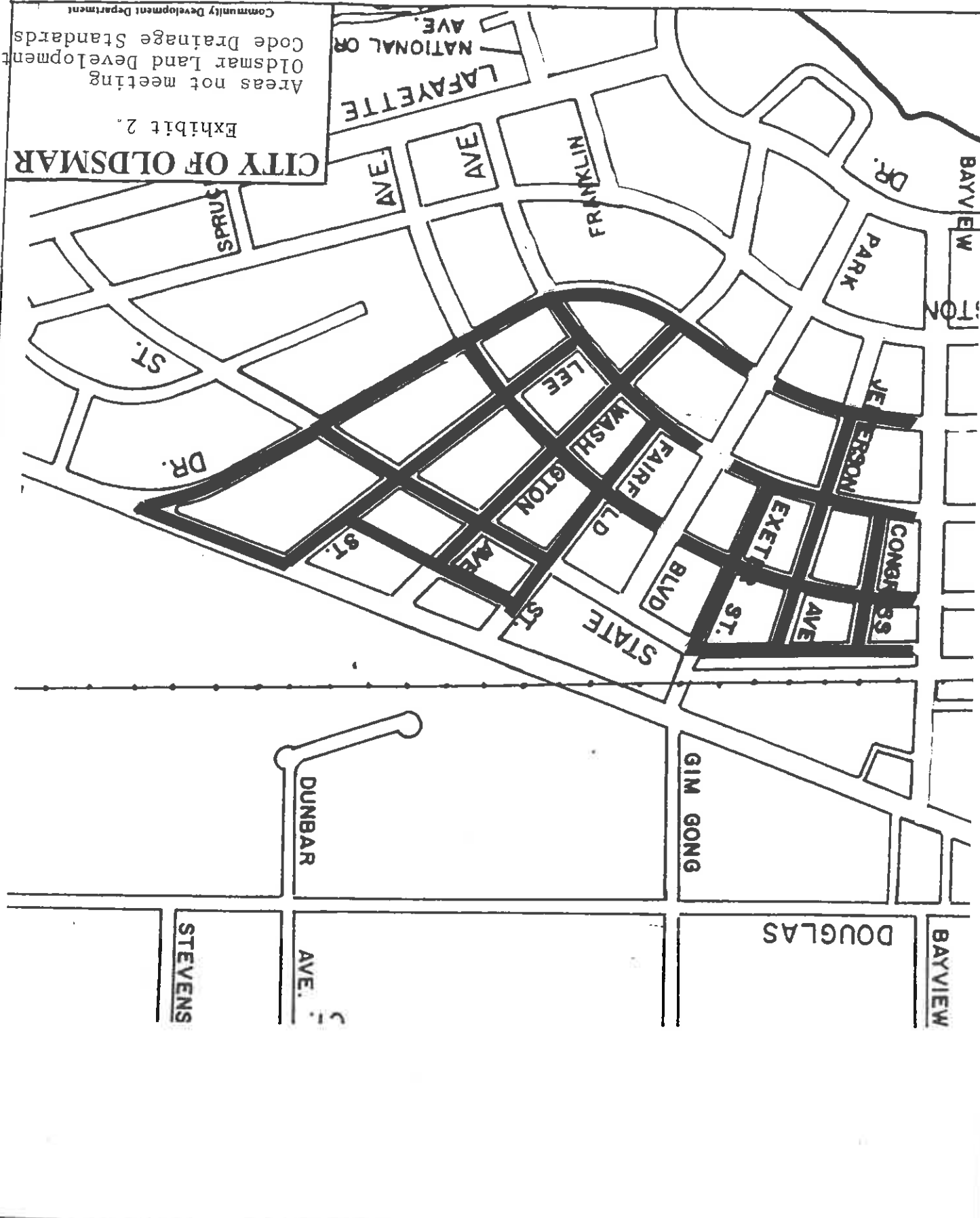


**List of Exhibits**

CITY OF OLDSMAR  
Exhibit 1.  
Proposed Redevelopment  
Area  
Community Development Department



CITY OF OLDSMAR  
Exhibit 2.  
Areas not meeting  
Oldsmar Land Development  
Code Drainage Standards  
Community Development Department



LAFAYETTE AVE  
FRANKLIN AVE  
PARK DR  
BAYVIEW ST  
SPRUS ST  
STATE BLVD  
EXETER ST  
CONGER ST  
JEFFERSON ST  
LEE ST  
WASHINGTON ST  
FAIRFIELD ST  
STATE BLVD  
DUNBAR ST  
GIM GONG ST  
DOUGLAS ST  
BAYVIEW ST  
STEVENS AVE  
NATIONAL AVE





**CITY OF OLDSMAR**

Exhibit 5.

Substandard Potable  
Waterline Network

Community Development Department

LAFAYETTE  
NATIONAL OR  
AVE.

AVE.

AVE

FRANKLIN

DR.

BAYVIEW

IGTON

PARK

JEFFERSON

CONGRESS

AVE

EXETER ST.

BLVD

FAIRFIELD

WASHINGTON

LEE

STATE ST.

AVE.

ST.

DR.

ST.

SPRUC

GIM GONG

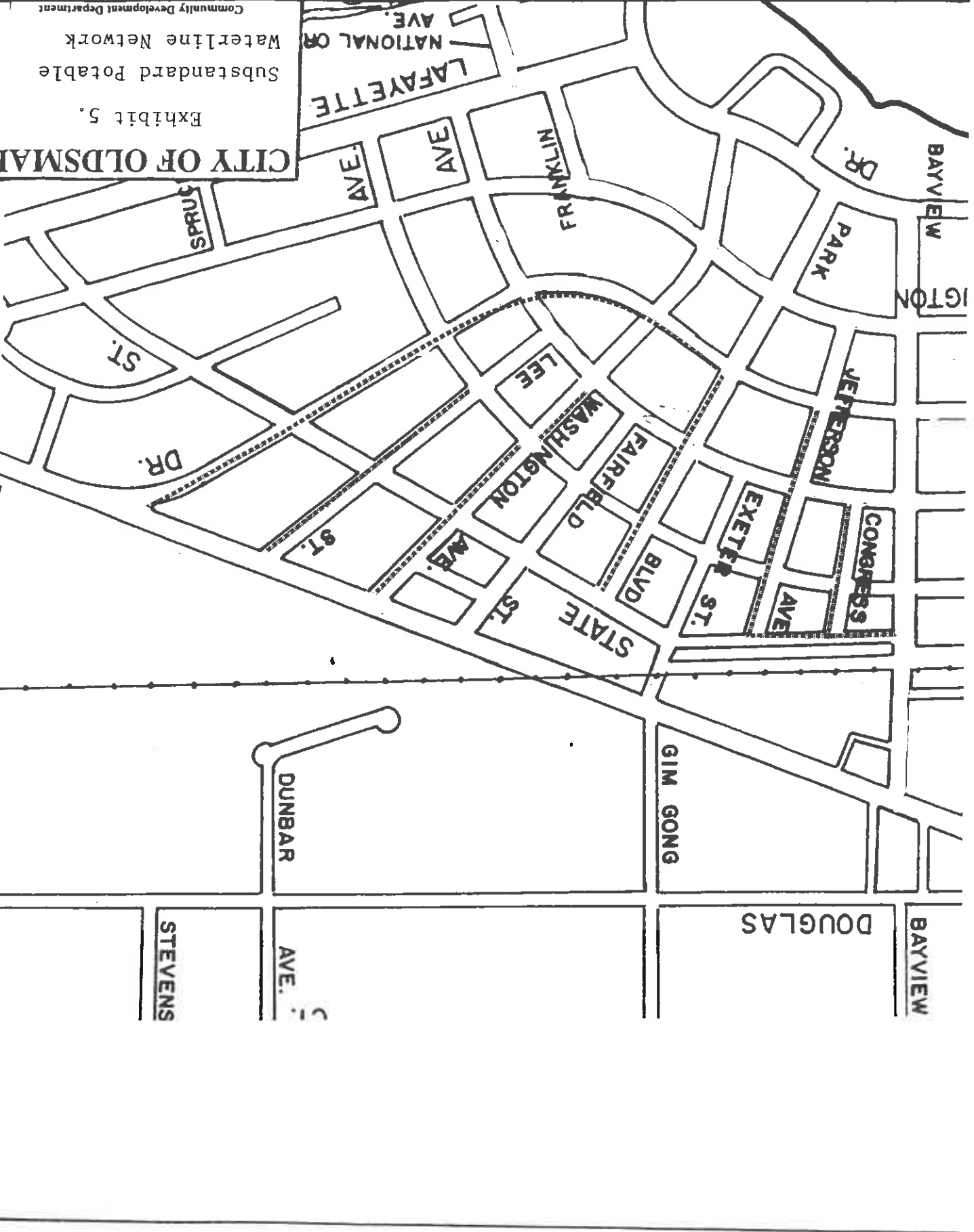
BAYVIEW

DOUGLAS

DUNBAR

AVE.

STEVENS

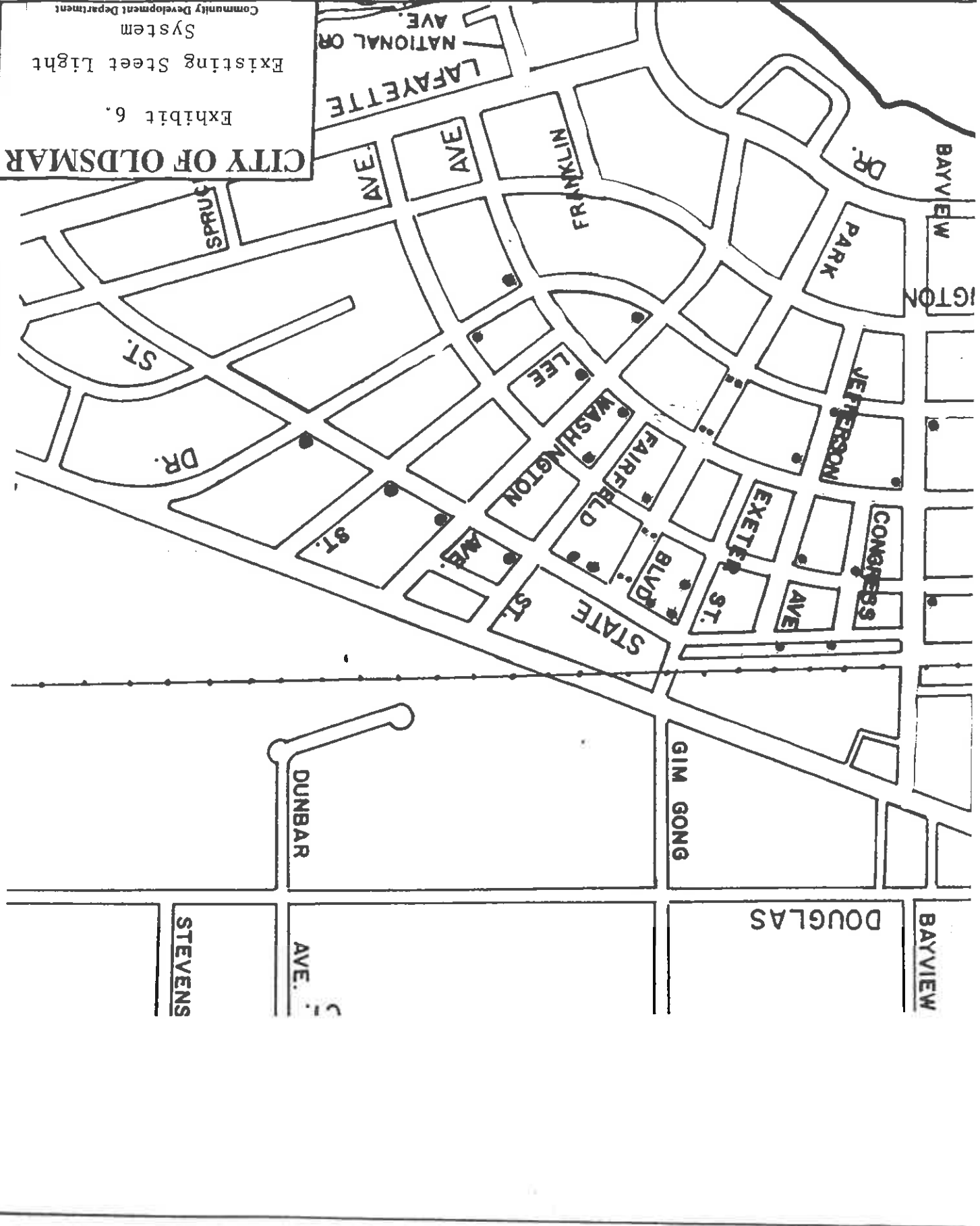


**CITY OF OLDSMAR**

Exhibit 6.

Existing Street Light System

Community Development Department



CITY OF OLDSMAR  
Exhibit 7.  
Existing Steep-Sloped  
Drainage Ditch System  
Community Development Department

