



**CITY OF OLDSMAR
CITY COUNCIL
AGENDA ITEM
COVER MEMO**

TO: Felicia Donnelly, City Manager

FROM: Tatiana Childress, Director of Planning & Redevelopment

DATE: January 16, 2024

AIR #: AIR-2712

SUBJECT: Summary of the amendments and consideration of the Ordinance 2023-07 - Future Land Use Element, Ordinance 2023-08 - Transportation Element, Ordinance 2023-09 - Infrastructure Element, Ordinance 2023-12 - Housing Element for the City of Oldsmar Comprehensive Plan Update (New Agenda Item)

BACKGROUND

The purpose of this agenda item is to provide a summary of the amendments for the Future Land Use Element, Transportation Element, Infrastructure Element and the Housing Element of the City of Oldsmar Comprehensive Plan and to present the associated ordinances for consideration.

Each considered item contains a staff report memo with attachments, describing the summary of the amendments, a copy of the proposed ordinance, and a strikethrough/underline copy for each Element.

STRATEGIC GOAL

Quality of Place

COMMUNITY ENGAGEMENT

Involve

ADVISORY BOARD RECOMMENDATION

Planning Board met on January 10th and recommended that City Council adopt the proposed amendments as presented:

Ordinance 2023-07 - Future Land Use Element (Vote 4:0)

Ordinance 2023-08 - Transportation Element (Vote 4:0)
Ordinance 2023-09 - Infrastructure Element (Vote 4:0), and
Ordinance 2023-12 - Housing Element (Vote 4:0)

RECOMMENDED MOTION

Accept proposed amendments to the City of Oldsmar Comprehensive Plan, as presented, and schedule the first hearing for each considered ordinance on February 6th, 2023.

ATTACHMENTS

[Ordinance 2023-07 Future Land Use \(PDF\)](#)
[Future Land Use Element -Staff Report Memo \(PDF\)](#)
[Ordinance 2023-08 Transportation \(PDF\)](#)
[Transportation Element -Staff Report Memo \(PDF\)](#)
[Ordinance 2023-09 Infrastructure \(PDF\)](#)
[Infrastructure Element- Staff Report Memo \(PDF\)](#)
[Ordinance 2023-12 Housing \(PDF\)](#)
[Housing Element- Staff Report Memo \(PDF\)](#)

ORDINANCE 2023-07

AN ORDINANCE OF THE CITY OF OLDSMAR, FLORIDA, AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE FUTURE LAND USE ELEMENT OF THE CITY OF OLDSMAR COMPREHENSIVE PLAN TO REORGANIZE CONTENT OF FUTURE LAND USE ELEMENT; REMOVE OUTDATED AGENCY NAMES; REMOVE REFERENCE TO STATION AREA PLANNING AND RAIL GOAL OBJECTIVES AND POLICIES; ADD NEW FUTURE LAND USE CATEGORY OF PLANNED REDEVELOPMENT CATEGORY (PRD); REMOVE RESIDENTIAL SUBURBAN LAND USE CATEGORY FROM FLU PLAN; REMOVE TARGET EMPLOYMENT CENTER OVERLAY CATEGORY FROM TABLE 1; REMOVE REDUNDANCY UNDER R/O/OG, R/O/R AND INDUSTRIAL LIMITED LAND USE CATEGORIES REFERENCING MAXIMUM ISR STANDARDS AND UPDATE ANY REFERENCE TO ISR AS A RATIO AND NOT A PERCENTAGE; REMOVE THE MIXED-USE LANGUAGE STANDARDS FROM CATEGORIES THAT ONLY PERMIT COMMERCIAL AND INDUSTRIAL USES; INCORPORATE COMMENTS FROM FORWARD PINELLAS TO INCLUDE A SPECIFIC LIST OF PERMITTED USES FOR EACH FUTURE LAND USE CATEGORY AND IDENTIFY USES SUBJECT TO ACREAGE THRESHOLDS, AMENDMENT TO RESIDENTIAL/OFFICE GENERAL CATEGORY TO INCLUDE ACREAGE LIMITATION OF 5 ACRES FOR RESIDENTIAL USES, INCLUDE STATEMENT FOR DENSITY/INTENSITY CALCULATION FOR ALL CATEGORIES HAVING BOTH RESIDENTIAL DENSITY AND NONRESIDENTIAL INTENSITY STANDARDS, INCLUDE A REQUIRED MAXIMUM FLOOR AREA RATIO STANDARD FOR ANY STRUCTURES THAT ARE ALLOWED TO BE CONSTRUCTED IN THE RECREATION/OPEN SPACE OR PRESERVATION CATEGORIES, INCLUDE A STATEMENT MEETING THE REQUIREMENTS OF SECTION 4.2.7.1 OF THE COUNTYWIDE RULES AND SECTION 163.3178(8)(A) OF THE FLORIDA STATUTES FOR ANY LARGE FUTURE LAND USE MAP AMENDMENTS THAT INCREASE DENSITIES OR INTENSITIES WITHIN THE COASTAL HIGH HAZARD AREA (CHHA), AMEND POLICY 2.1.1 REFERENCING CRD DEVELOPMENT IN THE CHHA TO INCLUDE A REFERENCE TO SECTION 4.2.7.1 OF THE COUNTYWIDE RULES AND SECTION 163.3178(8)(A) OF THE FLORIDA STATUTES, AMEND POLICIES 5.1.1 AND 5.1.2 TO REFERENCE CHAPTER 2012-245, LAWS OF FLORIDA, RENAME THE COUNTYWIDE FUTURE LAND USE MAP TO THE COUNTYWIDE PLAN MAP, UPDATE THE RULES CONCERNING THE ADMINISTRATION OF THE COUNTYWIDE FUTURE LAND USE PLAN TO THE COUNTYWIDE RULES, AMEND TABLE 1 TO REFLECT RESIDENTIAL RURAL CATEGORY IN ITS OWN ROW AND AMEND TABLE 1 TO ADD THE PLANNED REDEVELOPMENT DISTRICT CATEGORY; UPDATE MIXED-USE DEVELOPMENT SECTION FOR CONSISTENCY WITH FLORIDA STATUTES AND PINELLAS COUNTY STRATEGIES TO INCLUDE PROVISIONS TO ENCOURAGE WALKABLE, MIXED-USE INFILL DEVELOPMENT AND REDEVELOPMENT; ADD

POLICIES TO IMPLEMENT THE FORWARD PINELLAS TARGET EMPLOYMENT AND INDUSTRIAL LAND STUDY (TIELS) IN FUTURE AMENDMENTS TO THE PLAN AND LDC; ADD A POLICY REGARDING UPDATES FOR FUTURE PARKING REQUIREMENTS; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, the City of Oldsmar adopted its Comprehensive Plan in 1990, which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City Council of the City of Oldsmar has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED:

Section 1: That the following provides a summary of the proposed amendments to the Future Land Use Element of the Comprehensive Plan of the City of Oldsmar:

- The Future Land Use Element amendments include the overall reorganization of the plan element content, removal of the outdated agency names, removal of the reference to the Station Area Planning and fixed rail goals objectives and policies, and a textual addition of the new future land use category, the Planned Redevelopment Category (PRD). This category was added for consistency with the countywide corridor planning effort for future mixed-use development. The Planned Redevelopment Category was added as a textual change only. Any future map adoption of this category will require a formal state and county adoption.
- All of the land use categories are included now and summarized under Policy 1.1.2 at the beginning of the FLU Element.
- The Residential Suburban Land Use category is proposed to be removed from the updated FLU Plan, since this is an outdated category that is not identified on the FLU map of Oldsmar.
- The Target Employment Center Overlay is removed from Table 1, since this category is proposed for future adoption.

- Removed redundancy under certain land use categories (R/O/OG, R/O/R, Industrial Limited), referencing maximum ISR standards twice for the same category. Updated the expression of the ISR as a ratio and not percentage.
- Removed the mixed-use language standards from the categories that only permit commercial and industrial uses.
- The FLU element was submitted to the County and checked for consistency with the Countywide rules. The following amendments were incorporated to address the Forward Pinellas comments:
 - a. Each future land use category now includes a specific list of permitted uses (not just the general purpose statement), and an identification of uses subject to acreage thresholds.
 - b. The Residential/Office General category was amended to include an acreage limitation of 5 acres for residential uses, corresponding with the countywide Office category.
 - c. The statement for density/intensity calculations is included now in all FLU categories that have both residential density and nonresidential intensity standards.
 - d. Any structures that are allowed to be constructed in the Recreation/Open Space or Preservation categories, now include the required maximum floor area ratio standard, to meet the corresponding countywide maximums of .25 and .10 respectively.
 - e. Any large future land use map amendments that increase densities or intensities in the CHHA'S include a statement that properties located within the Coastal High Hazard Area (CHHA) shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.
 - f. Policy 2.1.1 referencing CRD development in the CHHA, is amended to include a reference to Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.
 - g. Policies 5.1.1 and 5.1.2, are amended to reference Chapter 2012-245, Laws of Florida.
 - h. The Countywide Future Land Use Map is renamed to the Countywide Plan Map.
 - i. The Rules Concerning the Administration of the Countywide Future Land Use Plan is updated to the Countywide Rules.

Ordinance 2023-07
EXHIBIT A

FUTURE LAND USE ELEMENT

Pursuant to Section 163.3177(6)(a), FS, the following represents the Future Land Use Goals, Objectives, and Policies 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.

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 Rules~~, 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 transit 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 net acre;~~
- ~~• Residential Estate, density of 0.5 to 1.0 residential units per net acre;~~
- ~~• Residential Suburban, density of 1.0 to 2.5 residential units per net acre;~~
- ~~• Residential Low, density of 2.5 to 5.0 residential units per net acre;~~
- ~~• Residential Urban, density of 5.0 to 7.5 residential units per net acre;~~
- ~~• Residential Low-Medium, density of 7.5 to 10.0 residential units per net acre;~~
- ~~• Residential Medium, density of 10.0 to 15.0 residential units per net acre; and~~

- ~~Residential/Office/Retail, where the residential density ranges from 10.0 to 15.0 units per net acre.~~

Policy 1.1.2

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 net land area of the parcel by the maximum density permitted for the future land use plan designation for the site.

Net land area for the purpose of computing density/intensity 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/net 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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed one-half (0.5) dwelling units per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 0.5 dwelling units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Recreation/Open Space; Community Garden; Agricultural-Light; Agricultural.

- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
 - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2 of the Countywide Rules).

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

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed one (1.0) dwelling unit per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1.0 dwelling unit per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light, of such extent as to supply the occupant’s personal needs.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold

specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
- Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold, pursuant to the provisions of Section 6.5.4.2 of the Countywide Rules).

c. Residential Low (RL) (2.5 to 5.0 units/net acre)

The Residential Low Land Use Category is intended for residential uses up to 5.0 dwelling units per net 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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed five (5.0) dwelling unit per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5.0 dwelling units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map

amendment to another land use category that permits the use(s) where the acreage maximum does not apply:

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
- Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold.

d. Residential Urban (RU) (5.0 to 7.5 units/net acre)

The Residential Urban Land Use Category is intended for residential uses up to 7.5 dwelling units per net 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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed seven and one-half (7.5) dwelling units per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling unit per acre. Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Public Educational Facility; Recreation/Open Space; Community Garden; Agricultural-Light.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map

amendment to another land use category that permits the use(s) where the acreage maximum does not apply:

- Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
- Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold.

e. Residential Low Medium (RLM) (7.5 to 10.0 units/net acre)

The Residential Low Medium Land Use Category is intended for residential uses up to 10.0 units per net 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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed ten (10.0) dwelling unit per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10.0 dwelling unit per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Public Educational Facility; Recreation/Open Space; Community Garden;
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.

- Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold.

f. Residential Medium (RM) (10.0 – 15.0 units/net acre)

The Medium Density Residential Land Use Category is intended for residential uses up to 15.0 dwelling units per net 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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed fifteen (15.0) dwelling unit per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15.0 dwelling unit per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Public Educational Facility; Recreation/Open Space.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the applicable acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Office; Personal Service/Office Support; Retail Commercial; Transportation/Utility.
 - Uses Subject to Five Acre Maximum – Institutional (except Public Educational Facilities which are not subject to this threshold.

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.

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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed ten (10.0) dwelling unit per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 10.0 dwelling units per acre.

Temporary Lodging Use – Shall not exceed 30 units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .80.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Temporary Lodging; Recreation/Open Space; Community Garden;
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Ancillary Nonresidential.

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.

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.

Density/Intensity Standards shall include the following:

Temporary Lodging Use – Shall not exceed 30 units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .45, nor an impervious surface ratio (ISR) of .70.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Recreational Vehicle Park; Temporary Lodging; Research/Development- Light; Storage/Warehouse/Distribution-Light; Manufacturing-Light; Recreation/Open Space.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Agricultural; Ancillary Nonresidential.

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.

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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed fifteen (15.0) dwelling units per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 15.0 dwelling units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Residential Equivalent; Research/Development-Light; Public Educational Facility; Recreation/Open Space.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
 - Uses Subject to Five Acre Maximum – Residential; Institutional (except Public Education Facilities, which are not subject to this threshold).

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.

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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed fifteen (15.0) dwelling units per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 15.0 dwelling units per acre.

Temporary Lodging Use – Shall not exceed 15 units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .70.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Personal Service/Office Support; Retail Commercial; Commercial/Business Service; Commercial Recreation, Residential; Residential Equivalent; Temporary Lodging; Recreational Vehicle Park; Research/Development- Light; Storage/Warehouse/Distribution-Light; Manufacturing-Light; Recreation/Open Space.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Five Acre Maximum – Institutional; Transportation/Utility; Ancillary Nonresidential.

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.

Density/Intensity Standards shall include the following:

Residential Use – Shall not exceed thirty (30.0) dwelling units per acre.

Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30.0 dwelling units per acre.

Temporary Lodging Use – Shall not exceed 50 units per acre.

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .90.

Mixed Use – Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Residential; Residential Equivalent; Temporary Lodging; Recreational Vehicle Parks; Office; Personal Service/Office Support; Retail Commercial; Convention Center; Commercial/Business Service; Commercial Recreation; Recreation/Open Space.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the same acreage threshold specified below, alone or when added together, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Ancillary Nonresidential; Transportation/Utility.
 - Uses Subject to Five Acre Maximum – Institutional

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.

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.

Density/Intensity Standards shall include the following:

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .85.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Office; Research/Development-Light; Research/Development-Heavy; Storage/Warehouse/Distribution-Light; Storage/Warehouse/Distribution-Heavy; Manufacturing-Light; Manufacturing-Medium.
- Permitted Uses Subject to Acreage Thresholds – Any contiguous use or combination of uses subject to the respective acreage threshold specified below, alone or when added together within any distinct, separately delineated area designated Employment, exceeding the acreage maximum shall require a Countywide Plan Map amendment to another category that permits the use(s) where the acreage maximum does not apply:
 - Uses Subject to Three Acre Maximum – Retail Commercial; Personal Service/Office Support; Transfer/Recycling.
 - Uses Subject to Five Acre Maximum –Commercial/Business Service; Commercial Recreation; Institutional; Transportation/Utility.

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.

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.

Density/Intensity Standards shall include the following:

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .25, nor an impervious surface ratio (ISR) of .60.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Recreation/Open Space; Community Garden; Electric substations in compliance with Section 163.3208, F.S.
- Permitted Uses Subject to Acreage Thresholds – Transportation/Utility uses (excluding electric substations) are subject to a five-acre maximum. Any contiguous use or combination of uses subject to this acreage threshold, alone or when added together, exceeding the acreage maximum, shall require a Countywide Plan Map amendment to another land use category that permits the use(s) where the acreage maximum does not apply.

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.

This category is meant to identify natural resource features wherever they appear, emphasizing their size in relation to the surroundings. These features, designed to preserve natural conditions, often occur randomly and irregularly mixed with other categories.

Density/Intensity Standards shall include the following:

Nonresidential Use – Shall not exceed a floor area ratio (FAR) of .10, nor an impervious surface ratio (ISR) of .20. No public water supply use shall exceed a FAR of .25, nor and ISR of .50.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Preservation; Environmental Education/Research; Wellfield Protection, and Groundwater Monitoring and Recharge; Resource-Based Recreation; Replacement/Repair of Water Infrastructure; Site Alterations as Permitted by a Management Plan Approved by a Local Government
- Uses subject to requirements per the local government management plan: Wellfield Development; Water Supply Infrastructure and Facilities.

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.

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.

Intensity Standards shall include the following:

Nonresidential Uses – Shall not exceed a floor area ratio (FAR) of .60, nor an impervious surface ratio (ISR) of .80.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Institutional; Transportation/Utility; Storage/Warehouse/Distribution-Light; Storage/Warehouse/ Distribution-Heavy; Recreation/Open Space; Ancillary Nonresidential.

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.

Intensity Standards shall include the following:

Nonresidential Uses – Shall not exceed a floor area ratio (FAR) of .60, nor an impervious surface ratio (ISR) of .80.

Use Characteristics – Those uses appropriate to and consistent with this category include:

- Permitted Uses Not Subject to Acreage Thresholds – Institutional; Transportation/Utility; Storage/Warehouse/Distribution-Light; Storage/Warehouse/ Distribution-Heavy; Recreation/Open Space; Ancillary Nonresidential.

7. MIXED-USE ~~Special~~ DESIGNATION CLASSIFICATION;

• ~~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.~~

- ~~• The primary uses shall be open and undeveloped areas consistent with the water and/or drainage features which characterize these locations.~~
- ~~• Certain density and intensity restrictions shall be implemented in accordance with the underlying Plan category.~~
- ~~• 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.~~

a. 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, residential areas shall not exceed a density of thirty (30) dwelling units per acre, and transient accommodations shall not exceed a density of eighty (80) units per acre, dependent on where within the CRD they are located.
- v) Properties that are zoned Town Center Commercial Residential (TCCR) and located within the area south of Tampa Road and north of State Street East (SR 580)/State Street West, shall additionally allow mixed use development containing a mix of residential and nonresidential land uses within the same multi-story building. As an incentive to encourage transit supportive, vertically integrated mixed-use developments in this area, such developments shall be permitted a maximum density of sixty-five (65) units per acre, transient accommodations density of 150 units per acre, and a FAR of 2.0. Any such developments exceeding the standards of paragraph 2.iv, above, shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes, and shall require the following:
 - 8.) 1.)—Transient accommodation uses shall provide a hurricane evacuation and closure plan that complies with all Pinellas County

hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III.

2.) Multi-family residential dwelling units shall provide a hurricane evacuation and re-entry plan requiring mandatory evacuation in accordance with emergency management directives. The plan shall include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation.

3.) Such requirements shall be incorporated into a Development Agreement approved by the City in accordance with Section 14.7 of the Land Development Code.

vi) 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.

Coastal High Hazard Area (CHHA)

The Coastal High Hazard Area (CHHA) will be shown as an Overlay on the city Future Land Use Map. 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.

b.Planned Redevelopment District (PRD)

i) Purpose

It is the purpose of this category to depict those areas of the City that are suitable to be developed with a mix of residential and nonresidential uses, within neighborhoods or distinct areas that are interrelated and complementary, with densities/intensities and urban design that promote walking, biking and transit use. This category is intended for areas that are more dense/intense than typical for the surrounding community but less dense/intense than Activity Centers or Multimodal Corridors, with supportive planning that facilitates infill and redevelopment and may allow for a variety of densities and building styles.

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 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.~~

ii) Use Characteristics

The primary uses shall be residential, commercial, office, and public/semi-public as enumerated by the approved redevelopment plan. This category may also be depicted as an overlay on the Future Land Use Map. Amendments to permitted uses shall be pursuant to the Planning and Urban Design Principles described in Section 6.2.6 and Land Use Goal 16.0 of the Countywide Plan Strategies, and the use provisions of Section 6.2.4.

iii) Locational Characteristics

This category is generally appropriate to locations in close, walkable, or bikeable proximity to Activity Centers and Mixed Use Corridors, and may serve as a buffer between those categories and surrounding uses; or in other areas where use and development include higher densities and intensities than the surrounding community. These areas are typically in proximity to and may have direct access from the arterial and highway network that are served by transit in a manner that provides an alternative to individual automobile use.

iv) Standards

The applicable standards for this category shall be specified in the City of Oldsmar Land Development Code. These standards shall not exceed the following:

Residential Use – Shall not exceed 45 units per acre or 2.0 FAR.
Residential Equivalent Use – Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 45 units per acre.
Transient Accommodations – Shall not exceed 75 units per acre or 2.0 FAR.
Nonresidential Use – Shall not exceed a 2.0 FAR.
Mixed-Use – For mixed use projects, either an all-inclusive FAR or a proportionate share of UPA an FAR can be used.

v) Other Standards

Amendment Process – Adoption or amendment of the Planned Redevelopment District category is subject to the tiered review process provided in Division 6.2. of the Countywide Rules.

Size Criteria – The minimum size of a Planned Redevelopment District shall be ten acres in size, except as follows:

- If it is located adjacent to, and functions in concert with, an existing Planned Redevelopment District; or
- If geographic constraints of the jurisdiction prevent the minimum size from being achieved.

Properties located within the CHHA above, shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes, and shall require the following:

- 1.) Transient accommodation uses shall provide a hurricane evacuation and closure plan that complies with all Pinellas County hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III.
- 2.) Multi-family residential dwelling units shall provide a hurricane evacuation and re-entry plan requiring mandatory evacuation in accordance with emergency management directives. The plan shall include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation.
- 3.) Such requirements shall be incorporated into a Development Agreement approved by the City in accordance with Section 14.7 of the Land Development Code.

8. 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.

- vi) The primary uses shall be open and undeveloped areas consistent with the water and/or drainage features which characterize these locations.
- vii) Certain density and intensity restrictions shall be implemented in accordance with the underlying Plan category.
- viii) 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. 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 mode I.
- iii) Any amendments proposing increases in density and/or intensity within the Coastal High Hazard Area (CHHA) shall be denied unless they satisfactorily address the balancing criteria consistent with Countywide Rules Section 4.2.7 and Section 163.3178(8)(a), Florida Statutes,

OBJECTIVE 1.2 -The integrity and quality of life will be maintained in existing residential neighborhoods.

Policy 1.2.12

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 1.2.23

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 1.2.34

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 1.2.45

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 1.2.56

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

Policy 1.2.67

The ~~e~~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~~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~~of the commercial and office land uses, expressed as a ratio of impervious surface to net land area, shall not exceed 0.800 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~~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~~lodging 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~~Any new industrial limited land use ~~(other than presently zoned Industrial and DRI)~~ will not be designated unless the ~~un~~acceptable 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. Unless otherwise contained in the LDC, up to 25% of the building can be devoted to retail use.

Policy 1.5.7

In order to prevent the loss of industrial employment and tax base and to promote coordinated industrial development, the City will continue to support and implement the Forward Pinellas Target Employment and Industrial Land Study (TEILS).

Policy 1.5.8

The City shall map Target Employment Center (TEC) overlays and establish TEC standards to protect and improve these TEC's in the Comprehensive Plan and Land Development Code based on the accepted TEILS land use categories and any subsequent amendments to the Countywide Rules.

Policy 1.5.9

To promote quality industrial investment, the City will continue to support, implement, and periodically update incentives for investment in the Cypress Lakes Industrial Park.

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 ~~C~~city shall ensure that historic and architecturally significant resources are protected either through their designation as historic sites by the federal government, ~~S~~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 ~~e~~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 coastal areas, such as Coastal A zones and VE zones, where feasible, and by enforcing higher regulatory standards in these zones ~~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 ~~C~~city shall be equitably measured and proportionate to the amount of stormwater runoff directly attributable to the ~~city~~City.

Policy 1.9.10

Any new stormwater management policies developed and implemented by the ~~C~~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 ~~C~~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 ~~e~~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 Ccity shall continue to improve communication and coordination with area local governments, districts, and agencies.

Policy 1.13.1

As an ongoing policy, the Ccity of Oldsmar will continue to actively participate in Forward Pinellas Planners Advisory Committee (PAC) for coordinated support of the area local government and agencies. ~~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~~ Countywide Rules, as appropriate.

Policy 1.13.3

Procedures shall be established, through the LDC, whereby new large scale residential development, as appropriate, is required to coordinate with Pinellas County School Board to ensure adequacy of the ~~participate in the provision of new~~ educational facilities in the redevelopment area.

Policy 1.13.14

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

~~Measure~~

~~Number of cooperative agreements~~

OBJECTIVE 1.14 - The Ccity 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 Ccity 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 Ccity 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 Ccity 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 effect on the character of the community or the availability of community services, the Ccity shall enforce the requirements of the eCity'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 EMERGENCY OPERATIONS PLAN 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 Ccity shall endeavor to protect the lives and property of its residents through implementation of the eCity'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 Ccity shall limit public expenditures that subsidize development permitted in coastal high hazard areas, except for restoration or enhancement of natural resources and for mixed-use development in certain designated areas of the CRD and PRD categories, subject to the balancing criteria consistent with

Countywide Rules Section 4.2.7 and Section 163.3178(8)(a), Florida Statutes, and locational characteristics.-

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, except for mixed-use development in the certain designated areas of the CRD category and PRD categories, subject to the balancing criteria consistent with Countywide Rules Section 4.2.7 and Section 163.3178(8)(a), Florida Statutes-, and locational characteristics.

Policy 2.1.3

Work with Pinellas County and the Florida Department of Transportation with a goal to 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 Ccity; and
- Establish long-term monitoring of ambient water quality groundwater trends.
- To our knowledge, there are no cones of influence within the Ccity, and limited recharge areas. The Ccity 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 Ccity shall continue through the enforcement of the Land Development Code Resource Protection Ordinance, to protect groundwater recharge areas within the Ccity.

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 Ccity’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 Ccity 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 Natural Resources Coastal and Conservation and Coastal Management Elements;
- 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; ~~and~~
- 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 ~~2012-245, 88-464~~, LAWS OF FLORIDA, AS AMENDED, BY PARTICIPATING IN THE COUNTYWIDE PLANNING PROCESS THROUGH ~~REPRESENTATION ON AND~~ COORDINATION WITH THE FORWARD PINELLAS BOARD, TO ENSURE CONSISTENCY BETWEEN THE CITY COMPREHENSIVE PLAN 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~~ Map and Countywide Rules.

Policy 5.1.1

Through its Future Land Use Element, the Ceity shall maintain consistency with the Countywide Rules 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-Plan Map and Countywide Rules.
2. Processing for action by the Forward Pinellas Board 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 Ceity.
3. Land uses on the City's Future Land Use Map shall be consistent with the Countywide Future-Land-Use-Plan Map as depicted in Table 21.

Policy 5.1.2

Per Chapter ~~88-464~~2012-245, 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-Rules.

GOAL 6 - CREATE WELL-DESIGNED MIXED-USE TRANSIT ORIENTED DEVELOPMENTS THAT PROVIDE A VARIETY OF HOUSING OPTIONS, ARE PEDESTRIAN AND TRANSIT FRIENDLY, PROVIDE OPPORTUNITIES FOR SHOPPING AND DINING, PROVIDE SPACES FOR PUBLIC GATHERINGS, AND PROMOTE COMMUNITY IDENTITY.

OBJECTIVE 6.1 - The City will identify areas of potential planned development and redevelopment for mixed use projects and will support ongoing and potentially new planning efforts to encourage mixed use projects.

Policy 6.1.1.

The City will implement the LDC standards to support the new Planned Redevelopment District (PRD) Future Land Use Category that will promote mixed use and transit friendly development.

Policy 6.1.2.

Optimize the potential for mixed-use transit-oriented development to create livable and sustainable urban communities by adhering to the guiding urban design principles in planning, design, and development:

- (1) Provide a mixture of housing types affordable to households with a range of incomes within the area.

- (2) Provide uses that serve the daily needs of residents, commuters and visitors (e.g., grocery, laundry, banking, fitness centers, and parks).
- (3) Encourage active uses that attract/generate pedestrian activity such as retail and office on the ground floor of buildings, including parking garages.
- (4) Make the pedestrian the focus of the mixed-use transit oriented development strategy without excluding vehicular traffic.
- (5) Provide an extensive pedestrian system that minimizes obstacles, provides connectivity with shorter walking distances, and provides protection where appropriate.
- (6) Create continuous, direct, safe, and convenient pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.
- (7) Design the pedestrian network for the anticipated pedestrian level of service. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.
- (8) 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.
- (9) Incorporate traffic calming and context sensitive design into the design of streets for new transportation projects and access management for pedestrian and bicycle travel.
- (10) Accommodate local and regional multimodal connections for all types of vehicular transport, including, where applicable, trains, buses, bicycles, cars, ships, boats, aircraft and taxicabs.
- (11) Discourage large surface parking lots within the mixed-use area.
- (12) Require well-designed structured parking within the mixed-use areas, when and where appropriate.
- (13) Provide bicycle parking and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.
- (14) Provide Park and ride facilities where appropriate.
- (15) The mixed-use transit oriented planned redevelopment area (PRD) shall 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.
- (16) Require building frontage to be oriented to public streets or open space with minimal setbacks.
- (17) Discourage motor vehicle surface parking between building fronts and public rights-of-way.
- (18) Require clearly delineated pedestrian pathways through surface parking lots.
- (19) Encourage parking structures to include active uses along the ground floor street frontage.
- (20) Incorporate sustainable technologies in design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape, and stormwater systems.
- (21) Make safety, with the emphasis on pedestrian, bicycle and Americans with Disabilities Act access, a key focus of the transit oriented development strategy.
- (22) Require open spaces to be engaging, high quality public spaces that function as organizing features for buildings and gathering places.

Policy 6.1.3

The City will continue to implement and periodically update the Tampa Road Corridor Plan to foster community identity, provide mobility options, establish beautification improvements, and promote walkability along the corridor.

Policy 67.1.43

The City will consider updating its zoning regulations to allow accessory dwellings in certain residential zoning districts.

Policy 6.1.4

The City will consider updating its parking requirements.

GOA

~~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 by 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, except as may be permitted for mixed use developments within certain areas of the Community Redevelopment District (CRD) and along multimodal corridors as specified in this Comprehensive Plan and the City Code of Ordinances, and subject to the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.

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:

Community & Economic Development

~~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.~~

~~Conduct a location-based market analysis for development projections to identify land use mix and density/intensity of uses to make more viable.~~

~~Ensure the land uses along transit routes and station locations are appropriate for the transit type.~~

~~Establish a method for preparing station area plans that engages multiple stakeholders including government agencies, development interests and the public.~~

~~Promote the implementation of station area plans through regulatory and financial incentives, public-private partnerships, joint/shared facilities, environmental remediation and property aggregation.~~

Land Use

~~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.~~

~~Mix complementary, compact and well-integrated land uses within station areas and the area of influence up to one half mile around stations.~~

~~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.~~

~~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.~~

~~Provide a mixture of housing types affordable to households with a range of incomes within station areas.~~

~~Provide uses that serve the daily needs of residents, commuters and visitors (e.g., grocery, laundry, banking, fitness centers, and parks).~~

~~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).~~

~~Encourage active uses that attract/generate pedestrian activity such as retail and office on the ground floor of buildings, including parking garages.~~

~~Identify station area types that address transit technology, community character, density/ intensity and mix of land uses, housing mix, and building heights.~~

Mobility

Make the pedestrian the focus of the transit-oriented development strategy without excluding vehicular traffic.

Provide an extensive pedestrian system that minimizes obstacles, provides connectivity with shorter walking distances, and provides protection from the elements where appropriate.

Create continuous, direct, safe, and convenient transit and pedestrian linkages, including walkways between principal entrances of buildings and to adjacent lots.

Design the pedestrian network for the anticipated pedestrian level of service. Provide wide sidewalks and unencumbered walkways on key pedestrian corridors.

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.

Design an interconnected street network based upon a block system, with blocks at the appropriate maximum length for the station type.

Incorporate traffic calming and context sensitive design into the design of streets for new transportation projects and access management for pedestrian and bicycle travel.

Provide pedestrian and bicycle networks to connect dead-end streets, pass through long blocks, and create public pathways in station areas.

Accommodate local and regional multimodal connections for all types of vehicular transport, including, where applicable, trains, buses, bicycles, cars, ships, boats, aircraft and taxicabs.

Parking

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.

Develop area-wide parking strategies through a coordinated approach to vehicular parking for all development within the station area.

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.

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.

Discourage large surface parking lots within ¼ mile of transit stations.

Require well-designed structured parking within transit station areas, when and where appropriate.

Provide bicycle parking and encourage other bicycle amenities, such as bicycle repair, rental, and cyclist comfort stations.

~~Provide park and ride facilities where appropriate.~~

~~Urban Design~~

~~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.~~

~~Require building frontage to be oriented to public streets or open space with minimal setbacks.~~

~~Require building entrances to be located to minimize the walking distance between the transit station and the building entrance.~~

~~Prohibit motor vehicle surface parking between building fronts and public rights-of-way.~~

~~Require clearly delineated pedestrian pathways through surface parking lots to the transit station.~~

~~Encourage parking structures to include active uses along the ground floor street frontage.~~

~~Incorporate sustainable technologies in station design and operations, such as in lighting, signage, audio/visual, cooling, waste management, landscape, and stormwater systems.~~

~~Develop graphic wayfinding systems to facilitate visitor and tourist navigation of station areas.~~

~~Make safety, with the emphasis on pedestrian, bicycle and Americans with Disabilities Act access, a key focus of the transit oriented development strategy.~~

~~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~~

FUTURE LAND USE MAP

Introduction

Pursuant to Section 163.3177(6)(a), FS, 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.

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, 2017, estimate for the city is 14,321. 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.

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 net land area of the parcel by the maximum density permitted for the future land use plan designation for the site.

Net land area for the purpose of computing density/intensity 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.

Residential Rural (RR) (0 to 0.5 units/net 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.

Density/Intensity Standards shall include the following:

Residential Use—Shall not exceed one-half (0.5) dwelling unit per acre.

Residential Equivalent Use—Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 0.5 dwelling unit per acre.

Nonresidential Use—Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.

Acreeage Threshold—Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.

Residential Estate (RE) (0 to 1.0 units/net 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.

Density/Intensity Standards shall include the following: Residential Use—Shall not exceed one (1.0) dwelling unit per acre.

Residential Equivalent Use—Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 1.0 dwelling unit per acre.

Nonresidential Use—Shall not exceed a floor area ratio (FAR) of .30, nor an impervious surface ratio (ISR) of .60.

Acreeage Threshold—Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.

Residential Suburban (RS) (1.0 to 2.5 units/net acre)

The Residential Suburban Land Use Category is intended for residential uses up to 2.5 dwelling units per net 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.

Density/Intensity Standards shall include the following:

~~Residential Use— Shall not exceed two and one-half (2.5) dwelling unit per acre. Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 2.5 dwelling unit per acre. Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~Residential Low (RL) (2.5 to 5.0 units/net acre)~~

~~The Residential Low Land Use Category is intended for residential uses up to 5.0 dwelling units per net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use— Shall not exceed five (5.0) dwelling unit per acre.~~

~~Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 5.0 dwelling unit per acre.~~

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~Residential Urban (RU) (5.0 to 7.5 units/net acre)~~

~~The Residential Urban Land Use Category is intended for residential uses up to 7.5 dwelling units per net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use— Shall not exceed seven and one-half (7.5) dwelling unit per acre. Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 7.5 dwelling unit per acre.~~

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .65.~~

~~Acreage Threshold—Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~Residential Low Medium (RLM) (7.5 to 10.0 units/net acre)~~

~~The Residential Low Medium Land Use Category is intended for residential uses up to 10.0 units per net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use— Shall not exceed ten (10.0) dwelling unit per acre.~~

~~Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10.0 dwelling unit per acre.~~

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.~~

~~Acreage Threshold—Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~Residential Medium (RM) (10.0 – 15.0 units/net acre)~~

~~The Medium Density Residential Land Use Category is intended for residential uses up to 15.0 dwelling units per net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use— Shall not exceed fifteen (15.0) dwelling unit per acre.~~

~~Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 15.0 dwelling unit per acre.~~

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~Commercial Land Use Categories~~

~~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 net 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.

Density/Intensity Standards shall include the following:

Residential Use — Shall not exceed ten (10.0) dwelling unit per acre.

Residential Equivalent Use — Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 10.0 dwelling unit per acre.

Nonresidential Use — Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .80.

Acreage Threshold — Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.

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 net 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.

Density/Intensity Standards shall include the following:

Residential Use — Shall not exceed twenty-four (24.0) dwelling unit per acre. Residential Equivalent Use — Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 10.0 dwelling unit per acre.

Temporary Lodging Use — Shall not exceed 30 units per acre.

Nonresidential Use — Shall not exceed a floor area ratio (FAR) of .45, nor an impervious surface ratio (ISR) of .70.

Mixed Use — Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.

Acreage Threshold — Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.

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 net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use — Shall not exceed fifteen (15.0) dwelling unit per acre.~~

~~Residential Equivalent Use — Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 15.0 dwelling unit per acre.~~

~~Nonresidential Use — Shall not exceed a floor area ratio (FAR) of .50, nor an impervious surface ratio (ISR) of .75.~~

~~Mixed Use — Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.~~

~~Acreage Threshold — Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~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 net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use — Shall not exceed fifteen (15.0) dwelling unit per acre.~~

~~Residential Equivalent Use — Shall not exceed an equivalent of 2.0 to 3.0 beds per permitted dwelling unit at 15.0 dwelling unit per acre.~~

~~Temporary Lodging Use — Shall not exceed 15 units per acre.~~

~~Nonresidential Use — Shall not exceed a floor area ratio (FAR) of .40, nor an impervious surface ratio (ISR) of .70.~~

~~Mixed Use— Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~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 net 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.~~

~~Density/Intensity Standards shall include the following:~~

~~Residential Use— Shall not exceed thirty (30.0) dwelling unit per acre.~~

~~Residential Equivalent Use— Shall not exceed an equivalent of 3.0 beds per permitted dwelling unit at 30.0 dwelling unit per acre.~~

~~Temporary Lodging Use— Shall not exceed 50 units per acre.~~

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .90.~~

~~Mixed Use— Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~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 net 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.~~

Density/Intensity Standards shall include the following:

~~Nonresidential Use— Shall not exceed a floor area ratio (FAR) of .55, nor an impervious surface ratio (ISR) of .85.~~

~~Mixed Use— Shall not exceed, in combination, the respective number of units per acre and floor area ratio permitted, when allocated in their respective proportion to the net land area of the property.~~

~~Acreage Threshold— Any contiguous like use or category, alone or when added together, exceeding the acreage maximum, shall require a map amendment which include such use and/or category.~~

~~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 net 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.~~

~~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 net 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.~~

~~Institutional and Transportation/Utility Land Use Categories~~

~~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 net land area, shall be 80 percent and a Floor Area Ratio (FAR) of 60 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.~~

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 net land area, shall be 80 percent and a Floor Area Ratio (FAR) of 60 percent.

Special Designation Classification;

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.

The primary uses shall be open and undeveloped areas consistent with the water and/or drainage features which characterize these locations.

Certain density and intensity restrictions shall be implemented in accordance with the underlying Plan category.

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.

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, residential areas shall not exceed a density of thirty (30) dwelling units per acre, and transient accommodations shall not exceed a density of eighty (80) units per acre, dependent on where within the CRD they are located.~~
- ~~v) Properties that are zoned Town Center Commercial Residential (TCCR) and located within the area south of Tampa Road and north of State Street East (SR 580)/State Street West, shall additionally allow mixed-use development containing a mix of residential and nonresidential land uses within the same multi-story building. As an incentive to encourage transit supportive, vertically integrated mixed-use developments in this area, such developments shall be permitted a maximum density of sixty five (65) units per acre, transient accommodations density of 150 units per acre, and a FAR of 2.0. Any such developments exceeding the standards of paragraph 2.iv, above, shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes, and shall require the following:
 - ~~1.) Transient accommodation uses shall provide a hurricane evacuation and closure plan that complies with all Pinellas County hurricane evacuation plans and procedures to ensure orderly evacuation of guests and visitors pursuant to the Pinellas County Code, Chapter 34, Article III.~~
 - ~~2.) Multi-family residential dwelling units shall provide a hurricane evacuation and re-entry plan requiring mandatory evacuation in accordance with emergency management directives. The plan shall include operating procedures for how the project will handle loss of off-site or grid power, transition to a backup source of power (if available), and transition back to normal operation.~~
 - ~~3.) Such requirements shall be incorporated into a Development Agreement approved by the City in accordance with Section 14.7 of the Land Development Code.~~~~
- ~~vi) 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.~~

~~1. 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.~~

~~2. 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 ½ 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 Subclassification	Applicable Corridor Subclassification	Required Intensity Standards (FAR)		Recommended Density Targets (Units per Acre)		Comparative Transit Station Area Typologies ²
		Minimum	Maximum	Per Project	Areawide	
Type I	Primary	1.0	7.0 ¹	40 to 100	25	<ul style="list-style-type: none"> • Downtown Urban Core • Regional Urban Center
Type II	Primary or Secondary	0.5	5.0	20 to 50	20	<ul style="list-style-type: none"> • Regional Mixed-Use Suburban Center • Regional Commercial/Employment Center • Community Center - Urban
Type III	Primary or Secondary	0.5	3.0	10 to 30	15	<ul style="list-style-type: none"> • Community Center - Urban • Neighborhood Center • Park and Ride
Type IV	Primary or Secondary	0.5	2.0	7.5 to 25	10	<ul style="list-style-type: none"> • Community Center - Urban • Neighborhood Center • Park and Ride

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¹The 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.

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

Table 12

The Future Land Use Element of the City of Oldsmar shall be consistent with the rules, policies and procedures of the Countywide Plan.

Matrix of City of Oldsmar Future Land Use Categories and corresponding Countywide Plan Map Categories Tier 1 Amendments

CURRENT COUNTYWIDE PLAN MAP CATEGORIES	FORMER COUNTYWIDE PLAN MAP CATEGORIES (Still used on City Future Land Use Map)
Residential Rural	Residential Rural
Residential Rural Residential Very Low	Residential Rural Residential Estate
Residential Low Medium	Residential Suburban Residential Low Residential Urban Residential Low Medium
Residential Medium	Residential Medium
Office	Residential/Office General
Resort	Commercial Recreation
Retail & Services	Residential/Office/Retail Commercial Neighborhood Commercial General
Employment	Industrial Limited
Public/Semi-Public	Institutional Transportation/Utility (includes Overlay)
Recreation/Open Space	Recreation/Open Space
Preservation	Preservation
Activity Center	Community Redevelopment District Transit Oriented Development
Multimodal Corridor	No corresponding category Planned Redevelopment – Mixed Use
Planned Redevelopment District	Planned Redevelopment – Mixed Use
Target Employment Center	No corresponding category
No corresponding category	Water/Drainage Feature

Tier 1 amendments are those for which the existing and proposed future land use map (FLUM) categories fall within the same corresponding Countywide Plan Map category. For example, a FLUM amendment from Commercial Neighborhood to Commercial General would qualify as a Tier 1, since both FLUM categories correspond to Retail & Services on the Countywide Plan Map, and no amendment to the latter map would be required.

Table 3

<i>Acreage Comparison, 1996, 2007 and 2018</i>						
Land-Use Type	Acreage			Percentage		
	1996	2007	2018	1996	2007	2018
Residential	1,045.09	1,360.3	1,743.61	17.11	21.6	28.0
Commercial	259.10	167.3	260.72	4.20	3.0	4.2
Industrial	318.07	682.5	1,282.93	5.16	11.0	20.6
Recreation/Open-Space	110.02	241.7	239.22	1.79	4.0	3.8
Preservation (Conservation)	2,262.57	2,364.4	1,993.63	37.0	38.0	32.0
Institutional and Transportation/Utility	501.71	215.8	110.02	8.14	3.4	1.8
Community-Redevelopment-District (Historical)	0.40	105.8	139.15	0.01	1.7	2.2
Vacant /Undeveloped/ROW	1,656.09	1,553.2	467.95	27.0	24.6	7.4
Total¹	6,162.05	6,302.7	6,237.23	100.00	100.00	100.00

¹The 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. The 2018 data has been more refined and the Vacant Land/Undeveloped/ROW now reflects unclassified land or most likely ROW and water features. The table is presented for informational purposes to demonstrate the impact of annexations (Tampa Bay Downs, Mattamy Homes) on the City size

- j. In Table 1, the countywide Residential Rural category was readopted in 2021, therefore Residential Rural category is its own row as amended in Table 1.
 - k. The Planned Redevelopment District category, is added to Table 1.
- The Mixed-use development section was updated for consistency with the F.S. and Pinellas County Strategies, and includes provisions to encourage walkable, mixed-use infill development and redevelopment.
 - Policies are added to implement the Forward Pinellas Target Employment and Industrial Land Study (TIELS) in future amendments to the Plan and LDC.
 - Added Policy 6.1.5 regarding future parking requirements updates.

Section 2: That the Future Land Use Element of the Oldsmar Comprehensive Plan is amended to read as set forth in the attached Exhibit “A”.

Section 3: Pursuant to requirements of Section 166.041, Florida Statutes, this Ordinance to amend the City of Oldsmar Comprehensive Plan is incorporated into the Future Land Use Element of the City of Oldsmar Comprehensive Plan, located at, and maintained by, the City Clerk of the City of Oldsmar.

Section 4. For purposes of codification of any existing section of the Oldsmar Code herein amended, words **underlined** represent additions to original text, words **stricken** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 5. If any section, subsection, paragraph, clause, provision, sentence or word of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, subsection, paragraph, clause, provision, sentence or word immediately involved in the controversy in which such judgment or decree shall be rendered.

Section 6: Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

PASSED ON FIRST READING: _____.

PASSED ON SECOND READING AND ADOPTED: _____.

Daniel M. Saracki, Mayor
City of Oldsmar

ATTEST:

Kristin Garcia, CMC
City Clerk
City of Oldsmar

APPROVED AS TO FORM:

Thomas J. Trask, B.C.S.
City Attorney
City of Oldsmar

STAFF REPORT MEMO

TO: Felicia Donnelly, City Manager

FROM: Tatiana Childress, AICP, CFM, Planning & Redevelopment Director

DATE: December 28, 2023

SUBJECT: Comprehensive Plan Update – Future Land Use Element

BACKGROUND: As stated in Section 163.3177, F.S., all municipalities in Florida must maintain a long-range Comprehensive Plan. The purpose of Comprehensive Planning is to guide land use decisions and address various aspects such as capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management (where applicable), and public facilities.

Oldsmar’s Comprehensive Plan was adopted in 1990. The most recent evaluation and appraisal of the City’s Comprehensive Plan was completed in 2007. In 2014, the City notified the State’s Department of Economic Opportunity (DEO), that no updates to the Plan were required. Since 2014, the Comprehensive Plan has been periodically amended, including revisions to the Transportation, Intergovernmental and Capital Improvements Elements in 2016, revisions to the Future Land Use Element in 2018, as well as the adoption of the Property Rights Element, completed in compliance with F.S. 163.3177(6)(i)2, and the adoption of density and intensity bonuses to encourage mixed use development within a portion of the Community Redevelopment District (CRD) Future Land Use Category in 2022.

In 2022, the City of Oldsmar notified the DEO of the upcoming amendments to the City’s Comprehensive Plan and initiated the 2023 Comprehensive Plan Update.

This document includes the summary of the amendments for the Future Land Use Element, amended Ordinance 2023-07, including Exhibit “A” with words ~~stricken~~ denoting deletions from the original text. Words underlined signify additions to the original text. And words neither underlined nor stricken remain unchanged.

SUMMARY:

The Future Land Use Element (FLUE) plays a central role in shaping the community's growth and development by providing a comprehensive framework for land use planning. The FLUE outlines policies and strategies that define the desired distribution of density and intensity of land uses, for such categories as residential, commercial, industrial, and recreational areas, with the goal of promoting efficient land use, protecting natural resources, and fostering a balanced and resilient community. The FLUE aims to promote sustainable development, manage population growth, enhance the quality of life for residents, and preserve natural resources. By establishing a clear vision for land use, the FLUE helps making informed decisions about zoning, infrastructure, and public services, ensuring a well-planned and resilient community that meets the needs of the residents while maintaining a harmonious relationship with the environment.

The main changes of the Future Land Use Element include:

- The Future Land Use Element amendments include the overall reorganization of the plan element content, removal of the outdated agency names, removal of the reference to the Subarea Station Planning and fixed rail goals objectives and policies, and a textual addition of the new future land use category, the Planned Redevelopment Category (PRD). This category was added for consistency with the countywide corridor planning effort for future mixed-use development. The Planned Redevelopment Category was added as a textual change only. Any future map adoption of this category will require a formal state and county adoption.
- All of the land use categories are included now and summarized under Policy 1.1.2 at the beginning of the FLU Element.
- The FLU element was submitted to the County and checked for consistency with the Countywide rules. The following amendments were incorporated to address the Forward Pinellas comments:
 - a. Each future land use category now includes a specific list of permitted uses (not just the general-purpose statement), and an identification of uses subject to acreage thresholds.
 - b. The Residential/Office General category was amended to include an acreage limitation of 5 acres for residential uses, corresponding with the countywide Office category.
 - c. The statement for density/intensity calculations is included now in all FLU categories that have both residential density and nonresidential intensity standards.
 - d. Any structures that are allowed to be constructed in the Recreation/Open Space or Preservation categories now include the required maximum floor area ratio standard, to meet the corresponding countywide maximums of .25 and .10 respectively.
 - e. Any large future land use map amendments that increase densities or intensities in the CHHA'S include a statement that properties located within the Coastal High Hazard Area (CHHA) shall meet the requirements of Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.
 - f. Policy 2.1.1 referencing CRD development in the CHHA, is amended to include a reference to Section 4.2.7.1 of the Countywide Rules and Section 163.3178(8)(a), Florida Statutes.
 - g. Policies 5.1.1 and 5.1.2, are amended to reference Chapter 2012-245, Laws of Florida.
 - h. The Countywide Future Land Use Map is renamed to the Countywide Plan Map.
 - i. The Rules Concerning the Administration of the Countywide Future Land Use Plan is updated to the Countywide Rules.
 - j. In Table 1, the countywide Residential Rural category was readopted in 2021, therefore Residential Rural category is its own row as amended in Table 1.
 - k. The Planned Redevelopment District category is added to Table 1.
- The Mixed-use development section was updated for consistency with the F.S. and Pinellas County Strategies, and includes provisions to encourage walkable, mixed-use infill development and redevelopment.

- Policies are added to implement the Forward Pinellas Target Employment and Industrial Land Study (TIELS) in future amendments to the Plan and LDC.

RECOMMENDATION: City staff recommends that the Planning Board recommend approval to the City Council of the Future Land Use Element update of the Comprehensive Plan, Ordinance 2023-07 as presented.

Attachment: Ordinance 2023-07

ORDINANCE 2023-08

AN ORDINANCE OF THE CITY OF OLDSMAR, FLORIDA, AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE TRANSPORTATION ELEMENT OF THE CITY OF OLDSMAR COMPREHENSIVE PLAN TO REMOVE SPECIFIC LANGUAGE UNDER MOBILITY MANAGEMENT SYSTEM, POLICY 1.1.1, TO REFERENCE PROVISIONS IN THE RELATED PINELLAS COUNTY ORDINANCES AND ADOPTED CITY OF OLDSMAR LAND DEVELOPMENT ORDINANCE REGULATIONS; CONSOLIDATE OBJECTIVE 1.8 WITH OBJECTIVE 1.2 AND RENUMBER POLICIES ACCORDINGLY; INCLUDE POLICIES ON MICROMOBILITY, GOLF CART USERS ACCOMMODATIONS AND MULTIMODAL PROVISIONS; UPDATE LANGUAGE ON DESIGN STANDARDS REGARDING LIVABLE/COMPLETE STREETS, INCLUDE DIRECTION TO ESTABLISH A COMPLETE STREETS AND ENCOURAGE CONTEXT-SENSITIVE DESIGN STREET IMPROVEMENTS THAT ACCOMMODATE MULTIPLE TRANSPORTATION METHODS AND ALL USERS, REGARDLESS OF AGE OR ABILITY; INCORPORATE UPDATED POLICY LANGUAGE FROM ADVANTAGE PINELLAS REGARDING CORRIDOR PLANNING; REVISE LANGUAGE ON RIGHT-OF-WAY PROTECTION WITH SPECIFIC STRATEGIES TO ENSURE ADEQUATE RIGHT-OF-WAY; ADD LANGUAGE DEVELOPING AN APPROACH FOR IMPLEMENTATION OF SAFE STREETS PINELLAS ACTION PLAN, VISION ZERO PLANNING, AND TRAFFIC CALMING PROGRAMS IN THE CITY; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, the City of Oldsmar adopted its Comprehensive Plan in 1990, which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City Council of the City of Oldsmar has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED:

Section 1: That the following provides a summary of the proposed amendments to the Transportation Element of the Comprehensive Plan of the City of Oldsmar:

- Removed specific language under Mobility Management System, Policy 1.1.1, to reference provisions in the related Pinellas County Ordinances and adopted City of Oldsmar Land Development Ordinance regulations.
- Consolidated Objective 1.8 with Objective 1.2 and renumbered policies accordingly.
- Included policies on micromobility, golf cart users accommodations, and multimodal provisions.
- Updated language on design standards regarding livable/complete streets. Included direction to establish a Complete Streets and encourage context-sensitive design street improvements that accommodate multiple transportation methods and all users, regardless of age or ability.
- Incorporated updated policy language from Advantage Pinellas regarding corridor planning.
- Revised language on right-of-way protection with specific strategies to ensure adequate right-of-way.
- Added language on developing an approach for implementation of Safe Streets Pinellas Action Plan, Vision Zero planning, and Traffic Calming programs in Oldsmar.

Section 2: That the Transportation Element of the Oldsmar Comprehensive Plan is amended to read as set forth in the attached Exhibit “A”.

Section 3: Pursuant to requirements of Section 166.041, Florida Statutes, this Ordinance to amend the City of Oldsmar Comprehensive Plan is incorporated into the Transportation Element of the City of Oldsmar Comprehensive Plan, located at, and maintained by, the City Clerk of the City of Oldsmar.

Section 4. For purposes of codification of any existing section of the Oldsmar Code herein amended, words **underlined** represent additions to original text, words **~~stricken~~** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 5. If any section, subsection, paragraph, clause, provision, sentence or word of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, subsection, paragraph, clause, provision, sentence or word immediately involved in the controversy in which such judgment or decree shall be rendered.

Section 6: Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

PASSED ON FIRST READING: _____.

PASSED ON SECOND READING AND ADOPTED: _____.

Daniel M. Saracki, Mayor
City of Oldsmar

ATTEST:

Kristin Garcia, CMC
City Clerk
City of Oldsmar

APPROVED AS TO FORM:

Thomas J. Trask, B.C.S.
City Attorney
City of Oldsmar

EXHIBIT “A” TRANSPORTATION ELEMENT

The transportation system in Oldsmar is a vital component of the City’s infrastructure, designed to support the mobility needs of residents and businesses. It encompasses roadways, public transit, bicycle and pedestrian infrastructure, including coordination with regional transportation authorities as appropriate.

Oldsmar's road network consists of well-maintained streets and highways, providing safe and efficient travel for various modes of transportation. Various arterials have portions of their roadway within the city limits. Three large arterial state roads converge in Oldsmar: Curlew Road (SR586), Tampa Road (SR584) and SR580. These major east-west arterial roads connect north Pinellas County with Hillsborough County. These roads facilitate travel within the Tampa Bay region, and result in thousands of road users passing through and stopping in Oldsmar each day.

The City prioritizes the development of bike lanes, sidewalks, and multi-use paths to enhance connectivity and promote active transportation, both for recreation and utility purposes. The City also coordinates with Pinellas Suncoast Transit Authority (PSTA) to establish bus routes, transit stations, and other necessary infrastructure to meet the transportation needs of the community while reducing reliance on single-occupant vehicles.

The City integrates its transportation planning with regional plans and programs, ensuring compatibility and consistency. Coordination with the state's transportation plan, county-level transportation programs, and regional transportation initiatives enable Oldsmar to address regional transportation needs effectively.

A team of trained professionals within the city, in partnership with Pinellas County and Florida Department of Transportation (FDOT)- operate and maintains the transportation system, ensuring compliance with regulations and standards. They monitor performance indicators, such as traffic flow, safety, and resident perception, to guide decision-making and identify areas for improvement.

Oldsmar's Transportation Element aims to provide a safe, efficient, and sustainable transportation system that enhances mobility, supports economic vitality, and meets the evolving needs of the community.

Partners and Stakeholders

- Florida Department of Transportation (FDOT)
- Forward Pinellas
- Pinellas County
- Hillsborough County
- Pinellas Suncoast Transit Authority (PSTA)

Plans, Initiatives, and Guiding Documents

- City of Oldsmar Capital Improvements Program
- City of Oldsmar Code of Ordinances
- City of Oldsmar Future Land Use Map and Element
- Advantage Pinellas Long Range Transportation Plan (LRTP)

~~VI. GOALS, OBJECTIVES, POLICIES~~

~~A. Introduction~~

~~Pursuant to Chapter 163.3177(6)(b) FS, the following represents the Transportation Goals, Objectives, and Policies of the city of Oldsmar. These goals, objectives and policies are intended to address the establishment of the long term end toward which transportation programs and activities are ultimately directed in the community. All Goals, Objectives and Policies are adopted by ordinance.~~

~~B. Non-applicable Items~~

~~Based on the findings contained in this element, it has been determined that all the objectives and policies are applicable to the city of Oldsmar.~~

GOALS, OBJECTIVES, AND POLICIES

~~C. Local Goals, Objectives, and Policies~~

GOAL 1 - PROVIDE FOR A SAFE, CONVENIENT, EFFECTIVE AND ENERGY EFFICIENT MULTIMODAL TRANSPORTATION SYSTEM THAT SERVES TO INCREASE MOBILITY, REDUCE THE INCIDENCE OF SINGLE-OCCUPANT VEHICLES, EFFICIENTLY UTILIZE ROADWAY CAPACITY, REDUCE THE CONTRIBUTION TO AIR POLLUTION FROM MOTORIZED VEHICLES, AND IMPROVE THE QUALITY OF LIFE FOR THE CITIZENS OF THE CITY, WHILE COORDINATING WITH THE RELEVANT PARTNERS AND STAKEHOLDERS.

OBJECTIVE 1.1 - Develop and maintain a multi-modal transportation system that increases mobility for bicyclists, pedestrians and transit users as well as motorists and users of aviation and rail facilities, and that promotes development patterns that reduce vehicle miles traveled and greenhouse gas emissions.

Policy 1.1.1

~~The City shall Continue to implement the Pinellas County Mobility Management System, including the collection of multimodal impact fees, consistent with Pinellas County Ordinances 16-21 (2016) and 19-15 (2019) and through the application of Land Development Code. Transportation Element policies and site plan and right-of-way (ROW) utilization review processes. Policies pertaining to the application of the Mobility Management System are listed below.~~

- ~~a. All development projects generating new trips shall be subject to payment of a multi-modal impact fee.~~
- ~~b. Development projects that generate between 51 and 300 new peak hour trips on deficient roads shall be classified as tier 1 and required to submit a transportation management plan (TMP) designed to address their impacts while increasing mobility and reducing the demand for single occupant vehicle travel.~~
- ~~c. Development projects that generate more than 300 new peak hour trips on deficient roads shall be classified as tier 2, required to conduct a traffic study, and submit an accompanying report and TMP based on the report findings.~~
- ~~d. Multi-modal impact fee assessments may be applied as credit toward the cost of a TMP.~~
- ~~e. A traffic study and/or TMP for a development project not impacting a deficient road corridor shall be required if necessary to address the impact of additional trips generated by the project on the surrounding traffic circulation system.~~
- ~~f. Deficient roads shall include those operating at peak hour level of service (LOS) E and F and/or volume-to-capacity (v/c) ratio 0.9 or greater without a mitigating improvement scheduled for construction within three years.~~
- ~~g. Multi-modal impact fee revenue shall be utilized to fund multi-modal improvements to local, county or state facilities that are consistent with the comprehensive plan as well as the Metropolitan Planning Organization (MPO) Long Range Transportation Plan.~~
- ~~h. The City shall work cooperatively with , Pinellas County and other local governments to complete the biennial update of the Multi-modal Impact Fee Ordinance through the planning process, which includes review by the MPO Technical Coordinating Committee and MPO Policy Board.~~

Policy 1.1.2

The City shall review all proposed development and redevelopment for consistency with this element and impacts upon the Mobility Management System. Development Orders and permits shall be issued only when it is documented that such development is consistent with the Mobility Management System and without a mitigating improvement scheduled for construction within three years.

Policy 1.1.3

Road improvements undertaken by the City shall be designed to increase their efficiency while providing safer travel conditions for all users to the extent feasible.

Policy 1.1.4

The City shall coordinate with ~~Forward Pinellas~~the MPO in the development and implementation of corridor plans and strategies intended to address operational and safety issues on the major road network.

Policy 1.1.5

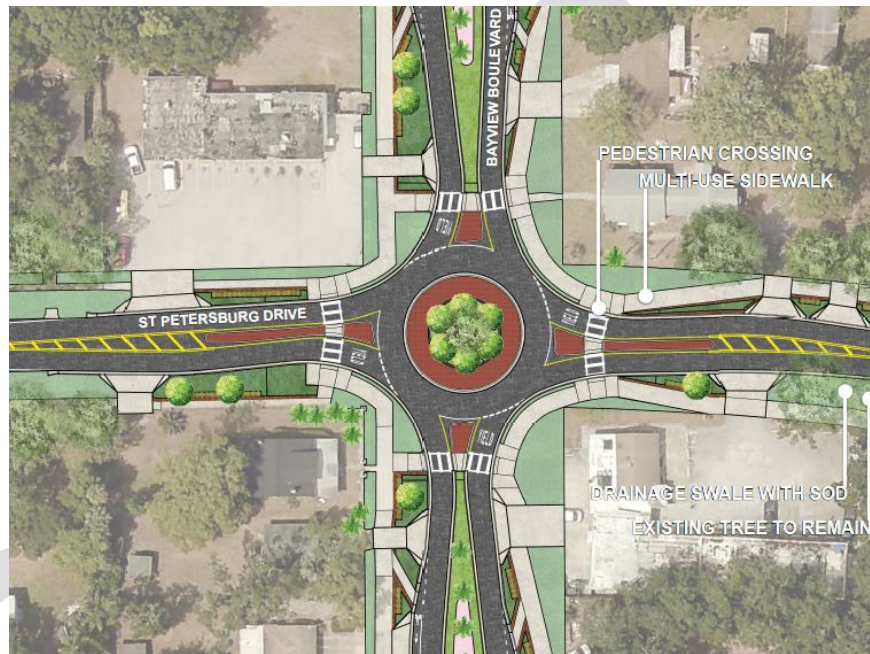
The City shall consider micromobility devices when can be safely integrated and accommodated in the City's transportation system.

Policy 1.1.6

The City shall encourage options to safely use golf carts and low speed vehicles within the City limits, as directed by Council.

Policy 1.1.7

The City shall work towards creating streets that are designed and oriented towards a multimodal transportation system with an emphasis on safety, access and circulation for pedestrians and bicyclists.



Measure

Maintain current roadway standards.

OBJECTIVE 1.2 - Transportation system planning shall be coordinated with relevant plans and programs, including, -the Future Land Use Map, the Future Land Use Element, -and the Schedule of Capital Improvements, the FDOT 5-Year Transportation Plan, the Forward Pinellas 5-Year Transportation Improvement Program (TIP), and Advantage Pinellas Plan to ensure that transportation services and facilities are available to adequately serve existing and future population densities, housing and employment patterns and land uses.

Policy 1.2.1

The City shall enforce the ~~minimum construction and~~ regulatory requirements for new and existing roadways through the Land Development Code, while working to minimize traffic impacts created by new development.

Policy 1.2.2

The City shall review the Future Land Use Map when planning roadways construction and improvements to ensure that roadways are designed to serve the needs of the appropriate affected land uses through the site plan approval process and that the mobility and safety needs of the principal modes of travel including bicycle, walking, transit, and motor vehicles are taken into consideration.

Policy 1.2.3

On an annual basis, the City shall update the Six-Year Schedule of Capital Improvements for transportation and pedestrian improvements such as sidewalk construction projects, which are necessary to close existing gaps along arterial, collector and local roads.

Policy 1.2.4

The City shall review and consider the Advantage Pinellas Long Range Transportation Plan and the County's Transportation Improvement Program when making decisions related to transportation planning and system improvements. ~~coordinate with the local and regional agencies to provide future transportation improvements in designated future growth areas.~~

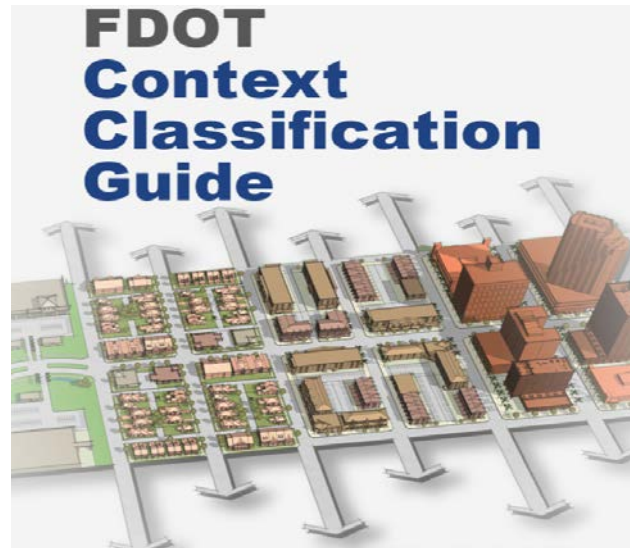
Policy 1.2.5

~~_____~~
~~_____~~ The City shall ~~recognize that~~encourage sustainable development ~~requires adherence to the following by promoting the following~~ guiding principles:

- ~~a) p~~Protection and improvement of air quality through the reduction of air pollution from mobile and stationary sources while allowing for various transportation options;~~i;~~
- ~~a) p~~a.
- ~~a) p~~a) Provision of pedestrian-friendly communities by encouraging development that promotes walking as a means to obtain the things residents need;
- ~~b.) p~~b.
- ~~_____~~provision of transit-oriented development by encouraging development that utilizes mixed-use, and higher density around public transit centers; and
- ~~c.) p~~c.
- ~~a)d. p~~d. provision of transportation choices promoting a diversity of modal opportunities including carpooling, ~~—or van pooling~~vanpooling, bicycles, golf carts and mass transit instead of relying on single-occupant automobiles.

Policy 1.2.6

The City shall ~~apply flexible highway~~ encourage context sensitive roadway design standards, consistent with the FDOT Context Classification Guide, to correlate roadway design with the surrounding land use context, to preserve and enhance community character and environment in locations where such can be implemented safely ~~and~~ with balanced consideration ~~of for~~ roadway capacity.

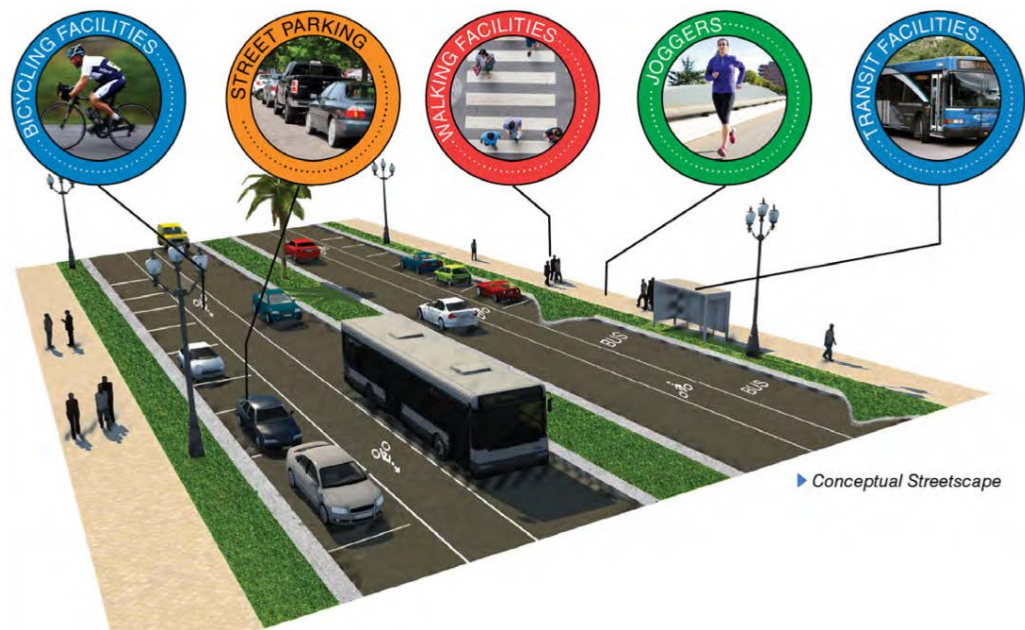


Policy 1.2.7

The City shall work towards creating livable complete streets that are designed and oriented towards a multimodal transportation system. When appropriate, incorporate livable community in roadway (re)design by implementing the following principles:

- a. Prioritize Complete Streets principles that are aimed at accommodating all users, including pedestrian, cyclists, and public users;
- b. Prioritize safety by designing roadway with features such as reduced speed limits, traffic calming measures, such as speed humps or roundabouts, and improved signage and lighting;
- c. Prioritize accessibility by implementing roadway design that is accessible to all, regardless of physical abilities. This may include curb cuts, ramps, and other features to aid people with disabilities;
- d. Promote green infrastructure by incorporating trees, rain gardens, and permeable pavements to manage stormwater, improve air quality, enhance the aesthetic appeal of the roadway, provide shade, and reduce the heat island effects;
- e. Promote Land Use integration by coordinating land use and transportation planning to encourage mixed-use developments that reduce the need for long commutes and promote walking and cycling;
- f. Encouraging mixed-use zoning in the surrounding areas to create vibrant, walkable communities with shops, services, and housing in close proximity to the roadways;
- g. Promote community engagement by involving the community in the design and decision-making process to ensure that the roadway design reflects the needs and desires of the local population.

For the purposes of this Comprehensive Plan, Complete Streets means public or publicly accessible rights of way that are planned, designed, constructed, operated and maintained for the safety and mobility of pedestrians, bicyclists, motorists, low-speed vehicle users, transit riders, freight carriers, emergency responders and adjacent land users, regardless of age or ability.



Source: Skinner Blvd Complete Streets Measure

Policy 1.2.8

The City shall review subsequent versions of the FDOT and the Forward Pinellas 5-Year Transportation program and Advantage Pinellas Plan long-range transportation plan in order to update or modify this element, if necessary.

Policy 1.2.9

The City shall review for compatibility with this element, the transportation plans and programs of the neighboring municipalities and Pinellas County as they may be amended.

Policy 1.2.10

Amendments to this Transportation Element shall be supported by an appropriate transportation analysis, when necessary.

Policy 1.2.11

The City shall continue to utilize landscape techniques to buffer adjoining land uses from major roadways such as installing landscaping along sidewalks, using tree canopy, and where feasible to provide shaded areas for pedestrians.

Policy 1.2.12

The City shall utilize traffic calming techniques where determined necessary to reduce traffic impacts on adjoining land uses and to protect existing neighborhoods.

Policy 1.2.13

The City shall provide bicycle and pedestrian ways that connect residential areas to recreation uses, schools, shopping areas and transit terminals. Specifically, the City will continue implementing development of the Oldsmar Trail. Development proposals shall also be reviewed for bicycle and pedestrian connections to these facilities.

Policy 1.2.14

The Transportation Element shall be coordinated with the goals, objectives, and policies of the Future Land Use Element in guiding population distribution, economic growth, and the overall pattern of urban development.

~~Maintenance of a Six-Year Schedule of Capital Improvements developed based on the Future Land Use Element that ensures roadway maintenance.~~

OBJECTIVE 1.3 - _____

Identify, protect, reserve, and acquire existing and future rights-of-way (ROW) to meet the needs of users of all modes and to ensure maintenance of adopted roadway standards.

Policy 1.3.1

Future ROW shall be acquired through negotiation to the extent that such acquisition is required for planning transportation system construction or expansion.

Policy 1.3.2

Ensure the availability of rights-of-way while planning for future roadway improvements in accordance with the future right-of-way maps. Where sufficient pavement width exists, the City shall provide a designated bicycle lane or trail, unless already serviced by a trail, which meets the current industry standards in terms of minimum width and roadway conditions.

Policy 1.3.3

Avoid the vacation of rights-of-way, alleys, or easements if they provide principal or secondary access to a parcel or serve another public purpose.

- ~~When appropriate, incorporate livable community requirements such as:~~
- ~~a. Construct sidewalks on both sides of the street with a landscape strip;~~
 - ~~b. Separated/buffered walkways;~~
 - ~~c. Designate by marking and signage, bike lanes, wider sidewalks, landscape strip, raised median, or other roadway treatment;~~
 - ~~c. When appropriate, consider pedestrian crossing treatments such as bulb-outs, crossing islands, pedestrian refuge islands in the median, in pavement~~

- ~~pedestrian lights, countdown signals, mid block signals, and "hot response" signals;~~
- ~~d. For roads that have blocks more than 800 linear feet in length, consider the use of mid-block crossings; and~~
- ~~e. Require accommodation of bicycle travel and pedestrian needs in plans for future arterial and collector road construction, widening or reconstruction projects.~~

Policy 1.3.4

Where there is not enough existing ROW to accommodate the design features to achieve the policies and goals of this comprehensive transportation plan in policy 1.3.3, consider requiring or providing, attempt to provide an incentive for the dedication of additional right-of-way.

Policy 1.3.5

In areas where arterial roadway volumes and speeds are not appropriate for ~~the design standards in policy 1.3.3~~ specific multimodal design features, consider ~~the use of~~ implementation of these roadway designs features on parallel service roads or perpendicular collector roads.

Policy 1.3.6

To promote community connectivity, the City will identify potential transportation corridors to enhance safe and efficient connections between neighborhoods and activities north and south of Tampa Road.

Measure

~~Right of way preservation through consistency with the Future Land Use Map and Schedule of Capital Improvements, and right of way acquisitions supporting the maintenance of adopted roadway LOS and multimodal, bicycle and pedestrian systems.~~

OBJECTIVE 1.4 -

As an ongoing objective, the provision of motorized and non-motorized vehicle parking and bicycle and pedestrian ways shall be regulated and improved by the implementation of the following policies.

Policy 1.4.1

The City shall enforce the parking requirements including on-site traffic flow and continue to review the current information and amend the Land Development Code to ensure adequate parking is provided.

Policy 1.4.2

The City shall provide bicycle and pedestrian ways in planning for transportation facilities in order to connect residential areas, recreation areas, schools, shopping areas, and transit terminal areas as appropriate and which shall be required as part of the site plan process.

Policy 1.4.3

The City shall require that development projects make adequate provisions for bicycle parking and storage areas enforced through the provisions contained in the Land Development Code and required as part of the site plan review process.

Policy 1.4.4

Crosswalks and sidewalks ~~on roadways of high pedestrian usage~~ shall be provided and required by the site plan review process.

Policy 1.4.5

~~The City will continue to actively restrict truck traffic along St. Petersburg Drive.~~

The City shall continue to establish bicycle and pedestrian facilities and encourage the use of bicycle and pedestrian ways. Potential conflicts between pedestrians and motor vehicles should be minimized.

Policy 1.4.6

The City shall develop incentives for existing developments to construct sidewalks and crosswalks to accommodate pedestrian movements within parking areas between buildings and pedestrian facilities in adjacent rights-of-way.

Policy 1.4.7

The City shall promote the use of cross-access easements, shared access and parking, or other such methods as appropriate and in coordination with the Land Development Code, in order to better enable bicycling and walking.

Measure

Provision of:

- ~~• Adequate automobile and bicycle parking through Land Development Code requirements;~~
- ~~• New bicycle and pedestrian ways; and~~

• ~~Implementation of the policies.~~

OBJECTIVE 1.5 -

The City shall promote safety for all users of the City's roadway network through cooperation with county and state transportation agencies, as well as through the enforcement of the Land Development Code.

Policy 1.5.1

The City shall review annual accident frequency reports prepared by Pinellas County for all collector and arterial roads to identify needed safety improvements.

Policy 1.5.2

The City in cooperation with the county and state shall control signalization and connection/access points of driveways to the roadway system by controlling driveway permits and the enforcement of the land development regulation and in cooperation with Pinellas County ~~on county roads, and the state of Florida on state roads and~~ FDOT.

Policy 1.5.3.

The City shall provide for safe and convenient on-site traffic flow by enforcing its ordinances, Land Development Code and this Comprehensive Plan.

Policy 1.5.4

To support a safe, connected, and functional roadway network the City will continue to support the implementation of the Safe Streets Pinellas Action Plan.

Policy 1.5.5

The City will continue to support Vision Zero as a means of reducing traffic fatalities and severe injuries on the City's roadway network.

Policy 1.5.6

The City shall manage a comprehensive Traffic Calming Program aimed at enhancing safety, reducing vehicle speeds, and improving the overall quality of the street environment within relevant local and collector streets.

Measure

Number of transportation crashes, injuries and fatalities recorded on roadways within the City.

OBJECTIVE 1.6 -

The City shall maintain and enhance the aesthetic quality of the City's traffic circulation system, in particular the Tampa Road/SR580/SR584 (Tampa Road Corridor), through the proactive enforcement of the adopted Land Development Code.

Policy 1.6.1

The City shall encourage the maintenance and landscaping of the existing roadway system.

Policy 1.6.2

The City shall enforce sign requirements along the roadways and throughout the City.

Policy 1.6.32

The City shall enforce the Tampa Road Overlay Corridor and encourage the active participation of property owners, FDOT, and other interested parties along Tampa Road ~~on~~ policies that impact this corridor.

Policy 1.6.43

The City shall continue to work on identifying alternate design standards or guidelines along the Tampa Road Corridor that support the intent of the Tampa Road Overlay Corridor.

Policy 1.6.54

The City shall continue to coordinate and ~~provide to~~ provide to FDOT for review, design modifications or improvements impacting state roads and shall follow FDOT statewide standards.

Policy 1.6.6

The City shall support and recognize countywide corridor planning efforts, as it relates to Tampa Road/SR580/SR584 (Tampa Road Corridor), consistent with the Advantage Pinellas Long Range Plan, aimed to integrate Future Land Use and Transportation to create walkable places, housing near jobs, commercial areas, and educational opportunities.



Measure

~~Quality of landscape, streetscape and other aesthetic improvements to the City roadways.~~
~~Architectural and site improvements along Tampa Road Corridor~~

OBJECTIVE 1.7 -

As an ongoing objective, the City shall promote the utilization of a multi-modal and intermodal transportation system to reduce traffic congestion.

Policy 1.7.1

The City shall continue to work with PSTA and other transit authorities to increase the efficiency of the transit system and encourage the use of available public transportation by having information on public transportation readily available at selected city facilities.

Policy 1.7.2

The City shall participate in and actively support commuter rail consistent with the ~~Tampa Bay Area Regional Transportation Authority, and any other~~ regional authorities, and encourage ~~the Pinellas County MPO~~ to pursue linkages with that system through ~~their~~ their participation in the process.

Policy 1.7.3

The City shall continue to establish bicycle and pedestrian facilities and encourage the use of bicycle and pedestrian ways. — Potential conflicts between pedestrians and motor vehicles should be minimized.

Policy 1. 7.4

The City shall review all proposed development and redevelopment site plans for the accommodation of bicycle and pedestrian traffic needs through provisions within the Land Development Code.

Policy 1.7.5

The City shall, through requirements in its Land Development Code, consider bicycle and pedestrian ways in planning future transportation facilities.

Policy 1.7.6

The City shall ensure that newly created or expanded roadways will have accommodations to support ~~transit systems and or other~~ multimodal facilities within Pinellas County, in support of the policy set forth by the ~~Pinellas County Metropolitan Planning Organization~~ Forward Pinellas and Board of County Commissioners regarding the accommodation of multimodal facilities ~~transit systems~~ on current and future roadways.

Measure

~~Measures/strategies adopted or implemented to promote usage of transit, walking and biking in addition to autos, and the number of improvements to the bicycle and pedestrian infrastructure.~~

OBJECTIVE 1.8

~~Transportation system planning shall be coordinated with the City's Future Land Use Plan and Map, the FDOT 5-Year Work Program and a 2060 Florida Transportation Plan, and the Pinellas Metropolitan Planning Organization (MPO) Forward Pinellas 5-Year Transportation Improvement Program (TIP), to ensure that the City's mobility needs are met and to ensure that existing and proposed population densities, housing, employment patterns and land~~

~~uses are consistent with the transportation modes and services proposed to serve these areas.~~

Policy 1.8.1

~~The City shall review subsequent versions of the FDOT and the Pinellas County MPO Forward Pinellas 5-Year Transportation program and long range long-range transportation plan in order to update or modify this element, if necessary.~~

Policy 1.8.2

~~The City shall review for compatibility with this element, the transportation plans and programs of the neighboring municipalities and Pinellas County as they may be amended.~~

Policy 1.8.3

~~Amendments to this Transportation Element shall be supported by an appropriate transportation analysis, when necessary.~~

Policy 1.8.4.

~~The City shall continue to utilize landscape techniques to buffer adjoining land uses from major roadways such as installing landscaping along sidewalks, using tree canopy, and where feasible to provide shaded areas for pedestrians.~~

Policy 1.8.5

~~The City shall utilize traffic calming techniques where determined necessary to reduce traffic impacts on adjoining land uses and to protect existing neighborhoods.~~

Policy 1.8.6

~~The City shall provide for bicycle and pedestrian ways that connect residential areas to recreation uses, schools, shopping areas and transit terminals. Specifically, the City will continue implementing development of the Oldsmar Trail. Development proposals shall also be reviewed for bicycle and pedestrian connections to these facilities.~~

Policy 1.8.7

~~The Transportation Element shall be coordinated with the goals, objectives, and policies of the Future Land Use Element in guiding population distribution, economic growth, and the overall pattern of urban development.~~

Measure

~~Annual review and consistency of transportation plans with appropriate transportation authorities.~~

OBJECTIVE 1.89 -

Future growth and development shall be managed through the continued implementation and enforcement of the Land Development Code consistent with this adopted ~~C~~omprehensive ~~P~~lan.

Policy 1.89.1

The City shall continue to implement the transportation element policies and continue to enforce land development regulations which addresses the provisions and intent of the objectives and policies contained in this transportation element.

~~Policy 1.89.2~~

The City in cooperation with the Tampa Bay Regional Planning Council shall ensure that transportation impacts associated with ~~Developments of Regional Impact proposed Sector Plans or other major developments~~ are appropriately mitigated.

~~Measure~~

~~Enforcement of Land Development Code.~~

OBJECTIVE 1.910 -

The City in accordance with the LDC shall continue to maintain and improve its local street system within the Coastal High Hazard Area (CHHA) as necessary to protect the health, safety and welfare of its residents.

Policy 1.910.1

The ~~C~~ity shall maintain an up-to-date map and corresponding maintenance information on all local streets within the CHHA.

~~Measure~~

~~Improvements to the local street system within the CHHA.~~

OBJECTIVE 1.101 -

The City shall work with Pinellas County, Pinellas Suncoast Transit Authority (PSTA), Hillsborough County ~~and the Tampa Bay Area Regional Transportation Authority (TBARTA)~~ and other such similar authorities to provide for efficient and effective ~~m~~Mass ~~t~~Transit service as well as opportunities for multi-passenger vehicle travel, that accommodates the transportation needs of the service area population and the transportation disadvantaged while reducing single vehicle occupant vehicle demand.

Policy 1.101.1

The City shall continue to participate in ~~Forward Pinellas~~-MPO sponsored corridor management studies, compiling, and analyzing information on existing land use, future land use plans, existing traffic patterns, bus stops and sidewalk location to determine where opportunities exist to implement strategies to encourage mass transit ridership as well as other alternative modes of travel.

Policy 1.101.2

The City shall continue to support ride-sharing, vanpooling and the efforts of ~~Tampa Bay Area Regional Transit Authority~~ (TBARTA) as necessary to provide ride sharing opportunities for Pinellas County and City residents.

Policy 1.101.3

The City shall continue to work with ~~Forward Pinellas~~the MPO in identifying and monitoring "unmet" transportation disadvantaged needs within the City. Residents in need of transportation assistance shall be informed of services available through the Pinellas County Transportation Disadvantaged Program.

Policy 1.101.4

The City shall assist ~~Forward Pinellas~~the MPO in maintaining an inventory of transportation disadvantaged persons that would be affected by an evacuation order in the event of a natural disaster. Those needing to evacuate to a public shelter who have no personal means available to transport them shall be provided the opportunity to register with Pinellas County for Special Needs assistance.

Policy 1.101.5

The City shall work with PSTA and ~~Forward Pinellas~~ ~~MPO~~ to identify locations where the need for pedestrian accommodations between bus stops and the sidewalk network is most pronounced from a safety standpoint and on the implementation of necessary improvements.

Policy 1.101.6

The ~~C~~city shall continue to work with ~~Forward Pinellas~~ ~~MPO~~ and PSTA in support of transit initiatives designed to increase ridership.

Policy 1.101.7

The City shall continue to work with PSTA to provide additional bus stops at locations adjacent to major employment centers, recreational facilities, schools and other areas identified by the City and ensure that parking, landscaping, or other design requirements do not contain barriers to transit.

Measure

~~Number of measures undertaken by the City to improve transit from baseline condition in 2015.~~

DRAFT

Table 1

2021 Facility ¹⁴ Level of Service Report (Pinellas County Format) Forward PinellasMPO						
Facility Segment within the City	Road Type	Length (mi.)	AADT ¹	AADT Change	V:Cap Ratio ²	Facility LOS
Commerce Blvd (Tampa Rd to Douglas Rd)	2 Undivided	0.235	5,940	701	0.215	<u>CB</u>
Curlew Rd (SR 584-586 Tampa Rd to McMullen Booth Rd) ³	6 Divided	0.939	16,100	(1,900)	0.297	C
Douglas Rd (Commerce Blvd to Race Track Rd)	2 Undivided	1.030	5,940	701	0.542	<u>CB</u>
Forest Lakes Blvd (SR 580 to Tampa Rd)	2 Divided	0.467	17,029	(46)	1.095	F
Forest Lakes Blvd (Tampa Rd to Pine Ave)	4 Divided	0.807	21,284	462	0.661	C
Forest Lakes Blvd (Pine Ave to Hillsborough County Line)	2 Divided	1.302	21,284	462	1.337	F
Race Track Rd (Hillsborough Ave to Linebaugh Ave) ^{3,4}	2 Undivided	1.55	17,968	N/A	1.18	<u>CF</u>
SR 580: -(Kendale Dr to Forest Lakes Blvd) ³	4 Divided	1.387	36,439	1,246	0.92	C
New SR 580 (Forest Lakes Blvd to SR 584 Tampa Rd)	4 Divided	1.126	20,400	1,100	0.51	C
SR 584 Tampa Rd (Hillsborough County Line to New SR 580)	8 Divided	0.856	51,288	1,908	0.64	C
SR 584 Tampa Rd (New SR 580 to Curlew Rd)	6 Divided	2.105	58,500	1,500	0.98	<u>CD</u>
Tampa Rd (Curlew Rd to East Lake Rd) ³	6 Divided	1.216	40,074	294	0.791	<u>CB</u>
<p>Source: Forward Pinellas County MPO 20142022 Annual Level of Service Report for all non-state roads. State Roads (SR) based on FDOT's 2012 Generalized Tables2021 Data Year</p>						

¹ = Annualized Average Daily Traffic

² = Volume to Capacity Ratio

³ = Facility Segment is not located entirely within the City

⁴ = Hillsborough County 2011 Level of Service Report (most recent) does not reflect the widening to 6 lanes

Table 2

Year 2014 Deficient Roads per MPO						
Facility Segment within the City	Road Type	Length (mi.)	AADT ¹	AADT Change	V:Cap Ratio ²	Facility LOS
Forest Lakes Blvd (Pine Ave to Hillsborough County Line)	2 Divided	1.302	21,284	462	1.337	F
SR 584 Tampa Rd (New SR 580 to Curlew Rd)	6 Divided	2.105	58,500	1,500	1.080	F
Forest Lakes Blvd (SR 580 to Tampa Rd)	2 Divided	0.467	17,029	(46)	1.095	F

Table 3

Year 2025 Deficient Roads Policy Plan										
Roadway	From	To	Lanes	Type	FC	Juris	AS1	LOS	Status	Comments
Forest Lakes Blvd	Hillsborough CL	Pine Ave.	4	D	C	CR	157	E	Undetermined	2014- 2025 from 2U to 4D
Commerce Blvd	Tampa Rd	Douglas Rd	2	U	MA	City	-	E	Undetermined	
SR 584 (Tampa Rd)	Curlew Rd	New SR 580	6	D	SA	SR	0	F	Constrained	Physical Constraint

APPENDIX A

Level of Service is a ~~qualitative measure~~qualitative measure defined as the ability of a maximum number of vehicles to pass over a given section of roadway or through an intersection during a specified time period, while maintaining a given operating condition. The most feasible method to establish LOS is the comparison of "peak hourly demand volume" to "maximum peak hour service volume." This measurement is important for purposes of capital improvements planning. Levels of service are defined as follows:

1. **LOS A:** Highest LOS which describes primarily free-flow traffic operations at average travel speeds. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Stopped delay at intersections is minimal.
2. **LOS B:** Represents reasonably unimpeded traffic flow operations at average travel speeds. The ability to maneuver within the traffic stream is only slightly restricted and stopped delays are not bothersome. Drivers are not generally subjected to appreciable tensions.
3. **LOS C:** Represents stable traffic flow operations. However, ~~ability~~the ability to maneuver and change lanes may be more restricted than in LOS B, and longer queues and/or adverse signal coordination may contribute to lower average travel speeds. Motorists will experience ~~an~~an appreciable tension while driving.
4. **LOS D:** Borders on a range on which small increases in traffic flow may cause substantial increases in approach delay and, hence, decreases in speed. This may be due to adverse signal progression, inappropriate signal timing, high volumes, or some combinations of these.
5. **LOS E:** This represents traffic flow characterized by significant delays and lower operating speeds. Such operations are caused by some combination or adverse progression, high signal density, extensive queuing at critical intersections, and inappropriate signal timing.
6. **LOS F:** This represents traffic flow characterized at extremely low speeds. Intersection congestion is likely at critical signalized locations, with high approach delays resulting. Adverse signal progression is frequently a contributor to this condition.

STAFF REPORT MEMO

TO: Felicia Donnelly, City Manager

FROM: Tatiana Childress, AICP, CFM, Planning & Redevelopment Director

DATE: December 28, 2023

SUBJECT: Comprehensive Plan Update – Transportation Element

BACKGROUND: As stated in Section 163.3177, F.S., all municipalities in Florida must maintain a long-range Comprehensive Plan. The purpose of Comprehensive Planning is to guide land use decisions and address various aspects such as capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management (where applicable), and public facilities.

Oldsmar’s Comprehensive Plan was adopted in 1990. The most recent evaluation and appraisal of the City’s Comprehensive Plan was completed in 2007. In 2014, the city notified the State’s Department of Economic Opportunity (DEO), that no updates to the Plan were required. Since 2014, the Comprehensive Plan has been periodically amended, including revisions to the Transportation, Intergovernmental and Capital Improvements Elements in 2016, revisions to the Future Land Use Element in 2018, as well as the adoption of the Property Rights Element, completed in compliance with F.S. 163.3177(6)(i)2, and the adoption of density and intensity bonuses to encourage mixed use development within a portion of the Community Redevelopment District (CRD) Future Land Use Category in 2022.

In 2022, the City of Oldsmar notified the DEO of the upcoming amendments to the City’s Comprehensive Plan and initiated the 2023 Comprehensive Plan Update.

This document includes the summary of the amendments for the Transportation Element, amended Ordinance 2023-08, including Exhibit “A” with words ~~stricken~~ denoting deletions from the original text. Words underlined signify additions to the original text. And words neither underlined nor stricken remain unchanged.

SUMMARY:

The purpose of the Transportation Element is to establish a framework that will address Oldsmar’s present and future mobility needs, encompassing various modes of transportation and infrastructure.

Oldsmar's Transportation Element aims to provide a safe, efficient, and sustainable transportation system that enhances mobility, supports economic vitality, and meets the evolving needs of the community.

The main changes of the Transportation Element include:

- Removed specific language under Mobility Management System, Policy 1.1.1, to reference provisions in the related Pinellas County Ordinances and adopted City of Oldsmar Land Development Ordinance regulations.

- Included policies on micromobility, golf cart users' accommodations, and multimodal provisions.
- Updated language on design standards regarding livable/complete streets. Included direction to establish a Complete Streets and encourage context-sensitive design street improvements that accommodate multiple transportation methods and all users, regardless of age or ability.
- Incorporated updated policy language from Advantage Pinellas regarding corridor planning.
- Revised language on right-of-way protection with specific strategies to ensure adequate right-of-way.
- Added language on developing an approach for implementation of Safe Streets Pinellas Action Plan, Vision Zero planning, and Traffic Calming programs in Oldsmar.

RECOMMENDATION: City staff recommends that the Planning Board recommend approval to the City Council of the Transportation Element update of the Comprehensive Plan, Ordinance 2023-08 as presented.

Attachment: Ordinance 2023-08

ORDINANCE 2023-09

AN ORDINANCE OF THE CITY OF OLDSMAR, FLORIDA, AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE INFRASTRUCTURE ELEMENT OF THE CITY OF OLDSMAR COMPREHENSIVE PLAN TO MODERNIZE LANGUAGE AND POLICIES THAT ARE BROUGHT UP TO DATE WITH EXTERNAL APPLICABLE LAWS AND REGULATIONS; ADJUST THE OBJECTIVES LANGUAGE TO INDICATE CONDITIONS THAT NEED TO CHANGE AND POLICY LANGUAGE TO INDICATE ACTIONABLE STEPS FOR THE CITY TO TAKE TO ACHIEVE OBJECTIVE; UPDATE THE WATER RESOURCES SECTION TO BETTER REFLECT THE PROJECTS AND GOALS ASSOCIATED WITH A REVERSE OSMOSIS PLANT, AND SUBSTANTIAL CHANGES NEEDED TO CAPTURE THIS CHANGE; UPDATE THE DRAINAGE AND STORMWATER ELEMENTS TO BE CONSISTENT WITH GOALS AND REQUIREMENTS OF NEW STATE LEGISLATION; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, the City of Oldsmar adopted its Comprehensive Plan in 1990, which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City Council of the City of Oldsmar has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED:

Section 1: That the following provides a summary of the proposed amendments to the Infrastructure Element of the Comprehensive Plan of the City of Oldsmar:

The updated document features simplified language and updated reference to the partnering agencies and relevant documents. It includes modernized language and policies that are brought up to date with external applicable laws and regulations, as well as standardized formatting and reorganization of policies. The objectives language is adjusted to indicate conditions that need to change and policy language to indicate actionable steps for the City to take to achieve objectives.

The Water Resources section was updated to better reflect the projects and goals associated with a Reverse Osmosis Plant, and substantial changes were needed to capture this change.

The drainage and stormwater elements were updated to be consistent with goals and requirements of new state legislation. Water Quality and sea level rise considerations have drastically changed over the last decade, and the city’s policies and procedures needed to be updated for consistency.

Section 2: That the Infrastructure Element of the Oldsmar Comprehensive Plan is amended to read as set forth in the attached Exhibit “A”.

Section 3: Pursuant to requirements of Section 166.041, Florida Statutes, this Ordinance to amend the City of Oldsmar Comprehensive Plan is incorporated into the Infrastructure Element of the City of Oldsmar Comprehensive Plan, located at, and maintained by, the City Clerk of the City of Oldsmar.

Section 4. For purposes of codification of any existing section of the Oldsmar Code herein amended, words **underlined** represent additions to original text, words **stricken** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 5. If any section, subsection, paragraph, clause, provision, sentence or word of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, subsection, paragraph, clause, provision, sentence or word immediately involved in the controversy in which such judgment or decree shall be rendered.

Section 6: Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

PASSED ON FIRST READING: _____.

PASSED ON SECOND READING AND ADOPTED: _____.

Daniel M. Saracki, Mayor
City of Oldsmar

ATTEST:

Kristin Garcia, CMC
City Clerk
City of Oldsmar

APPROVED AS TO FORM:

Thomas J. Trask, B.C.S.
City Attorney
City of Oldsmar

Ordinance 2023-09
EXHIBIT A

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I. ~~PURPOSE~~

~~"The purpose of the Sanitary Sewer, Solid Waste, Stormwater Management, Potable Water and Natural Groundwater Aquifer Recharge (herein after referred to as the Infrastructure Element) is to provide for necessary public facilities and services correlated to future land use projections." Rule 9J-5.011, Florida Administrative Code~~

II. ~~INTRODUCTION~~

~~The following section discusses the condition of the City's public services and facilities, specifically potable water, sanitary sewer (wastewater collection and treatment system) and solid waste. The analysis includes a description of current conditions and level of service and projected demand on these services and facilities based on population projections presented in the Future Land Use Element and as listed in the following table.~~

<i>Year</i>	
<i>2000</i>	<i>11,910</i>
<i>2005</i>	<i>13,884</i>
<i>2010</i>	<i>14,958</i>
<i>2015</i>	<i>15,614</i>
<i>2020</i>	<i>16,015</i>
<i>2025</i>	<i>16,261</i>

~~Future demand projections are based on population counts that include permanent residents; there is not a significant number of seasonal residents living in permanent housing. Population numbers do not include "commuter or functional" population that may utilize the infrastructure services of the City while at work.~~

III. ~~DATA AND ANALYSIS~~

~~Pursuant to Section 9J-5.011(1), FAC, the following information represents the data collection and analysis of the infrastructure needs of the city of Oldsmar~~

A. ~~Sanitary Sewer (Wastewater Collection and Treatment System)~~

1. ~~Background~~

~~The City of Oldsmar owns and maintains the waste water collection system located within its municipal boundaries and other unincorporated areas including West Oldsmar. Waste water from the City is treated at the Oldsmar Water Reclamation Plant (WRP) located at 351 Lafayette Boulevard.~~

~~Local officials indicate that there is currently some inflow and infiltration problems with the sanitary sewer lines in the City although significant effort has been made to improve this problem as noted by the small increase over the past 5 years as~~

compared to user increase. Oldsmar continues to improve its collection system by relining or replacing old sewer lines and manholes that have some inflow problems.

The service area of the facility includes not only those lands within the municipal boundaries of the City but also portions of unincorporated Pinellas County adjacent to the city. The unincorporated service area generates a sewage demand of approximately 0.25 mgd or 15.2% of total flow (11.1% of total plant capacity). The land uses served are a combination of residential, commercial, and industrial.

2. Existing Conditions

The Oldsmar Waste Water Treatment Plant is a 2.25 mgd Bardenpho five stage biological treatment plant. Primary treatment is provided by a headwork's containing bar screen, grit removal and odor removal. A flow splitter box controls the influent. Biological treatment begins with the fermentation process followed by first anoxic zones, aeration zones, second anoxic zones, and reaeration. Methanol feed is occasionally added for further nitrification/denitrification, followed by final settling in the clarifiers. Effluent from the clarifiers enters the deep bed filtration and disinfectant systems. Post aeration and dechlorination occur prior to discharging the effluent into the surface waters. Effluent is also transferred to a 1.0 MG storage tank to be used for Public Access Irrigation within public right-of-way, parks, commercial, and residential developments. Excess effluent (surface water discharge) goes through the dechlorination/reaeration process prior to its discharge to an unnamed ditch that leads to Mobbly Bayou. The current average daily flow is 1.65 mgd or 73.3% of plant rated capacity. There are presently 5,241 wastewater connections in the service area with an estimated functional population of 18,482. Additionally, the city receives approximately 0.18 mgd of bulk flow from unincorporated Pinellas County and transfers 0.5 mgd of reclaimed water to the County, since the County is running out of reclaimed water capacity. The current level of service for the Oldsmar service area is 89.28 gpcpd.

The City regularly upon each 5 year permit renewal commissions a Capacity Analysis Study to determine and evaluate future flow projections. The study required by FDEP is designed to determine the capacity expansion necessary to comply with the City's treatment needs for the next ten (10) years. The report includes recommendations for expansion with a proposed planning and construction schedule.

Although City ordinances require all new development to be connected to the central waste water system, there are between 15 to 20 homes located in the southeastern portion of the City that use above ground sand filter septic tanks. These homes are being developed on one acre lots zoned "E-1" (Estate Residential). The soils found in this area are Myakka fine sand, Oldsmar fine sand, Astor fine sand, Felda fine sand, ponded, and Elred fine sand. According to the Natural Resources Conservation Service (NRCS), all these soils exhibit severe constraints for septic tank absorption fields due to water table and flooding conditions. As used by the NRCS, severe constraints are those constraints where soil properties or site features are so unfavorable or so difficult to overcome that special design,

significant increases in construction costs, and possibly increased maintenance are required. Clay or wet soils are poorly suited to use as septic tank absorption fields. Special feasibility studies may be required where the soil limitations are severe. City officials indicate that at the present time, there are no plans to extend sewer service to this area of the City.

The limited number of septic systems operating in the large estates is in good condition and has only minor impact on adjacent natural resources. The large amount of acreage devoted to open space and conservation combined with the right-of-way requirements associated with the estate lots give adequate percolation rates.

The regulation of sludge use and disposal practices are regulated by the US Environmental Protection Agency as outlined in the city's sludge permit number FL Lo 27651. Dewatered sludge from the WRF is hauled by a licensed hauling contractor and land applied at permitted agricultural use sites outside of Pinellas County. The WRF disposes of approximately 51,329 gallons of dewatered sludge per week.

3. Environmental Impacts

The City continues to develop a reclaimed water/effluent disposal system with a goal of maximizing its discharge to reuse. Installed reuse irrigation systems include a good majority of residential facilities in the City and Tampa Bay Park of Commerce as well as the City medians, parks and City facilities.

Reclaimed water use comprises approximately 0.833 mgd of the 1.65 mgd plant effluent generated. An Aquifer Storage and Recovery (ASR) project is in process to:

- ◆ Reduce or eliminate surface water discharge from the Waste Water Treatment Plant;
- ◆ Reduce the dependence upon potable water for irrigation and industrial use by substituting reclaimed water;
- ◆ Provide additional reclaimed water to residents for irrigation purposes and expand the reclaimed distribution system to serve all residents of the city;
- ◆ To have the ability to provide seasonal storage and recovery of reclaimed water for use during dry seasons.

Expansion plans which include the development of an ASR system has been incorporated into the Capital Improvements Plan for the City.

4. Projected Needs

The total 2005 functional population of Oldsmar was 16,478. Applying the generation rate of 89.28 gpcpd, the city produced 1.22 mgd of sewage or 73% of the current plant capacity. Based on the projections noted in Table 1 limited expansion should take place between the year 2010 and 2015.

Per the Potable Water Supply, Wastewater and Reuse Element, Pinellas County is essentially built-out County and the County's two regional treatment plants are designed for and expected to accommodate build-out projections. Traditional numerical standards based on point-time calculations have not been provided. However, Pinellas County Utilities will continue to monitor conditions, as required by 62-600.405, F.A.C. and planning staff will continue to undertake the annual concurrency assessment and prepare an annual concurrency test statement to ensure that there is ample time to plan for capacity enhancements should unplanned development result in the potential for a capacity deficiency.

The Oldsmar Water Reclamation Division has indicated it will have adequate capacity to serve the City's needs for approximately the next ten (10) years. The existing WRF has the capability for expansion to an ultimate capacity of 3.5 mgd.

Adequate land has been allotted for the future expansion of the WRF adjacent to the present facility as discussed in the Future Land Use Element. The city has also purchased additional land as a buffer.

5. Regulations

The City has adopted comprehensive regulations on its waste water service. All structures are required to connect to the City's sewer system if service is available to the site. If service is not available, the developer must extend the waste water collection system to his development. Grease, oil, and sand interceptors are required in certain instances. Discharge of storm water, surface water, groundwater, roof runoff, subsurface drainage, uncontaminated cooling water, or unpolluted industrial process water into the waste water collection system is also prohibited. The City has a comprehensive Industrial Wastewater Pre-Treatment Program in order to regulate the discharge of these objectionable wastes that exceed the established local limits.

The City requires the reuse or disposal of effluent for all new residential and commercial industrial development. The developer is required to reuse/dispose of an amount of effluent equal to the amount of waste water that the development generates. The system for reuse/disposal must promote potable water conservation and conform to FDEP standards. The developer is responsible for obtaining the necessary permits from FDEP and developing, installing and maintaining the system. The reuse/disposal system must be engineered and approved prior to a building permit being issued.

B. Solid Waste

1. Background

Solid waste collection for the residents of the City of Oldsmar with the exception of residential recycling is provided by contract. The city pays the outside contractor and bills its residents a collection fee.

2. Existing Conditions

The City's solid waste is disposed of at the Pinellas County Waste-to-Energy plant site. The city does not have a specific allocation of the capacity of the plant or the adjacent landfill.

Pinellas County has an ordinance that requires all refuse generated in the County to go to the resource recovery plant unless the county has issued a permit for another disposal means. The geographic service area of the plant is the entire county with the exception of the city of Tarpon Springs. The 750-acre resource recovery plant site is located at 3001 114th Avenue North. It includes both the plant and a county landfill.

While Pinellas County owns the plant, Veolia Pinellas, Inc operates it. The operator has a 17-year contract effective January 2007. Under the terms of the contract, the operator is required to burn at least 950,000 tons per year and to guarantee 85 percent availability.

The resource recovery plant was presented to the public as a solution to the household refuse problem. The importance of such a facility can be seen in the fact that presently Pinellas County generates 1.0 million tons of solid waste per year with a capacity to burn 3,150 tons of waste every day. Per Pinellas County Utilities, this process can produce up to 75 megawatts per hour of electricity, which it sells about 60 megawatts to Progress Energy for distribution within the community, and the remainder powers the plant itself.

Approximately one million tons of household solid waste is incinerated at the resource recovery plant per year, or 87% of the design capacity. Since the plant has additional capacity, other burnable refuse, including construction debris and yard trimmings, are also sent to the facility. Any burnable non-Class 1 refuses above capacity or nonburnable debris is disposed of in the landfill located on site. Ash produced by the plant is used on site as roadbeds, interior site berms and landfill cover. Recoverable metals, separated from the ash are sold to steel mills and smelters for recycling. The present refuse-to-energy facility has minimal impacts on adjacent natural resources. A bentonite slurry wall connected to impervious clay strata creates a zero zone of discharge. The runoff collected by the clay wall is used for the plant's cooling system. There is no migration of groundwater from the site, vertically or horizontally. The county conducts an extensive surface and groundwater monitoring program at the site. Construction, design, and monitoring of the facility comply with all Environmental Protection Agency (EPA) and state of Florida regulations.

Air quality around the site meets acceptable federal and state levels. Monitoring is conducted according to EPA Prevention of Significant Deterioration permitting requirements. Downwind and downwash impacts are monitored continuously at two site locations for sulfur dioxide and Total Suspended Particulates (TSP). In addition, a modified permit has been received in order for an annual compliance test on stack emissions of sulfur dioxide, TSP, and other emissions to be performed.

Early in 1987, a study to measure the dioxin and heavy metal emissions from the facility was conducted by a consortium of local governments and agencies. The study indicated that the plant operates with acceptable emission levels although the state of Florida has not set any safety standards. The emission stacks' design complies with the original permitting requirements in that electrostatic precipitators are utilized to control ash and particulate lead. Acid gas scrubbers were not required when the facility was constructed. Control room monitors are utilized to maintain burning efficiency, which reduces sulfur dioxide emissions. In 2000 the emissions control devices at the resource recovery facility were retrofitted to reduce particulate matter and to add additional emission control devices to further minimize gaseous emissions.

Pinellas County also operates an artificial reef program. Large construction items, ship hulls, and old barges are among the objects that are anchored at approved sites in the Gulf of Mexico and Tampa Bay. This program provides habitats for marine life while extending the life of the existing county landfill.

3. Projected Needs

The city generated over 12,000 tons of solid waste per year. The city's solid waste generation is generally from residential land uses, although commercial and industrial land uses can also be found in the community. The county land uses are similar to the city. Assuming the same generation rate, the permanent population would produce the yearly tonnage shown in Table 2.

In 1987, the Pinellas County Resource Recovery Plant operated at the maximum design capacity of 930,000 tons per year. From 1989 to 1994, the plant incinerated an average of 827,442 tons per year. This reduction in annual operating tonnage can be attributed to two factors. First, Pinellas County expanded the operational capacity of the Bridgeway Acres Landfill – the only class 1 landfill in Pinellas County. Presently, the annual average refuse being diverted to the landfill is over 1 million tons. Pinellas County estimates the useful life of the Bridgeway Acres landfill at 30 years under current conditions, and taking in the projected recycling rate. Second, Pinellas County estimates that the recycling countywide is presently 31%. The importance of this program in reducing the waste stream has greatly enhanced the life of resource recovery facility.

Per the Pinellas County Solid Waste and Resource Recovery Element, the future level of service for solid waste disposal through 2015 will be 1.06 tons per capita per year, which is below the adopted level of service standard of 1.3 tons per capita per year. In addition, Pinellas County adopted a policy in 1993 (Policy 4.6.3; P.C. Ord 93-107) that requires the county to monitor the plant capacity, and schedule any necessary improvements in its Capital Improvements Element.

4. Regulations

DEP and the EPA regulated solid waste disposal. Both agencies issue permits for the operation of resource recovery plants and the DER permits landfill facilities. In 1975, the Florida Legislature passed the Pinellas County Solid Waste Disposal and Resource Recovery Act. This Act designated the Pinellas County Board of County Commissioners as the responsible party for solid waste disposal in Pinellas County. Municipalities, however, are responsible for the collection of solid waste within their jurisdictions.

The City of Oldsmar currently performs its own residential recycling program and collects at curbside the following recyclable materials: newspaper and miscellaneous paper, all metal to include aluminum, plastics. Currently, this collection is throughout the single-family residential portions of the city and City facilities. At present, a monthly average of 4,050 homes was collected. Commercial involvement in recycling is handled on an individual basis.

5. Shared Facilities and Proportional Capacity

Rule 9J-5.011(1-c), FAC requires for shared facilities that “each local government shall indicate the proportional capacity of the system allocated to serve its jurisdiction. While the Pinellas County waste-to-energy system is a shared facility, it is not necessary to break out the proportional capacity for each of the 24 municipalities and the unincorporated areas because of existing inter-local agreements between Pinellas County and each of the 24 municipalities to dispose of all municipal refuse at the waste-to-energy plant. For additional information see the Pinellas County Solid Waste Resource and Recovery Element of the Comprehensive Plan.

C. Stormwater Management (Stormwater Master Plan)

1. Background

The City of Oldsmar wraps around the northeastern shore of Safety Harbor and Mobbly Bayou and extends northwards along the Pinellas/Hillsborough County line for approximately 5 miles. The City of Oldsmar, with its proximity to the bay, lies within the level lowlands region of eastern Pinellas County. The level lowlands are dominated by the flat topography, and watercourse features within these regions are influenced by tidal fluctuations. The climate in the watershed in general can be characterized as subtropical.

The City of Oldsmar has seven distinct drainage outfall systems or watersheds within its limits. (See Drainage Basins map in the Appendix). The seven watersheds include the Brooker Creek, Moccasin Creek, Tarpon Canal, Safety Harbor, Double Branch, State Street and Mobbly Bayou basins. These systems in conjunction handle the majority of the stormwater conveyance within the City.

There are several large wetland areas and tidally influenced marshes. The wetlands tend to occur as loosely connected depressional areas north of Tampa Road with

tidal marshes along the shores of Safety Harbor and Mobbly Bayou where the topography is generally lower.

Land uses within the watershed boundaries are diverse and include large wetland/lake areas, major and minor roadways, residential subdivisions and industrial complexes.

In 2002 the City in cooperation with the Southwest Florida Water Management District finalized a Stormwater Management Plan Final Report. The objectives of this study were to develop an existing condition model for the drainage within the City of Oldsmar and to develop an overall Stormwater Management Plan. These objectives were achieved.

2. Existing Conditions

Per the City of Oldsmar Stormwater Management Final Report by URS Corporation Southern, June 2002, the city of Oldsmar is located within seven drainage basins or watersheds (see Drainage Basins map in the Appendix). The seven watersheds include the Brooker Creek, Moccasin Creek, Tarpon Canal, Safety Harbor, Double Branch, State Street and Mobbly Bayou basins. Land uses within the watershed boundaries are diverse and include large wetland/lake areas, major and minor roadways, residential subdivisions and industrial complexes. The Moccasin Creek watershed is located in the western part of the City. This watershed is primarily bounded on the east by Forest Lakes Boulevard, with the exception of two sub-basins that contribute flow from the Tampa Bay Skating Academy and the Fountainview / Lakeview subdivision. This watershed extends from Safety Harbor on the south to a Florida Power Corporation transmission line easement to the north. The western portion of this area extends to the boundary between the Eastlake Oaks subdivision and the Harbor View subdivision.

The Tarpon Canal watershed consists of several separate systems that all drain to the canal. The combined systems cover the western part of the City. The Lake Tarpon Canal is a man-made canal that allows Lake Tarpon to outfall to Safety Harbor. This canal has several control structures that regulate water levels in Lake Tarpon and prevent saltwater intrusion. These control structures are operated and maintained by the Southwest Florida Water Management District.

The Safety Harbor System can be divided into three sub-basins that drain almost directly to Tampa Bay, the City storm sewer systems south of State Street, and the Salt Creek system. The combined systems provide conveyance to older part of the City.

The Double Branch system is located in the northeastern part of the City. This watershed is comprised of large interconnected wetlands that generally drain from north to south and from west to east. The branches of this system discharge into Hillsborough County at several locations under Racetrack Road.

The State Street Outfall Drainage Basin can be subdivided into three distinct areas. The northerly portion of the drainage basin (Sub-basin A) lies primarily to the north

of the CSX Railroad. It is an area, which is primarily zoned, commercial or industrial, and is referred to as the Cypress Lake Industrial Park. Much of the runoff which is generated from this portion of the drainage basin is collected either by means of roadside swales, drainage ditches or closed drainage systems, and is conveyed from the northwest to the southeast and into a large wet bottom stormwater pond. This pond is equipped with an outfall control structure which discharges to the south, below. The second distinct area within the State Street Outfall Drainage Basin is located between the CSX Railroad and State Street (Subbasins H, I, J, K). This area has both commercial/industrial and residential development. The third distinct area, which makes up the State Street Outfall Drainage Basin, is located within the approximate bounds of State Street, Lafayette Boulevard, and Washington Avenue. This area is primarily zoned residential, with the western portion being virtually developed to date.

The Mobbly Bayou system is comprised of a series of smaller sub-basins that drain directly to the bayou. Mobbly Bayou is an area comprised of channels and tidal saltwater marshes located north of Mobbly Bay. The sub-basins are located along the northeastern and west edges of the bayou. Those sub-basins to the northeast are bounded by Racetrack Road to the east and generally do not have stormwater ponds. Runoff is conveyed to the bayou by shallow ditches and tidally influenced culverts under various roadways.

The Brooker Creek system within the northwest limits of study area is a small portion of the overall watershed that extends from east of Lake Keystone in Hillsborough County to Lake Tarpon to the west. The portion within the City limits contains approximately 750 acres of the over 25,600 acres watershed area. This area is almost entirely contained within the Brooker Creek Preserve.

Due to the fact that it is subject to tidal surges and does not have any defined outfalls, the sub-basin of the Possum Basin that includes portions of the city was not included in the drainage study.

The Public Works Department of the City of Oldsmar has operational responsibility for all public drainage facilities within the City with the exception of State and County roads. The developer of record provides maintenance in the DRI areas.

The predominant type of land use served by the drainage facilities has been thoroughly discussed in the Future Land Use Element (see Future Land Use Map in Appendix).

The design capacity of the city's drainage facilities is described in the Land Development Code. Streets (retention ponds) are designed to meet the 25 year, 24 hour rainfall storm.

The current demand on the drainage capacity is difficult to determine. Major drainage improvements included Park Boulevard drainage improvement, and the State Street Burbank drainage project which encompassed over 600 acres. The ability and speed of the drain off in the older part of the City is dependent upon the

tide level in Safety Harbor. The northern and newer sections of Oldsmar have been adequately engineered for proper drainage, unfortunately all the runoff must traverse the already overflowed older portions of the city, therefore making the problem worse.

The City has analyzed the situations by preparing updated drainage mapping to pinpoint the problems and flow patterns. The City has adopted a 10-year 24-hour storm level of service for streets and has programmed new improvements to accommodate all runoff associated with such a storm. The City has also adopted a 25-year 24-hour duration storm level of service for drainage for all homes and structures in the corporate limits.

The City of Oldsmar currently uses treated wastewater effluent in the City reclaimed water system. Reclaimed water is distributed to several areas of the City to provide a supplemental source of irrigation water and to reduce discharges of treated effluent to Tampa Bay. Water in a reclaimed water system used for irrigation purposes must meet both primary and secondary drinking water standards and must receive a high level disinfection. Stormwater runoff as a supplement to the treated wastewater effluent will require: oil separation (at a pond), filtration and high-level disinfection prior to use as reclaimed water.

The City of Oldsmar, 10 years ago, signed an agreement with Pinellas County to transfer 0.5 mgd of reclaimed water to the County from the City of Oldsmar, since the County is running out of reclaimed water capacity. Since the City of Oldsmar has excess capacity to transfer out, it is unlikely that additional reclaimed water capacity will be required in the near future.

3. Projected Needs

The City of Oldsmar wastewater treatment plant (WWTP) is currently rated at 2.25 million gallons per day (mgd). The WWTP filters are rated at 2.4 mgd and disinfection system at 3.0 mgd. The WWTP build out flow is projected to be 2.15 mgd. Therefore, 0.25 mgd of stormwater runoff could be sent to the plant for treatment without impacting the WWTP required buildout capacity. Also, the filters could be upsized to 3 mgd and 0.85 mgd of stormwater could be treated. Finally, both could be expanded further as necessary to meet the desired flows.

Another option would be to install pumping and treatment units at the specific treatment ponds. Treatment would consist of pressure filters and in-line UV disinfection. Treated stormwater could be pumped into the transmission system or to the existing reclaimed water storage tank at the WWTP site.

Although the Pinellas County's drainage plan had been adopted, no implementing regulations have been approved for Oldsmar nor has a County available drainage improvement fund been established. Goals, objectives, and policies established for the city's comprehensive plan Capital Improvements Element and drainage section of the Infrastructure Element consider and address, as appropriate, the

implementation of the Pinellas County Master Drainage Plan, but more specifically the City of Oldsmar Stormwater Management Plan as it affects the City of Oldsmar.

The City has many drainage improvements currently planned. As noted previously, the City has mapped its drainage features and identified its drainage needs from the now completed drainage maps and detailed in the Stormwater Management Plan.

The City is continues to maintain and significantly improve its drainage facilities throughout the next five years. Numerous drainage improvement projects are designated and earmarked for funding in the capital improvements program (as discussed in the Capital Improvements Element).

The overall drainage level of service will be maintained or significantly improved during the remaining five years in the planning period. It also allowed for this projected demand at current local level of service standards and the future development permitted by the city.

In general, the City's drainage facilities are adequate for the adopted level of service. However, overall performance did improve as the listed improvements are completed. The facilities are in good condition but improving and with proper maintenance will last indefinitely. Stormwater runoff into Safety Harbor, Old Tampa Bay and Mobbly Bay does have limited negative environmental impact. However, compared to the more heavenly urbanized areas around Pinellas and Hillsborough County the pollution is minor.

One of the major problems with the natural drainage systems in Oldsmar is the lack of a gradient. This problem is compounded by the CSX Railroad dissecting the city. The RR bed creates a barrier for the natural drainage for most of Forest Lakes and Cypress lakes DRI areas. The existing culverts are inadequate and are slated to be improved.

4. Regulations

The City coordinates with Pinellas County for the stormwater management permit requirements of the National Pollutant Discharge Elimination System (NPDES) under the Florida Department of Environmental Protection Agency. The SWFWMD has delegated to Pinellas County the authority to issue permits for most stormwater projects. The County coordinates stormwater management issues with the local governments through the County's Watershed Management program.

- a. The City of Oldsmar has enacted regulations related to flooding and drainage. The intent and purpose of these regulations is to preserve water resources and ensure flood prevention and proper storm drainage. The Land Development Code states that "protection of water resources is critical to the health, safety, and welfare of the public. Innovative approaches to stormwater management shall be encouraged and the concurrent control of erosion, sedimentation, and flooding shall be mandatory. No site alteration shall adversely affect the existing surface water flow pattern. No site alteration shall cause siltation of wetlands,

pollution of downstream wetlands, or reduce the natural retention of filtering capabilities of wetlands. All stormwater management proposals shall meet the Southwest Florida Water Management District (SWFWMD) requirements and the provisions of LDC”.

The City's regulations are applicable to all instances of land subdivision and are implemented through a plat approval process that is contained in the Land Development Code. The LDC deals with culverts, storm sewers, outfall ditches and canals, retention/detention basins, underground seepage systems, and system wide design criteria.

The City also regulates drainage through its Land Development Code. The drainage plan requirements provide for the adequate disposal of storm waters and protection of adjoining properties from damage due to storm water runoff.

The existing regulations protect natural drainage features from degradation. Streams and drainage passages are protected by the Land Development Code in the Preservation category. Every subdivision and commercial/industrial building project is scrutinized by SWFWMD. They are the permitting agency.

D. Potable Water

1. Background

The City of Oldsmar owns and maintains its own potable water distribution system. The system is in good condition. Potable water is supplied by the Pinellas County Utility System (PCUS). Oldsmar's potable water distribution system serves the entire city plus West Oldsmar. The type of land use has been adequately described in the Future Land Use Element and is depicted in the Present and Future Land Use Map. The City also has a Water Reclamation Facility which generates reclaimed water from the effluent.

2. Existing Conditions

The Pinellas County Utility Service supply potable Water as of October 2006. Pinellas County Utilities' customers receive potable water from sources managed by Tampa Bay Water. Approximately 1.5 million gallons per day of potable water is purchased from Pinellas County and delivered through a separate master meter to an independent distribution system. The City of Oldsmar owns, maintains and operates its own water distribution system which includes the maintenance of all water distribution piping, metering and backflow devices, pumping and storage facilities, and all meter reading and billing functions (See Potable Water Services Areas in Appendix).

The Pinellas County Utility Service (PCUS) service area includes all of the city of Oldsmar and includes most of the county except Clearwater Beach, Tarpon Springs, St. Petersburg, Clearwater and Sand Key. Based on current service area population,

maximum demand is estimated at 117.38 mgd which includes a 10 percent safety factor (accounting for emergencies, future growth etc.).

According to the Tampa Bay Water Special District Public Facilities Report dated March 1, 2007 the PCUS wellfields are part of a Consolidated Permit, Wellfield Water Use Permit. As of January 1, 2003, the eleven Consolidated Permit Wellfields Water Use Permits compliance is assessed on a 12 month running average basis for all facilities of 121 mgd, with compliance assessed on the first day of each calendar month following December 21, 2003. The permit expires December 31, 2010 and the permittee is Tampa Bay Water (See Tampa Bay Water Master Water Plan map in Appendix).

According to the Pinellas County Potable Water, Wastewater and Refuse Element dated October 16, 2007; over 709,202 residents are served by the PCUS as of 2006 which is approximately 63.67% of the estimated countywide total population of 1,113,907. Despite the increase, wellfield production and per capita demand has decreased. Because of the reduction in per capita service demand due to increased water conservation awareness and effluent reuse, Pinellas County's adopted level of service standard has been amended and reduced from 135 gallons per capita per day (gpcpd) to 1995 to 125 gpcpd in 2000, 120 gpcpd in 2005 to 2015 and 115 gpcpd in 2020 to 2025. In 2006 the average daily demand was 85.1 mgd with a maximum daily demand of 119.14.

In projecting the City water needs, functional population is tracked by the municipal services area which includes all users of the system. The City of Oldsmar's "functional population" (resident and other users) totaled 16,478 persons in 2006. Based on this estimate of the PCUS' 2005 level of service of 120 gpcpd, Oldsmar demanded approximately 1.9% of the WDPA's average daily demand.

Potable Water Demand, 2006		
	Pinellas County WDPA	City of Oldsmar
Functional Population	709,202	16,478
Level of Service	120 gpcpd	81.62 gpcpd
Average Daily Demand	85.1 mgd	1.58 mgd

As detailed within the Pinellas County Comprehensive Plan, the potable water supply will adequately serve populations until the year 2025. Even though population in Pinellas County is increasing (although slowly), both overall water consumption and per capita water consumption continue to decrease. However, the most dramatic reductions have likely been achieved already as the County has a mature and multi-faceted water conservation program and is already maximizing use of its reclaimed water resource, etc.

The northern section of the City has a portion of the Pinellas County Wellhead Protection Zone in northeast Pinellas, and bounded by Pasco County on the north; Hillsborough County on the east; East Lake Road on the west; and the Florida Power right-of-way on the south. (See County Wellhead Protection Zone Map in Appendix).

3. Projected Needs

To project water demand, the Pinellas County Planning Department divided the county into water demand planning areas (WDPA) which includes the retail and wholesale customers of Pinellas County Utilities and the Cities of Oldsmar, Clearwater and Tarpon Springs service areas.

Population projections for the WDPA included three basic components; permanent residents, seasonal residents and visitors which was forecasted for each Traffic Analysis Zone. As the County depletes its vacant developable land, Pinellas County's permanent population growth has slowed, and is clearly not growing at the same rate as the rest of the Region.

2007 Estimated and Projected Population of the Pinellas County Water Demand Planning Area (WDPA and Associated Percent of Total County Population			
Year	Estimated or Projected Total County Population	Population Served by Pinellas County WDPA	As Percent of Total County Population
2006	1,113,907	709,202	63.67%
2010	1,136,176	714,180	62.86%
2015	1,153,111	719,158	62.37%
2020	1,165,771	724,136	62.12%
2025	1,176,116	729,115	62.00%
Source: Pinellas County Planning Department, 02/07 Projection Methodology/Updated Pop Projections by Sector final-082604			

Another factor affecting the demand in the County may be the development of individual water systems by municipal customers of PCU. If the trend continues, PCU demand is likely to decrease further but the decrease will be offset by municipal water consumption.

The population of Oldsmar will continue to grow at a modest rate as per the discussion in the Future Land Use Element. This population growth will continue to require the expansion of the potable water distribution system. Almost all of the new growth, for future infrastructure needs, will occur in the redevelopment area and infill within the industrial area. Adequate water flow reserves are still available from the Pinellas County Water System that services that portion of Oldsmar.

Water supply and the utilization of reclaimed water and storage have been identified as a major issue for the City. The City owns, maintains, and operates its own water distribution system which includes the maintenance of all water distribution piping, metering and backflow devices, pumping and storage facilities, and all meter reading and billing functions. Approximately 1.5 million gallons per day (MGD) of potable water is currently purchased from Pinellas County; delivered

through a separate master meter to an independent distribution system. Previously the City had purchased potable water wholesale as a “Consecutive System”, from both the City of St. Petersburg and Pinellas County at a ratio of approximately 70/30. This purchased water is a combination of blended ground, surface, and desalinated water, which is disinfected with chloramines.

The City also owns and operates a high service pumping station, 1 million gallon (MG) ground storage tank, and a re-chlorination facility for the distribution system located along Commerce Boulevard adjacent to the designated future Reverse Osmosis Water Treatment Plant (ROWTP) site. As previously indicated, Pinellas County provides wholesale water to the City through a master meter at a pressure that requires no additional pumping or storage. The City has completed piping modifications to allow the Pinellas County water to also be piped to the ground storage tank.

With extensive experience in independently and efficiently operating a 2.25 MGD Advanced Wastewater Treatment Facility, the Oldsmar City Council developed an initiative in 1997 to explore opportunities for developing its own water supply and treatment system. In 1997, the City conducted a feasibility study for developing its own brackish water production and treatment system. In 2002, the City continued more detailed analysis. The City’s initiative to develop its own water supply and treatment system using a brackish ground water source and modern reverse osmosis (RO) treatment technology that provides local and regional benefits is being pursued.

This Project is proposed to utilize brackish quality groundwater produced from the upper Floridian aquifer and provide advanced water treatment through reverse osmosis (R.O.) membrane technology. Phase I of the City’s Project was cooperatively funded through the Southwest Florida Water Management District (SWFWMD) and completed by Boyle Engineering Corporation (Boyle) in October 1998. This phase included a preliminary feasibility study which reviewed water demand, water supply options, regulations; evaluated water quality, treatment, and potential costs; assessed project feasibility and developed an implementation plan. The desktop study concluded that the Project was economically feasible and recommended technical evaluation through the construction of test pilot wells and a treatability assessment.

Phase II, which started in September 2001 after additional SWFWMD Cooperative funding was secured, included performing a well field siting analysis, developing a field testing program, the design and construction of two pilot production wells, performing a R.O. pilot treatment study after the construction of the wells to evaluate treatability and by-product characteristics, and an engineering evaluation of well field, transmission pipelines, treatment, and by-product disposal. The result of these findings was a plan for a cost effective, environmentally sound Project that balances water supply, treatment, and by-product disposal.

Phase II, completed in July 2003, and provided an informed basis for the City's decision to proceed with the additional phases that include the design, permitting, and construction of the City's own, independent water supply.

Now especially in the last few years, the purchased wholesale water costs from the City source have increased significantly. Pinellas County, a member of Tampa Bay Water (TBW), is estimating significant increases in its cost to purchase wholesale water from TBW as well as experiencing major increases in its overall operating costs. It is known that the increase in rates from TBW and a portion of Pinellas County's capital improvement and operating costs would naturally be passed on to the Consecutive System customers such as the City. Therefore based on the City's initiative and Phase I and II favorable technical and economic findings, the City is confident that completion of this project will insure it can maintain for an extended period, a consistent water quality at a reasonable, controllable cost.

The successful completion of this alternate water source would be a benefit not only to Oldsmar but also to surrounding counties and cities. The City having its own supply relieves the regional system of Oldsmar's potable water demand, allowing more of the regional resource/system to be used to meet regional needs. Also, in the event of water shortages or emergencies, the City of Oldsmar would be available to share its resources with other Tampa Bay Utilities.

The City's initiative to develop its own water supply and treatment system using a brackish ground water source and RO treatment technology provides a number of local and regional benefits. The proposed brackish water treatment facility when completed will provide water from a previously unused source, supplementing the Tampa Bay Regional Water System and offsetting the City's dependence on the regional system by approximately 2 MGD. Additionally, as an independent water system operator, the City will have greater control over the quality and cost of water provided to its customers. In the past, changes in source water and disinfection procedures from Tampa Bay Water and the Consecutive Systems wholesale suppliers have had a negative impact on local water quality. The City now receives a combination of blended ground, surface, and desalinated water, partially treated and disinfected with chloramines. Completion of this project will insure that the City can maintain for an extended period, a consistent water quality at a reasonable cost.

The SWFWMD Regional Water Supply Plan was approved on December 1, 2006. According to Pinellas County Comprehensive Plan and the SWFWMD Plan, water supply will be adequate to meet 2025 demands through development of both traditional and alternative water supply sources and increased conservation. This Plan includes the City of Oldsmar Alternative Water Supply Plan under Water Supply Projects Under Development. The City and its consultants are working closely with SWFWMD to assure that its alternative water supply plan is in keeping with the regional plan.

The SWFWMD Regional Water Supply Plan states that since withdrawals in the North Tampa Bay (NTBWUCA) tend to result in more localized impacts, it may be

possible for a water user to obtain a permit to withdraw brackish ground water from the Upper Floridian aquifer. If the requested quantities are projected to impact a lake or wetland, or degrade water quality in the aquifer affecting a nearby user, the request would need to be modified to determine a withdrawal quantity that would not result in such impacts. The City of Oldsmar is included in the NTBWUCA and has been actively working to obtain the appropriate permits in support of its Alternative Water Supply Plan. The Water Use Permit was received in April 2006.

In addition to pursuing the Alternative Water Supply Plan, Oldsmar will continue to reduce its per capita potable water demand by expanding its reclaimed water program. This system should eventually reduce demand by 10% by reusing treated water from the WWTP for lawn irrigation in the city.

~~E. Natural Groundwater Aquifer Recharge~~

The West Coast Regional Supply Water Authority identified the area around the City of Oldsmar as falling in two recharge areas; very low and moderate. Furthermore, the Southwest Florida Water Management District supports these finding as noted in Prime Recharge: Technical Information, Series 87-2. SWFWMD concluded that "...along the coast of Florida [Aquifer] is under confined conditions, receives little or no local recharge, and contains water that is so highly mineralized that in some areas it is unsuitable for any use without expensive treatment."

According to the SWFWMD's groundwater resource availability inventory for Pinellas County, it appears that recharge to the Florida Aquifer is along the uplands of the Pinellas ridge and Northeastern Pinellas County. The area east of Lake Tarpon is influenced to a certain extent by draw-down from the Elridge-Wilde wellfield. This recharge area is separated from the Clearwater/Dunedin recharge area by Lake Tarpon and the Lake Tarpon outfall canal. Lake Tarpon is probably a part of a discharge area due to its connection with the Floridian Aquifer. The Lake Tarpon outfall canal is a relatively recent addition to the hydrologic system.

There are no prime (high) aquifer recharge areas within Pinellas County.

~~IV. FUTURE NEEDS STANDARDS~~

Estimates of the future needs for the provisions of public utilities, as defined by this element, for the City of Oldsmar are based on the following:

- ~~• **Sanitary Sewer:** 100 gpcpd; City of Oldsmar Public Works Department~~
- ~~• **Solid Waste:** 1.3 tons/capita/year; Pinellas County Solid Waste Resource Recovery Element.~~
- ~~• **Drainage:** DEP Chapter 17-25, FAC, "Regulation of Stormwater Discharge" and as applicable, SWFWMD's Chapter 4OD-4, as amended or superseded~~
- ~~• **Potable Water:** 100 gpdpc, City of Oldsmar Public Works~~

~~V. GOALS, OBJECTIVES, AND POLICIES~~

A. Introduction

Pursuant to Section 163.3177(6)(c), FS, and Section 9J-5.011(2), FAC, the following represents the Sanitary Sewer (Wastewater), Solid Waste, Drainage (Stormwater), Potable Water (and Reclaimed water), and Natural Groundwater Aquifer Recharge Goals, Objectives and Policies of the City of Oldsmar, Florida.

B. Non-applicable Items

All apply.

C. Local Goals, Objectives and Policies

~~GOAL 1~~

~~THE CITY SHALL ENSURE THAT NEEDED WASTEWATER, SOLID WASTE AND POTABLE AND RECLAIMED WATER SERVICES BE PROVIDED BY A SAFE AND EFFICIENT SYSTEM WHICH MAINTAINS ADEQUATE FACILITIES AND PROVIDES FOR ORDERLY GROWTH AND EXPANSION.~~

~~Objective 1.1~~

~~The City of Oldsmar shall enforce procedures to ensure that development permits are issued only when adequate facility capacity is available to serve the development.~~

~~Policy 1.1.1~~

~~The level of service standards for residential shall be:~~

Facility	Level of Service Standards
Sanitary Sewer	117 gpdpc
Solid Waste	8.9 pounds per day per dwelling unit
Potable Water	135 gpdpc

~~The level of service standards for non-residential will vary depending on use.~~

~~Policy 1.1.2~~

~~The expansion, replacement or modification of infrastructure facilities shall be compatible with the City's level of service standards.~~

~~Policy 1.1.3~~

~~The City shall continue to improve existing wastewater collection systems by replacement or relining to further reduce groundwater infiltration and reduce wastewater per capita flow.~~

~~Policy 1.1.4~~

~~The City shall continue to maintain a database (including potential annexation areas showing the amount of demand and service capacity of the wastewater treatment facilities, and water distribution system owned and maintained by the City. The database shall include the following:~~

- ~~• Wastewater treatment demand by the city.~~
- ~~• Current capacity of the city's wastewater treatment facilities to meet the demand.~~
- ~~• Projected use and demand based on anticipated population increase in one year and five year increments.~~
- ~~• The location, age, condition, life expectancy of treatment facilities and water and sewer lines.~~

~~Policy 1.1.5~~

~~The cost to expand infrastructure facilities shall be equitably shared by the development generating the service demand.~~

~~Policy 1.1.6~~

~~The City shall provide cost estimates and develop assessment procedures for eliminating septic tanks and hook up to the central system.~~

~~Policy 1.1.7~~

~~The city shall only issue development permits when infrastructure capabilities are available concurrent with any impacts of developments equal to adopted level of service.~~

~~Policy 1.1.8~~

~~Support the establishment and implementation of Total Maximum Daily Loads (TMDLs) for those surface waters that do not meet applicable water quality standards (impaired waters) after implementation of technology-based effluent limitations. Implementation of TMDLs includes the combination of regulatory, non-regulatory, or incentive-based actions that attain the necessary reduction in pollutant loading.~~

~~Measure~~

~~Adopted level of service standards
Elimination of septic tanks~~

Objective 1.2

~~The City shall coordinate the extension of, or increase in the capacity of, facilities to meet future needs.~~

Policy 1.2.1

~~The City shall coordinate through its capital improvements program and its professional engineering of all future improvements of the water distribution system.~~

Policy 1.2.2

~~The City shall coordinate through its capital improvements program and its professional engineering studies all future drainage improvements.~~

Policy 1.2.3

~~The City shall require all new construction to connect with the existing potable water system before allowing new subdivisions.~~

Measures

~~Coordinate extension and expansion of future facilities.~~

Objective 1.3

~~The City shall continue to pursue ways that maintain per capita potable water demand and wastewater generated in the city.~~

Policy 1.3.1

~~The City shall continue to extend its reclaimed (re-use) irrigation system and pursue other measures such as storage facilities to provide citywide service.~~

Policy 1.3.2

~~The City shall establish priorities for replacement and expansion of potable water facilities based upon anticipated growth and development plans.~~

Measure

~~Reduction in potable water demand and wastewater generation
Extension of wastewater irrigation system~~

Objective 1.4

~~The City shall continue to institute programs that reduce its per capita generation of solid waste.~~

~~Policy 1.4.1~~

~~The City shall continue to institute solid waste recycling program throughout the City.~~

~~Policy 1.4.2~~

~~The City shall continue to encourage residents to separate their refuse into recyclable and nonrecyclable solid waste, particularly newsprint, miscellaneous paper and metals.~~

~~Measures~~

~~Reduction in solid waste
Participation in recycling program~~

Objective 1.5

~~The City shall continue to enforce its hazardous waste ordinance.~~

~~Policy 1.5.1~~

~~The City shall provide educational information using mailings and public meetings to inform residents of procedures to safely store and dispose of household and commercial hazardous material and of procedures to follow in emergencies.~~

~~Policy 1.5.2~~

~~"Amnesty Days" and Annual Hazard Waste Collection Days shall be used to encourage the collection and disposal of household and commercial hazardous material.~~

~~Measure~~

~~Adopt and implement hazardous waste and disposal ordinance~~

GOAL 2

~~AN EFFICIENT MASTER DRAINAGE SYSTEM WHICH PROTECTS HUMAN LIFE, MINIMIZES PROPERTY DAMAGE AND IMPROVES STORMWATER QUALITY AND ON-SITE RETENTION SHALL BE PROVIDED.~~

Objective 2.1

The City shall implement the Stormwater Management Plan designed to manage the 25-year storm event.

Policy 2.1.1

The following ~~stormwater runoff criteria shall be met in all water management system designs:~~

- ~~• Treatment of stormwater runoff~~
- ~~• On-site percolation~~
- ~~• Street drainage~~
- ~~• Retention/detention~~
- ~~• Disposition of stormwater runoff~~
- ~~• Storm drainage into natural water bodies~~
- ~~• Inlet spacing~~
- ~~• Natural watercourses~~

Policy 2.1.2

The City shall correct existing drainage facility deficiencies through planned improvements listed in the Capital Improvements Element and Stormwater Management Plan.

Policy 2.1.3

The City shall establish priorities for replacement and expansion of drainage facilities based upon anticipated growth and development plans.

Policy 2.1.4

The design of drainage facilities shall comply with the ambient water quality standards of SWFWMD, FDEP, and Chapter 17-25 as well as other applicable water quality regulations for discharge; and the redevelopment of older areas shall protect and not further degrade receiving surface water bodies.

Policy 2.1.5

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

Implementation of stormwater management drainage plan designed to manage the 25-year storm event

Objective 2.2

~~The City shall cooperate with Pinellas and Hillsborough Counties to fully implement the planned improvements of the Pinellas and Hillsborough Counties Master Drainage Plan, as amended.~~

Policy 2.2.1

~~The implementation of the Counties Master Drainage Plans shall be in cooperation with those local governments within the city of Oldsmar drainage basins.~~

Policy 2.2.2

~~Any assessment to pay for the construction, operation and maintenance of the required drainage improvements, for the City's drainage basin, shall be proportionate to the amount of stormwater runoff directly attributable to the local governments within the basin.~~

Policy 2.2.3

~~The City shall require that all new development and redevelopment meet the drainage requirements of the 25-year frequency, 24-hour storm event. Post development runoff shall not exceed pre-development drainage rates.~~

Policy 2.2.4

~~At the time of the implementation of the County Master Drainage Plan the City shall adopt the 25-year frequency, 24-hour storm event as the level of service standard for existing neighborhoods, all new development, and redevelopment in the City.~~

Measures

~~Continued implementation of drainage improvements
Proportionate and equitable assessment of drainage improvement costs
Additional drainage basin plan
Level of Service standards adopted~~

Objective 2.3

~~The City of Oldsmar shall coordinate the extension of, or increase the capacity of, solid waste facilities with Pinellas County, when necessary.~~

Policy 2.3.1

~~The City shall work with the Pinellas County solid waste authority in planning any extension or increases in capacity of the county's solid waste facilities, when necessary.~~

Policy 2.3.2

~~The City shall coordinate with the county in establishing priorities for future solid waste facilities.~~

Measures

~~Encourage maximum use of existing facilities.
Coordinate extension or expansion of solid waste facilities~~

GOAL 3

~~THE NATURAL GROUNDWATER AQUIFER RECHARGE AREAS WITHIN THE CITY SHALL BE PROTECTED AND MAINTAINED.~~

Objective 3.1

~~The City shall continue to implement procedures to provide protection for the natural groundwater aquifer and prime recharge areas located within the city.~~

Policy 3.1.1

~~Areas with the greatest recharge potential, and which are undeveloped, shall be classified as prime recharge areas, and they shall be considered as candidates for designation as preservation areas on the City's Future Land Use Map.~~

Policy 3.1.2

~~Areas of prime recharge within the City not designated as preservation areas shall be regulated by limiting impervious surface, water quality monitoring, and other regulations which limit intense development, and shall be included in the master drainage plan to require retention of the 25-year frequency, 24-hour storm event on-site to allow for maximum recharge.~~

Policy 3.1.3

~~Areas of prime water recharge shall be buffered from wastewater or solid waste products.~~

Policy 3.1.4

~~Implementation of corrective measures.~~

Measure

~~Protection of prime groundwater recharge areas~~

GOAL 4

THE CITY SHALL ASSURE THAT AFFORDABLE AND QUALITY WATER IS AVAILABLE

Objective 4.1

~~The City will maintain a Ten Year Workplan that includes the relevant recommendations of the SWFWMD Regional Water Supply Plan, which pertains to the City.~~

Policy 4.1.1

~~The City shall work with SWFWMD and other entities in preparation and adoption of its ten year water supply plan.~~

Objective 4.2

~~The development of an Alternative Water Supply Facility (Reverse Osmosis Water Treatment Plant) will include environmental monitoring and reporting as required for Water Use Permits with potential for significant adverse impacts to environmental features associated with the water resources of the SWFWMD. An Environmental Monitoring Report will be developed and implemented by the City of Oldsmar to incorporate the agreed upon Performance Standards with the SWFWMD.~~

Policy 4.2.1

~~The following Performance Standards are required by SWFWMD for the City of Oldsmar to reduce the potential for significant adverse impacts~~

- ~~• Wet season water levels shall not deviate from their normal range as a results of withdrawals from the City's wellfield;~~
- ~~• Wetland hydroperiods shall not deviated from their normal range and duration to the extent that wetlands plant species composition and community zonation are adversely impacted as a result of withdrawals from the City's wellfield;~~
- ~~• Wetland habitat functions, such as providing cover, breeding and feeding areas for obligate and facultative wetland animals shall be temporally and spatially maintained, and not adversely impacted as a result of withdrawals from the City's wellfield; and~~
- ~~• Habitat for threatened or endangered species shall not be altered to the extent that utilization by those species is impaired, as a result of withdrawals from the City's wellfield.~~

~~In the event that the SWFWMD determines that withdrawals from the City's wellfield are causing significant adverse impacts to wetlands in the vicinity of the wellfield, the City proposes the following:~~

- ~~• Adjustments will be made to the pumping cycle at the wellfield in an effort to reduce drawdown within the surficial aquifer surrounding the wellfield. Monitoring of piezometers at the wetland monitoring sites will be performed twice~~

~~weekly during the altered pumping cycle to evaluate the effect on surface and/or ground water levels within the wetlands;~~

~~• Supplemental hydration of wetlands from alternative water sources to prevent significant harm to affected wetlands. The need for supplemental hydration to the wetlands will be minimized to the greatest extent practical and supplemental flow to the wetlands will be monitored; or~~

~~• Ground water withdrawal quantities will be reduced from the wellfield to a level that corresponds with a reduction in the drawdown of the surficial aquifer in an effort to reverse significant adverse impacts to wetlands in the vicinity of the wellfield. The resulting drawdown shall be determined using industry-standard ground-water flow models or analytical techniques, simulating the reduced ground-water withdrawal quantities. Monitoring of piezometers at the wetland monitoring sites will be performed twice weekly during the reduced withdrawal rates to evaluate the effect on surface and/or ground water water levels in the wetlands.~~

Policy 4.2.2

~~The City will implement standards from new wellhead protection ordinance when developed and implemented.~~

Policy 4.2.3

~~— The location of any new wellheads and or wellhead protection areas will be designated on the Future Land Use map when identified.~~

Measure

~~— Adoption and implementation of the City ten year water supply plan:
Construction of Reverse Osmosis Water Treatment Plant~~

Table-1

Wastewater Generated based on Projected Service Population		
Year	Population	City-MGD
2005	16,478	1.22
2010	17,779	1.60
2015	18,577	2.29
2020	19,068	NA
2025	19,370	NA

Source: Pinellas County Potable Water Supply, Wastewater and Reuse Element

Table-2

Solid Waste Generation Based on Projected Service Population, 2005-2025		
Year	Service Population	Tons/Year
2005	16,478	12,675
2010	17,779	13,676
2015	18,577	14,290
2020	19,068	14,667
2025	19,370	14,900

Source: Population projections per Pinellas County Planning Department, Rev. 2007
Based on 1.3 tons per capita per year

Table-3

Recycling Generation Based on Projected Permanent Population, 2005-2025		
Year	Population	Tons/Year
2005	13,884	429
2010	14,958	464
2015	15,614	484
2020	16,015	496
2025	16,261	504

Population Projections reflect permanent (residential only) and does not include industrial or other such users as the City currently does residential recycling only.
 Recycling Generation based on .031 tons per year per person (2005 as base year).

Table 4

Future Potable Water Supply Needs for Pinellas County Water Demand Planning Area (WDPA)				
Year	Level of Service for Planning Purposes (gpcpd)	Estimated and Projected Population	Average Daily Demand (MGD)	Maximum Daily Demand (MGD) (Avg. daily x 1.40*)
2006	120	709,202	85.1	119.14
2010	120	714,180	85.7	119.98
2015	115	719,158	86.3	120.82
2020	115	724,136	83.3	116.60
2025	115	729,115	83.8	117.38

Source: Pinellas County Utilities, 2007
 The 1.40 figure is based on a comparison of Maximum Daily and Average Day derived from a five-year span in previous years.

Table 5

Projected Potable Water Demand 2005—2025		
Year	Functional/Service Population	Total Potable Demand
2005	15,989	1.722
2010	17,070	1.787
2015	17,730	1.862
2020	17,865	1.875
2025	18,000	1.888

INFRASTRUCTURE ELEMENT

This element represents our commitment to responsible and sustainable growth within our municipality, set against the backdrop of Florida's unique environment and opportunities. As we navigate the path to our community's future, it is essential to recognize that our infrastructure is not just a collection of roads, utilities, and public services; it is the very foundation upon which our quality of life, economic prosperity, and environmental well-being are built.

The City of Oldsmar is a dynamic and evolving place developing an infrastructure to support the City is paramount to responsible growth. Our infrastructure is the connective tissue that binds us, ensuring that our residents and businesses have access to the essential services and resources that make this municipality a wonderful place to call home. Oldsmar’s exceptional character brings with it both opportunities and challenges. Our Infrastructure Element recognizes the need to balance the preservation of our unique environment with the economic and social aspirations of our community. It acknowledges the importance of preparing for sea-level rise and ensuring that our infrastructure can adapt to an ever-changing world.

The Infrastructure Element will provide a general sanitary sewer, solid waste, drainage, potable water, and natural groundwater aquifer recharge element correlated to principles and guidelines for future land use, indicating ways to provide for future potable water, drainage, sanitary sewer, solid waste, and aquifer recharge protection requirements for the area. However, this Infrastructure Element is not just a technical or bureaucratic exercise; it is an embodiment of our collective commitment to building a community that is resilient, inclusive, and prosperous for all. Our infrastructure will continue to be the bedrock upon which our community thrives, and together, we will forge a path that ensures our municipality remains a place of opportunity, beauty, and excellence for generations to come.

POTABLE WATER

By continuing good management practices and embracing technology in innovative water treatment methods, this comprehensive plan element seeks to ensure the delivery of safe, high-quality potable water to meet the needs of the community.

The City historically purchased drinking water from Pinellas County as a wholesale customer. Then in 2008, the Southwest Water Management District awarded the City a grant to develop its own alternative water supply using brackish groundwater. In 2012, the concept became a reality, and the City began serving the community with high-quality drinking water from its own supply while maintaining a connection with the County as an emergency backup. This project provided cost control, quality control, and independence using the advanced treatment technology of reverse osmosis.



The treatment facility produces high-quality, potable water that meets or exceeds all regulatory standards. The 2.0 million gallons per day (MGD) capacity treatment plant was designed with some consideration of future expansion with space for additional process components. The wellfield that supplies the facility is comprised of 11 brackish supply wells that draw water from the Tampa Limestone and Upper Suwannee aquifers. The treatment process begins with pretreatment cartridge

filtration, then reverse osmosis membranes, degasification for hydrogen sulfide removal (rotten egg smelling gas that occurs naturally in Florida groundwaters), and finally disinfection with chlorine prior to storage and distribution to the community through approximately 70 miles of piping.

The reverse osmosis process generates a concentrated waste stream known as brine which is essentially the salty water rejected by the membranes. This system includes a brine or concentrate injection well for disposal of this byproduct. This well provides safe disposal, injecting it deep into a suitable geological formation that is below the drinking water aquifer. The wellfield is closely monitored using 10 monitoring wells to ensure no adverse effects on wildlife, surface water, or groundwater quality.

The integrity of the distribution piping system is crucial for the efficient and reliable delivery of potable water to consumers while also ensuring the resource is conserved. This element includes assessment of the existing distribution network and the implementation of necessary improvements, repairs, and replacements. This will enhance system resilience, minimize water losses, and provide a cost-effective water system, while ensuring adequate water pressure and service throughout the service area.

Maintenance, planning, and resilience are critical to the ongoing continuous and resilient delivery of drinking water. The goals, objectives and policies of this element support the safe and environmentally sound delivery of services, while ensuring they meet the needs of the community.

Tampa Bay Water (formerly West Coast Regional Supply Water Authority) identified the area around the City of Oldsmar as falling in two recharge areas; very low and moderate. Furthermore, the Southwest Florida Water Management District (SWFWMD) supports these findings as noted in Prime Recharge: Technical Information, Series 87-2. SWFWMD concluded that "...along the coast of Florida [Aquifer] is under confined conditions, receives little or no local recharge, and contains water that is so highly mineralized that in some areas it is unsuitable for any use without expensive treatment."

There are no prime (high) aquifer recharge areas within the city limits.

Intergovernmental Partners and Stakeholders

- U.S. Environmental Protection Agency (USEPA)
- Florida's Department of Environmental Protection (FDEP)
- Southwest Florida Water Management District (SWFWMD)
- Tampa Bay Water
- Pinellas County Federal Emergency Management Agency (FEMA)

Programs and Initiatives

- SWFWMD Regional Water Supply Plan

GOAL 1 – PROVIDE ADEQUATE AND RELIABLE POTABLE WATER SERVICES TO MEET EXISTING AND FUTURE DEMANDS.

OBJECTIVE 1.1 - Increase capacity of potable water facility and systems concurrently with development.

Policy 1.1.1

The City shall permit development only if adequate potable water facilities and distribution piping are provided to serve the development.

Policy 1.1.2

The potable water supply capacity shall be maintained at a minimum of 120 gallons per day per capita (GPCD), not to exceed the permitted design of 2.00 million gallons per day, average daily production.

Policy 1.1.3

The City shall utilize and periodically update a water master plan to prioritize and plan collection system and water facility improvements to address future capacity requirements and expansion projects.

Policy 1.1.4

All improvements for replacement, expansion or increase in capacity of facilities shall be compatible with the utilities master planning process.

Policy 1.1.5

The level of service for the distribution system shall maintain a minimum system pressure of 20 pounds per square inch and 1,000 gallons per minute minimum fire flow.

OBJECTIVE 1.2 - Improve potable water quality and account for existing facility deficiencies.

Policy 1.2.1

The City shall replace distribution and service lines comprised of deficient materials such as substandard plastic, galvanized, or asbestos pipes.

Policy 1.2.2.

The actual water use per capita shall not exceed the capacity level of service (LOS) of 120 GPCD.

Policy 1.2.3

The LOS for storage capacity shall be equal or greater than the amount of potable water distributed for use during an average day.

Policy 1.2.4

The LOS for water quality shall meet or exceed all State and Federal Safe Drinking Water Act requirements, as amended.

Policy 1.2.5

The City shall support wellfield improvements as recommended in the water supply plan to increase capacity, production, and water quality with the development of additional wells and improvements to existing wells.

Policy 1.2.6

The City shall continue the existing program of backflow prevention to protect potable water services from contamination.



Policy 1.2.7

The City shall minimize dead end water mains and add looping throughout the system for improved water quality and pressure.

Policy 1.2.8

The City shall continue to inventory the existing facilities and upgrades in an asset management program to track maintenance, installation of assets, and scheduled replacement.

Policy 1.2.9

The City shall continue to obtain appropriate permits to allow for the discharge of high chloride content water if development of brackish water supplies requires such modifications.

Policy 1.2.10

The City shall continue to publish the Consumer Confidence Report annually for transparency, demonstration of high-quality water delivery, and to meet regulatory requirements.

OBJECTIVE 1.3 - Support, budget, and plan city-wide meter upgrade and replacement

Policy 1.3.1

The City shall include water meter upgrades as a component in every construction project that includes water distribution or service line piping replacement unless already upgraded.

Policy 1.3.2

The City shall continue to include water meter upgrades in the Capital Improvement Program (CIP) until the City is completely converted to upgraded meters.

OBJECTIVE 1.4 - Support practices and projects that increase resiliency of City infrastructure and operations.

Policy 1.4.1

The City shall evaluate water infrastructure and identify needs to protect vulnerable assets.

Policy 1.4.2

The City shall continually update and implement standard operating procedures for water service management, operation, and maintenance to provide resilient and reliable services.

Policy 1.4.3

The City shall implement a sustainable water conservation program to reduce demand on potable water resources.

OBJECTIVE 1.5: Support, budget, and implement facility security measures.

Policy 1.5.1

The City shall conduct regular network assessments to identify vulnerabilities such as software updates, access controls, and firewalls, and implement mitigation strategies for identified deficiencies.

Policy 1.5.2

The City shall conduct regular risk assessments of physical and electronic barriers and implement mitigation strategies for identified deficiencies.

SANITARY SEWER

Central to the Sanitary Sewer comprehensive plan element is the establishment of a reliable and efficient 2.25 million gallons per day (MGD) wastewater treatment plant and associated systems. This facility was constructed in 1968 with multiple upgrades over the years to employ advanced treatment technologies that effectively remove impurities and contaminants from the wastewater stream while accounting for future growth and evolving wastewater quality standards.



The system starts where sewer is collected from city homes and businesses by approximately 87 miles of sanitary sewer piping and 27 lift stations for eventual treatment at the water reclamation facility (WRF).

The WRF utilizes a complex biological treatment process known as the 5-Stage Bardenpho process. The process begins with coarse filtration of grit and solids at the head of the plant, then the water is conveyed through various aerobic and anoxic zones to promote the growth of different microorganisms required for nutrient removal. Wastewater is then transferred to conical basins called clarifiers, where solids settle and are collected as sludge for use as fertilizer. After the clarification process, water is filtered through sand filters, disinfected with chlorine, and stored before being distributed as high-quality reclaimed water.

The City implemented a reclaimed water (RCW) system in 1995 and was expanded to include a 1.25 MGD aquifer storage and recovery (ASR) well in 2014. The RCW is primarily used for irrigation, but the City has also encouraged alternative uses for this valuable resource. Despite providing innovative methods for RCW use, including use in lawn chemicals, manufacturing applications, and construction activities, the City continues to have seasonal surpluses of RCW. A portion of the surplus RCW is sold wholesale to Pinellas County. The remaining surplus is either discharged to Mobbly Bayou or injected into the ASR well for storage or withdrawal depending on the need. This system is an integral part of resource management as reclaimed water use conserves potable supplies that might otherwise be used for irrigation or other applications. The development of this system has allowed the facility to reduce the volume of treated water discharged to Tampa Bay by 88% on an annual average.

The WRF operates 24 hours per day, 7 days per week, 365 days per year, and processes approximately 1.70 million gallons of wastewater on an annual average daily basis. The facility is operated by highly trained and skilled, State-licensed staff members that are responsible for extensive regulatory compliance monitoring and reporting per the facility's Florida Department of Environmental Protection NPDES permit.

Intergovernmental Partners and Stakeholders

- Florida Department of Environmental Protection (FDEP)

- Southwest Florida Water Management District (SWFWMD)
- Pinellas County

Programs and Initiatives

- City of Oldsmar Capital Improvement Program
- City of Oldsmar Code of Ordinances

GOAL 2 – PROVIDE ADEQUATE AND RELIABLE SANITARY SEWER SERVICES TO MEET EXISTING AND FUTURE DEMANDS.

OBJECTIVE 2.1 - Increase capacity or extend wastewater facilities concurrently with development.

Policy 2.1.1

The City shall permit development if adequate wastewater facilities are provided to serve the development.

Policy 2.1.2

The treatment capacity shall be a minimum of 125 gallons per capita per day (GPDC), not to exceed the permitted design of 2.25 million gallons per day, average daily flow.

Policy 2.1.3

Efforts shall be made to minimize infiltration/inflow through maintenance, inspection, asset management tracking, and CIP improvements.

Policy 2.1.4

The City shall utilize and periodically update a wastewater master plan to prioritize and plan collection system and wastewater facility improvements to address future capacity requirements and expansion projects.

Policy 2.1.5

The City shall update cost estimates to extend sewer system to and pursue funding opportunities to convert existing septic systems to advanced wastewater treatment.

Policy 2.1.6

The City shall continue to encourage residents and businesses to connect to reclaimed water where available and require reclaimed water use for irrigation.

OBJECTIVE 2.2 - Develop and maintain a wastewater collection system.

Policy 2.2.1

The City shall not issue new permits for septic tanks if sewer connection is available to the property.

Policy 2.2.2

The City shall work to extend sewer lines to ensure that all incorporated City areas served by septic tanks are served by the wastewater system to address future regulation and environmental concerns.

Policy 2.2.3

The City shall provide educational materials to residents and businesses regarding compliance with connection requirements.

Policy 2.2.4

The City shall pursue grant funding for septic-to-sewer conversions.

OBJECTIVE 2.3 - Improvements to wastewater collection and treatment facilities shall be programmed into the Capital Improvements Element of the Comprehensive Plan and Capital Improvement Program.

Policy 2.3.1

The City shall annually assess the Capital Improvement Program to ensure wastewater collection and treatment facilities are appropriately included.

Policy 2.3.2

The City shall set priorities for replacement, correcting wastewater facility deficiencies and providing for future facility needs based on urgency for need, funding availability and effectiveness to achieve levels of service using a wastewater master plan.

OBJECTIVE 2.4 - Support reduction of reclaimed water disposal to Tampa Bay.

Policy 2.4.1

The City shall adhere to all State and Federal regulations including Florida Senate Bill 64 that mandates a plan for reduction and elimination of surface water discharge.

Policy 2.4.3

The City shall support management of resources through the Capital Improvement Program.

Policy 2.4.4

The City shall continue regular maintenance of the ASR well to ensure capacity.

OBJECTIVE 3.5 - Reduce stormwater impacts on the sanitary sewer system.

Policy 3.5.1

The City shall ensure that new infrastructure is installed according to best practices and in compliance with the requirements of regulatory agencies.

Policy 3.5.2

The City shall continue to inspect, repair, line and/or replace sanitary sewer mains that are failing and allowing infiltration of groundwater.

Policy 3.5.3

The City shall continue to inspect, rehabilitate, and line old manholes to prevent infiltration.

Policy 3.5.4

The City shall budget for and install manhole domes at low points for preventing inflow.

OBJECTIVE 2.6 - Support practices and projects that increase resiliency of City infrastructure and operations.

Policy 2.6.1

The City shall maintain existing wastewater infrastructure located within the Coastal High Hazard Area.

Policy 2.6.2

The City shall discourage development of new infrastructure within the Coastal High Hazard Area if feasible.

Policy 2.6.3

The City shall evaluate wastewater infrastructure periodically and identify needs to protect vulnerable assets.

Policy 2.6.4

The City shall continually update and implement standard operating procedures for sewer service management, operation, and maintenance to provide resilient and reliable services.

SOLID WASTE

Solid waste refers to the garbage that is produced as a result of human activities that is discarded as unwanted and useless. Industrial, residential, and commercial activities all generate solid waste. Proper control of solid waste is essential to human flourishing. Effective solid waste management not only enhances the beauty and quality of the environment but also conserves natural resources, prevents the spread of disease, and eliminates nuisances, ultimately safeguarding public health, safety, and welfare.

The City has contracted for the removal and disposal of all garbage and trash within the City, which includes a single-stream curbside recycling program. In addition, for a base monthly fee, each residential customer receives service for recycling and garbage curbside in a contractor-provided cart.

Intergovernmental Partners and Stakeholders

- Pinellas County Solid Waste

GOAL 3 – PROVIDE FOR THE SAFE AND ENVIRONMENTALLY SOUND COLLECTION AND DISPOSAL OF SOLID WASTE TO PROTECT PUBLIC HEALTH AND SAFETY AND ENHANCE THE ENVIRONMENT.

OBJECTIVE 3.1 - Minimize the generation of solid waste to conserve natural resources, recover resources which have the potential for further usefulness, and extend the life of the landfill.

Policy 3.1.1

The City shall comply with the LOS standard for solid waste disposal of 1.30 tons of solid waste disposed per person per year in accordance with Pinellas County's adopted LOS standard, while striving to reduce this number.

Policy 3.1.2

The City shall provide community education regarding methods and practices that reduce the solid waste stream.

Policy 3.1.3

The City shall encourage responsible composting efforts.

Policy 3.1.4

The City shall explore methods to reduce operational and disposal costs while maintaining or expanding service levels.

Policy 3.1.5

As part of development review, encourage allocation of appropriate space on commercial and industrial sites to allow for inclusion of commercial recycling and solid waste containers.

Policy 3.1.6

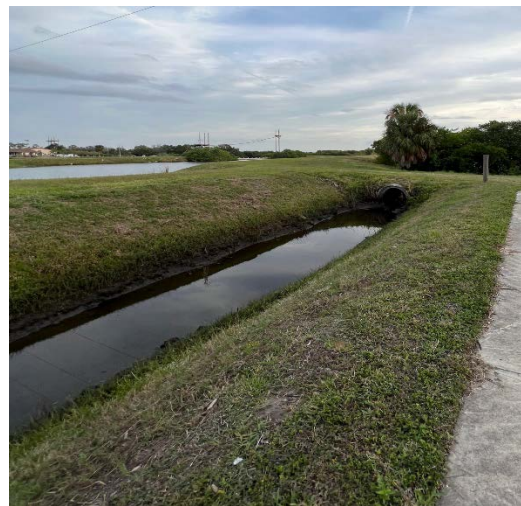
The City shall develop conservation measures to reduce solid waste and increase recycling.

Policy 3.1.7

The City shall comply with the Pinellas County Solid Waste Master Plan.

DRAINAGE

The Oldsmar Watershed is relatively flat and densely urbanized. Elevations range from approximately 33.54 feet (NAVD 88) in the southwest to approximately -3.92 feet (NAVD 88) in the southeast. Many of the internal conveyance systems are for secondary drainage and consist of driveway culverts, collection systems (i.e. catch basins, cross drains, etc.), overland weirs, and ponds. Along the western boundary of the watershed, many areas are coastally influenced and drain indirectly to the Gulf of Mexico through Old Tampa Bay. The watershed also contains multiple waterbodies and canal systems, such as Lake Tarpon. Along the eastern boundary of the watershed, there are multiple boundary conditions between the Oldsmar watershed and the neighboring Hillsborough County watershed. Similarly, the northern boundary of the watershed borders with the neighboring Pinellas County Brooker Creek watershed.



The City incorporates a total of seven distinct drainage basins: Brooker Creek (BC), Double Branch (DB), Mobbly Bayou (MB), Moccasin Creek (MC), Safety Harbor (SH), State Street (ST), and Tarpon Canal (TC). The sub-watershed groups are illustrated in Figure 1-2. Drainage in the City is along a north-south drainage divide, with the Brooker Creek and Moccasin Creek watersheds draining to the west, and the Double Branch basin draining to Hillsborough County to the east. The remaining portions of the City drain to Old Tampa Bay. The stormwater runoff throughout the City generally drains through a series of lakes, wetlands, control structures, channels, and culverts into the main creek systems and ultimately out to the adjacent communities or to Old Tampa Bay.

Several large wetland areas and tidally influenced marshes are present in Oldsmar. The wetlands tend to occur as loosely connected low-lying areas north of Tampa Road, while tidal marshes exist along the shores of Old Tampa Bay and Mobbly Bayou where the topography is generally at a lower elevation. Land uses within the watershed boundaries vary and include large wetland/lake areas, major and minor roadways, residential subdivisions, and industrial complexes. The design capacity requirements of the City's drainage facilities are described in the City's Land Development Code.

The City coordinates with Pinellas County for the stormwater management permit requirements of the National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4). Regulations have been enacted related to flooding and drainage. The intent and purpose of these regulations is to preserve water resources, ensure flood prevention and proper storm drainage, and reduce pollutants entering Tampa Bay. The City's regulations are applicable to all instances of land subdivision and are implemented through a plat approval process that is contained in the City's Land Development Code (LDC).

The City completed a Watershed Management Plan in 2018 in partnership with the Southwest Florida Water Management District (SWFWMD). The models have been used for stormwater management requirements for (re)development. In 2023, the City began work on a Stormwater Master Plan to further plan for and enhance the City's stormwater system.

Intergovernmental Partners and Stakeholders

- U.S. Environmental Protection Agency (USEPA)
- Florida's Department of Environmental Protection (FDEP)
- Southwest Florida Water Management District (SWFWMD)
- United States Army Corps of Engineers (USACOE)
- Pinellas County Federal Emergency Management Agency (FEMA)

Programs and Initiatives

- National Flood Insurance Program (NFIP)

GOAL 4 – UTILIZE COMPREHENSIVE INTEGRATED WATER MANAGEMENT TO IMPROVE WATER QUALITY AND PROTECT, ENHANCE AND RESTORE NATURAL RESOURCES AND PROCESSES.

OBJECTIVE 4.1: Promote the natural movement of water within watersheds to protect, enhance and restore hydrologic and ecological functions.

Policy 4.1.1

The City shall apply best management practices for surface water quality improvement to protect, enhance and restore natural resources, biodiversity, and estuarine productivity.

Policy 4.1.2

(Re)development shall be sustainable and preserve or enhance water quality.

Policy 4.1.3

The City shall encourage the use of low impact development techniques in site design to store, infiltrate, and evaporate stormwater runoff on the site.

OBJECTIVE 4.2 - Meet or exceed federal, state, and regional regulatory requirements.

Policy 4.2.1

The City shall implement the requirements of the National Pollution Discharge Elimination System (NPDES) permit in coordination with Pinellas County to protect and enhance the quality of the City's surface waters.

Policy 4.2.2

The City shall meet or exceed the requirements of the Clean Water Act to protect and enhance the quality of the City's surface waters.

Policy 4.2.3

The City shall coordinate with Pinellas County, Southwest Florida Water Management District (SWFWMD), the Florida Department of Environmental Protection (FDEP) and the Tampa Bay Estuary Program (TBEP) in protecting, restoring, or enhancing natural habitats, estuaries, and natural systems.

Policy 4.2.4

The City shall develop, maintain, and implement watershed management plans that consider the effects of sea level rise and storm surge modeling to address stormwater management, water quality, and ecosystem functions.

GOAL 5– REDUCE RISK TO LIFE, PROPERTY, AND NATURAL RESOURCES THROUGH STORMWATER AND FLOODPLAIN MANAGEMENT.

OBJECTIVE 5.1 - Manage stormwater runoff and manage the storage value and purpose of natural floodplains to reduce risk to life and property.

Policy 5.1.1

The City shall achieve or exceed the minimum levels of service for stormwater management and flood control considering future conditions including sea level rise, storm surge, changes in precipitation and other consequences of climate change by:

- Complying with all applicable federal, state, and local regulations relating to flood control, stormwater treatment, and wetland protection in public and private project design.
- Utilizing the City's Land Development Code to ensure 25-year, 24-hour storm design standard where post development runoff shall not exceed pre-development drainage rates to reduce risk to human life and property.
- Giving preference to stormwater management options which restore floodplains and remove obstructions from floodways.

Policy 5.1.2

The City shall reduce risk to life and property from floods by requiring higher regulatory standards for (re)development within areas of known flooding when feasible.

Policy 5.1.3

Construction in floodplains shall be regulated by the City's Land Development Code and all other applicable local, state, and federal regulations.

Policy 5.1.4

The City shall correct existing public drainage facility deficiencies through planned improvements listed in the Capital Improvement Program and Stormwater Master Plan.

Policy 5.1.5

The City shall establish priorities for replacement and expansion of public drainage facilities based upon anticipated growth and development plans.

Policy 5.1.6

The City shall develop and enforce higher regulatory standards to participate in NFIP Community Rating System.



~~For consistency with the Alternative Water Supply Project, the population Projections in Table 5 are per the Projected Water use projections utilized in the City of Oldsmar Alternative Water Supply Plan, includes current and potential future users of system per this plan.~~

~~Population projections for years 2020 and 2025 based on 5-year average (2010 to 2015) of .76% increase~~

~~Potable Water Demand includes projections for Recreation, Fire Fighting, Water Utilities, Treatment Loss and other unaccounted waters.~~

STAFF REPORT MEMO

TO: Felicia Donnelly, City Manager
FROM: Tatiana Childress, AICP, CFM, Planning & Redevelopment Director
DATE: December 28, 2023
SUBJECT: Comprehensive Plan Update – Infrastructure Element

BACKGROUND: As stated in Section 163.3177, F.S., all municipalities in Florida must maintain a long-range Comprehensive Plan. The purpose of Comprehensive Planning is to guide land use decisions and address various aspects such as capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management (where applicable), and public facilities.

Oldsmar’s Comprehensive Plan was adopted in 1990. The most recent evaluation and appraisal of the City’s Comprehensive Plan was completed in 2007. In 2014, the city notified the State’s Department of Economic Opportunity (DEO), that no updates to the Plan were required. Since 2014, the Comprehensive Plan has been periodically amended, including revisions to the Transportation, Intergovernmental and Capital Improvements Elements in 2016, revisions to the Future Land Use Element in 2018, as well as the adoption of the Property Rights Element, completed in compliance with F.S. 163.3177(6)(i)2, and the adoption of density and intensity bonuses to encourage mixed use development within a portion of the Community Redevelopment District (CRD) Future Land Use Category in 2022.

In 2022, the City of Oldsmar notified the DEO of the upcoming amendments to the City’s Comprehensive Plan and initiated the 2023 Comprehensive Plan Update.

This document includes the summary of the amendments for the Infrastructure Element, amended Ordinance 2023-09, including Exhibit “A” with words ~~stricken~~ denoting deletions from the original text. Words underlined signify additions to the original text. And words neither underlined nor stricken remain unchanged.

SUMMARY:

The purpose of the Infrastructure Element, which includes Potable Water, Sanitary Sewer, Stormwater Management, Solid Waste, and Natural Groundwater Aquifer Recharge, is to provide for necessary public facilities and services correlated to future land use projections.

The proposed amendments are extensive enough that a complete strikethrough and replacement of the element language is suggested.

The updated document features simplified language and updated reference to the partnering agencies and relevant documents. It includes modernized language and policies that are brought up to date with external applicable laws and regulations, as well as standardized formatting and reorganization of policies. The objective’s language is adjusted to indicate conditions that need to change and policy language to indicate actionable steps for the City to take to achieve objectives.

The Water Resources section was updated to better reflect the projects and goals associated with the Reverse Osmosis Plant, and substantial changes were needed to capture this change.

The drainage and stormwater elements were updated to be consistent with goals and requirements of new state legislation. Water Quality and sea level rise considerations have drastically changed over the last decade, and the City's policies and procedures needed to be updated for consistency.

RECOMMENDATION: City staff recommends that the Planning Board recommend approval to the City Council of the Infrastructure Element update of the Comprehensive Plan, Ordinance 2023-09 as presented.

Attachment: Ordinance 2023-09

ORDINANCE 2023-12

AN ORDINANCE OF THE CITY OF OLDSMAR, FLORIDA, AMENDING THE GOALS, OBJECTIVES AND POLICIES OF THE HOUSING ELEMENT OF THE CITY OF OLDSMAR COMPREHENSIVE PLAN TO UPDATE APPENDIX A TO INCLUDE UPDATED DATA AND ANALYSIS REPORT AND REMOVE OUTDATED REFERENCE TO THE 9J-5, F.A.C.; UPDATE POLICY 2.1.1 AND REMOVE ANY LANGUAGE RELATED TO THE DENSITY INCENTIVE NEAR GUIDED RAIL OR BUS RAPID TRANSIT; TO REFERENCE A PROPOSED PLANNED REDEVELOPMENT DISTRICT LAND USE CATEGORY, APPROPRIATE FOR FUTURE MIXED-USE DEVELOPMENT AS PART OF THE ADVANTAGE PINELLAS CORRIDOR PLANNING GUIDELINES; PROVIDING FOR CODIFICATION; PROVIDING FOR SEVERABILITY; AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Section 163, Part II, Florida Statutes, establishes the requirements of the Community Planning Act and governs local government comprehensive planning and land development regulation; and

WHEREAS, the City of Oldsmar adopted its Comprehensive Plan in 1990, which meets the requirements of the Local Government Comprehensive Planning and Land Development Regulation Act of 1985; and

WHEREAS, the City Council of the City of Oldsmar has periodically revised and amended the Plan in order to ensure it remains current and responds to current needs and opportunities.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF OLDSMAR, FLORIDA, IN SESSION DULY AND REGULARLY ASSEMBLED:

Section 1: That the following provides a summary of the proposed amendments to the Housing Element of the Comprehensive Plan of the City of Oldsmar:

Appendix A contains updated data and analysis report for the Housing Element. The element's language is updated to remove outdated reference to the 9J-5, F.A.C.

Updated Policy 2.1.1 and removed any language related to the density incentive near guided rail or Bus Rapid Transit; referenced proposed Planned Redevelopment District land use category, appropriate for future mixed-use development as part of the Advantage Pinellas corridor planning guidelines.

Section 2: That the Housing Element of the Oldsmar Comprehensive Plan is amended to read as set forth in the attached Exhibit "A".

Section 3: Pursuant to requirements of Section 166.041, Florida Statutes, this Ordinance to amend the City of Oldsmar Comprehensive Plan is incorporated into the

Housing Element of the City of Oldsmar Comprehensive Plan, located at, and maintained by, the City Clerk of the City of Oldsmar.

Section 4. For purposes of codification of any existing section of the Oldsmar Code herein amended, words **underlined** represent additions to original text, words **~~stricken~~** are deletions from the original text, and words neither underlined nor stricken remain unchanged.

Section 5. If any section, subsection, paragraph, clause, provision, sentence or word of this Ordinance shall be adjudged by any Court of competent jurisdiction to be invalid, such judgment shall not affect, impair, invalidate or nullify the remainder of this Ordinance, but the effect therefore shall be confined to the section, subsection, paragraph, clause, provision, sentence or word immediately involved in the controversy in which such judgment or decree shall be rendered.

Section 6: Pursuant to Section 163.3184(3), Florida Statutes, if not timely challenged, an amendment adopted under the expedited provisions of this section shall not become effective until 31 days after the state land planning agency notifies the local government that the plan amendment package is complete. If timely challenged, the amendment shall not become effective until the state land planning agency or the Administration Commission enters a final order determining the adopted amendment to be in compliance. No development orders, development permits, or land uses dependent on this Amendment may be issued or commence before the amendment has become effective.

PASSED ON FIRST READING: _____.

PASSED ON SECOND READING AND ADOPTED: _____.

Daniel M. Saracki, Mayor
City of Oldsmar

ATTEST:

Kristin Garcia, CMC
City Clerk
City of Oldsmar

APPROVED AS TO FORM:

Thomas J. Trask, B.C.S.
City Attorney
City of Oldsmar

Ordinance 2023-12

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I. INTRODUCTION

The city of Oldsmar, one of the oldest cities in Pinellas County, is a coastal community located on Old Tampa Bay and Safety Harbor. The city was originally laid out in a fan-shaped plan of boulevards emanating from the Safety Harbor waterfront. Oldsmar is located within easy driving distances of the cities of Clearwater, St. Petersburg, and Tampa. Its present character is a family-orientated primarily white-collar community. Oldsmar's location on north Old Tampa Bay places it in one of the Tampa Bay Region's current high-growth areas.

The purpose of the Housing Element is to identify existing conditions in the city's housing supply, present housing trends, identify goals and objectives, develop alternative approaches to meet housing needs and goals, and evaluate housing alternatives.

The Housing Element is based upon the existing comprehensive plan (Oldsmar Comprehensive Plan, 1996). The Housing Element is specifically designed to meet the needs of the city of Oldsmar while adhering to the requirements set forth in Chapter 163, F.S. and Rule 9J-5, F.A.C.

Since the city of Oldsmar is not directly involved in the building and maintenance of housing, the responsibility lies with the private sector for both owner-occupied and rental housing. By ordinance, the city has adopted the Florida Building Code, but beyond this guideline, its role is minimal. The private sector remains the main provider and preserver of the housing stock.

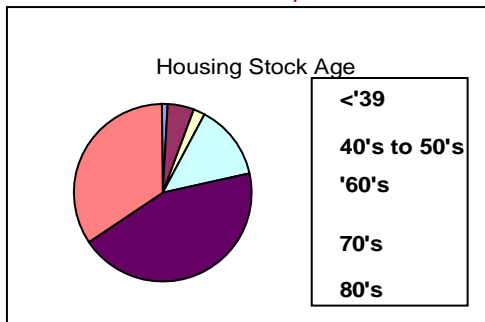
The source of the data in the Housing Element is calculated by the Pinellas County Planning Department and based off the Florida Housing Data Clearinghouse (FHDC). The FHDC under the Shimberg Center for Affordable Housing, University of Florida was founded in 2000 to provide public access to data on Florida's housing needs and supply, subsidized rental housing, and household demographics. Sources of the data available from FHDC include the U.S. Census, other federal population and housing surveys, and the Florida Housing Finance Corporation. The Pinellas County Planning Department provided population projections, by County and City for incorporation into the Comprehensive Plans by utilizing a double-exponential growth model.

II. INVENTORY [9J-5.010(1)(a-h), 9J-5.005(2)(e)F.A.C.]

A. Characteristics of the Existing Housing Stock

1. The Age of the Housing Stock

Approximately 81% of the housing units in the City of Oldsmar were built after 1980. Table 1 shows the distribution of units by year constructed for the City of Oldsmar and Pinellas County.



Type of Dwelling Units

Based on data from the U.S. Census Bureau, Table 2 is an inventory of housing units by type. Approximately 68% of the city's housing stock is single family or mobile/manufactured homes.

~~2. Owner Occupied and Renter Occupied Dwelling Units~~

Table 3 outlines the U.S. Census Bureau 2000 report on the tenure of occupied housing units in Pinellas County and the City of Oldsmar. Approximately 78% of the city's housing stock is owner-occupied compared to 71% in Pinellas County.

~~3. The Cost of Housing: Rent, Value and Monthly Cost~~

~~a. Monthly Gross Rent~~

The median monthly gross rent for renter-occupied housing units in Oldsmar was \$787, as reported in the 2000 U.S. Census. Pinellas County median monthly gross rent was \$616. It is evidenced by data presented in Table 4 that the orientation of the rental market in Oldsmar is more toward mid-priced units than in Pinellas County. Table 4 shows the monthly gross rent of the city's rental housing market.

~~b. Value of Owner Occupied Housing~~

The median value of owner-occupied housing units for the city was \$103,600 as reported in the 2000 U.S. Census. This figure is seven percent higher than the price of the average home in Pinellas County (\$96,500). Table 5 inventories the range of housing values in the city.

~~c. Monthly Cost of Owner Occupied Housing~~

According to the 2000 U.S. Census 48.1% of the city's residents paid less than \$1,000 per month for housing compared to 55.1% of Pinellas County residents. Table 6 depicts the monthly costs of owner-occupied units.

~~4. Cost-to-Income Ratio for Owner Occupied Housing Units~~

The level of household income serves as a determining factor in the choice of decent affordable housing. The Shimberg Center for Affordable Housing estimated the number of households with affordability problems by measuring how many pay 50% or more of their incomes for housing. According to the National Low Income Housing Coalition, a household is considered to be paying an excessive percentage of their annual income for housing if the cost-to-income ratio exceeds 30%. Similarly, the level of household income also serves as a determining factor in the choice of owned housing. Mortgage qualification is difficult if the projected costs including mortgage, taxes, insurance, and utilities exceed 30% of the household's income.

According to the Shimberg Center, 68.3% of the households in Oldsmar whose annual income was less than \$35,000 spent 30% or more of their income for housing. Table 7 demonstrates the cost-to-income ratio for owner-occupied units.

~~B. Condition of the Housing Stock~~

The Affordable Housing Study Commission estimates that a 30 to 40 year old housing unit normally requires rehabilitation and remodeling to maintain the life of a unit. According to the 2000 U.S. Census, 78% of the city of Oldsmar housing units are less than 20 years old. A windshield survey was conducted in 2006 of the neighborhoods with housing units built prior to 1950 or 6% of the city.

During this survey no house within the city limits evidenced the existence of substandard housing conditions. The neighborhoods that the windshield survey targeted were located primarily in the Community Redevelopment District and the surrounding area and in the Residential Urban area along Shore Drive. Some of these homes suffered from aging roofs or were in need of paint, but none of the houses exhibited structural decay such as roof damage or wall decay. Any houses that had the potential to be structurally unsound were in the process of renovation. The location of these neighborhoods is displayed in the Housing Stock Prior to 1950 Map in the Plan Appendix. While there are additional homes scattered throughout the city that are in need of minor repair, painting and general yard maintenance, the city's housing stock is basically in good condition.

The following criteria were used to identify housing conditions in the 2006 windshield survey:

~~STANDARD: Good condition, structurally sound, maintained with no major maintenance needed. Possible painting may be required.~~

~~SUBSTANDARD: Deteriorating condition, poorly maintained, homes of inadequate original construction or advanced age, exhibiting signs of sagging roof lines, porches, walls or other indicators of structural decay. Possible demolition necessary.~~

The City in response to the aging housing conditions has implemented a Painted Up Fix Up Grant program for eligible homesteaded properties within the Community Redevelopment District.

Other measures of interior housing conditions considered to be substandard are identified in the 2000 U.S. Census. These measures include a lack of complete plumbing for exclusive use, lacking complete kitchen facilities for exclusive use, lacking central heating, and overcrowding. More than one of these conditions may appear in the same housing unit. According to 2000 U.S. Census Bureau data there are 83 units in the city described as overcrowded (1.01+ persons per room) and 7 units lacking central heating. As defined by the U.S. Census Bureau, a dwelling containing more than 1.01 persons is overcrowded. In comparison Pinellas County data indicates 11,276 overcrowded units, 2,946 lacking central heating.

~~C. Subsidized Housing Developments~~

~~There is one HUD risk sharing subsidized multi family housing location, Westminster with 270 assisted units located within the corporate limits of the city of Oldsmar.~~

~~The East Lake Club Apartments is a 240 unit apartment complex financed with assistance through a local government program. To qualify for assistance a person must not earn more than 80% of the Area Median Income (AMI). The 80% of the AMI is a traditional measure of eligibility for programmatic housing assistance.~~

~~The location of Westminster and the East Lake Club Apartments are identified on the Housing Map of the Plan Appendix.~~

~~D. Group Homes~~

Sites for group homes are available throughout the City. Currently, there is no Florida Department of Children and Family Services, formerly Department of Health and Rehabilitative Services, licensed group homes located within the corporate boundaries of the city.

~~E. Mobile Home Parks/Subdivisions~~

~~One mobile home subdivision, Gull Aire Village, is located within the corporate boundaries of the city. Gull Aire Village contains 626 mobile home lots. The location of Gull Aire Village is shown on the Housing Map of the Plan Appendix.~~

~~F. Historically Significant Housing~~

~~The city has no listings in the National Historic Register, and no nominations are pending at this time. The Florida Master File State Site within the Division of Historical Resources lists 73 historical structures. There are two historically significant houses listed on the Florida Master Site File as eligible for the National Historic Register. They are the James Thompson House located at 313 Park Boulevard and the Oldsmar Bank, located at 105 W. State Street, which previously housed the library which are both located in the Community Redevelopment District. R.E. Olds Park, an archaeological site, is also listed.~~

~~G. Housing Construction Activity~~

~~Based on data obtained from the Florida State of the Cities Data System and the city of Oldsmar Building Department, Table 8 is an inventory of housing construction activity from 2000 to 2006 and Table 16 is an inventory of current residential and mixed use projects in process of development.~~

~~H. Seasonal, Recreational or Occasional Use~~

~~In 2000, the City of Oldsmar had 76 vacant units held for seasonal, recreational or occasional use compared to 34,111 units in Pinellas County, based on data from the U.S. Census Bureau. The City has four motels/hotels with over 270 units within the City limits.~~

~~III. ANALYSIS~~

~~A. Availability of Data~~

~~Due to the varying complexities, sizes, growth rates and other factors associated with local governments in Florida the Department shall consider the following factors with regard to the detail of data, analysis, and the content of the goals, objectives, policies and other graphic or textual standards required [9J-5.002(2), F.A.C.]:~~

- ~~• The geography and size of the local government's jurisdiction, and the extent or existence of undeveloped land.~~
- ~~• The local government's existing and projected population and rate of growth.~~

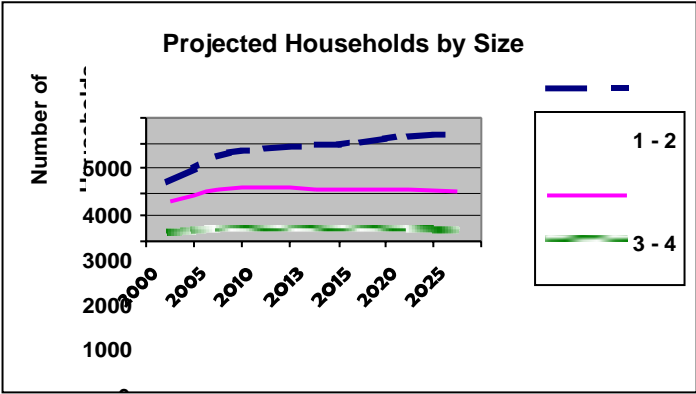
~~Analysis of the city of Oldsmar's future housing needs is strongly influenced by these factors. Geographically, Oldsmar covers approximately 5,817 acres. In terms of population, the Bureau of Economic and Business Research (BEBR) estimated the city's 2005 population to be 13,884. The city's permanent population is projected to reach 14,958 by the year 2010 and 16,261 by the year 2025. Oldsmar experienced a 42% growth in population between 1990 and 2000 and is forecasted to grow at a moderate rate, remaining similar in size and character through the remainder of this century.~~

Table 9 shows population projections for the city of Oldsmar. These population projections will assist in determining the future number of households in the city and therefore the future housing needs and were calculated by Pinellas County Planning Department as of February 2007.

B. Projected Number of Households by Size and Income – [9J-5.010(2)(a), F.A.C.]

In accordance with Rule 9J-5.005(4), two planning time frames are included in the population analysis, "one for at least the first five year period subsequent to the plan's adoption and one for at least an overall ten year period." Pursuant to the Rule, the time frames of 2005 and 2010 have been selected. The years 2013, 2015, 2020 and 2025 are also included in the projections. The 2000 U.S. Census figures are used as a baseline for the projections.

In 1990 there were 3,514 households in the City of Oldsmar with an average household size of 2.63. In 2000, the number of households rose to 4,536 and the average household of 2.60. Table 10 depicts the projected number of households by the number of persons per household. Table 11 shows the projected number of households in the city of Oldsmar by income range.



C. Projected Housing Need – [9J-5.010(2)(a), F.A.C.]

The population projections were primarily developed by the Pinellas County Planning Department and approved by the Florida Department of Community Affairs based on actual 2000 Census Bureau data and existing dwelling unit data that was available for the County and Transportation Analysis Zones (TAZ) which relate to the City of Oldsmar. To determine the number of units over time, a Double Exponential Growth Model was used for each of the 14 Planning Sectors within the County due to varying growth curves. The projections are spread over time in 5 year intervals. The year 2013 is projected based on the five year average of 2015 and 2010. For example, to derive the number of persons, the 2000 Census persons per household of the corresponding census tracts is applied.

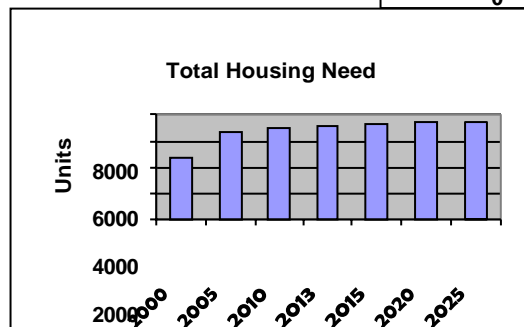
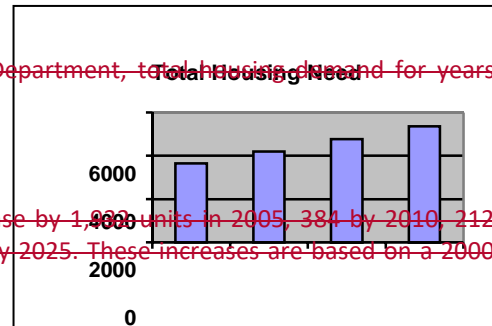
Projections for units that are tenure or income range based are derived from the Shimberg Center for Affordable Housing. The vacant supply is based on the U.S. Census 2000 vacancy rate that was 4.2% in the city of Oldsmar.

Due to the type of sample taken from the 1990 U.S. Census information, housing needs may not have the same totals when compared. According to the Shimberg Center, the reason for this occurrence is that housing data is taken from a weighted sample of information rather than a 100% count of responses.

Housing supply numbers are updated to 1995 only; no projections are made of the additional supply that may be built between 1995 and 2010. The housing demand numbers for total units by type, tenure, value and rent are projected through the year 2010. Because the housing needs increase over time, reflecting projected population growth, the need numbers may overstate the projected need likely to exist in the jurisdiction.

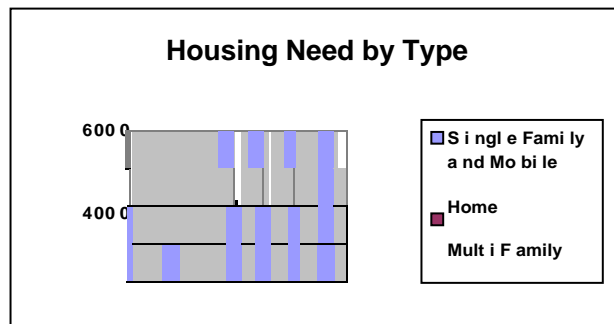
1. Projected Total Need

As projected by the Pinellas County Planning Department, total housing need for years 2005, 2010, 2013, 2015, 2020 and 2025 are 6,623, 7,007, 7,134, 7,219, 7,337 and 7,403 units respectively. To meet this demand the city's current housing supply will need to increase by 1,932 units in 2005, 384 by 2010, 212 units by 2015, 118 units by 2020 and 66 units by 2025. These increases are based on a 2000 actual inventory of 4,691 housing units.



2. Projected Number of Housing Units by Type

According to United States Census Bureau estimates, in 2000, there were 3,195 single family and mobile/manufactured homes and 1,496 multifamily units in the city of Oldsmar. Based on Pinellas County Planning Department population projections, Table 12 shows the projected housing need by type.



~~3. Projected Need by Income and Cost~~

~~Chapter 420, Florida Statutes, State Housing Initiatives Partnership, establishes income ranges that define affordability groups. These income ranges are defined in Table 13.~~

~~Table 14 shows the estimated and projected households by housing costs as a percentage of income. The data reflect projected households with income less than 80 percent of the median and paying 50% or more of their income for housing costs which is more indicative of today's environment. Historically a rental unit was considered affordable if it is less than 30% of a household's annual income.~~

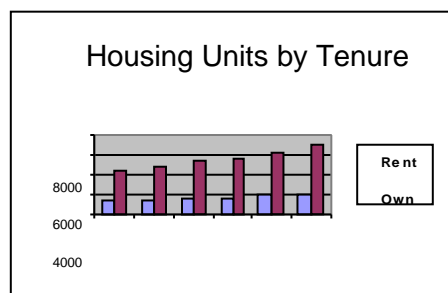
~~In 2000, the median household income of Pinellas County was \$37,111 and in Oldsmar it was \$50,354. Based on the Income Range Definitions in Table 13, in 2000 a very low income household would earn less than \$18,556 and \$25,177 annually in the county and city. A low income household would yield a \$29,689 and \$40,283 annual income. A household classified as having moderate income would have an annual adjusted gross income of not more than \$44,533 and \$60,425. 2000 U.S. Census data shows that 37% of the households in the city of Oldsmar earned under \$40,000 per year. This figure~~

indicates that more than a third of the city can be classified as being in very low or low income ranges.

There are two main factors that lead to the 37 percent of households earning under \$40,000 per year. The primary contributor to this situation is the large percentage of young families in the city. According to the 2000 U.S. Census, nearly 35% of the residents of Oldsmar are between 25 and 44 years old. A second factor is that more than 14% of the population is over 60 years old. These data lead to the conclusion that the majority of households that fall into the very low or low income ranges are most likely young families or retired citizens.

4. Projected Number of Housing Units by Tenure

Pinellas County Planning Department population projections were used to determine the number needed for owner and renter occupied units from 2005 through 2025. Results are presented in Table 15.



~~D. Replacement of Housing Units~~

~~Replacement of housing units due to deterioration is not a problem in the city of Oldsmar. The Affordable Housing Study Commission estimates that a 30 to 40 year old housing unit normally requires rehabilitation and remodeling to maintain the life of a unit. According to the 2000 U.S. Census 78% of the city of Oldsmar housing units are less than 20 years old. This conclusion is also supported by the windshield survey, discussed earlier in this element, which identified no homes with substandard conditions. As mentioned in the windshield survey discussion, some neighborhoods showed signs of aging roofs or required painting of the structure. This kind of deterioration only requires that repairs be made to the existing structure and not replacement of the unit.~~

~~E. Vacancy Rates~~

~~According to 2000 U.S. Census information, there were 303 vacant units in the city of Oldsmar. 76 of the 303 units were used for seasonal use. As discussed earlier in this element, vacancy data from the Census is not an adequate source, based upon the Bureau of the Census definition of a "vacant" housing unit. A further complication in determination of vacancy rates is the fact units may be owner occupied part of the year and renter occupied for part of the year. Still other units are occupied part of the year and held vacant for part of the year. A visual inspection of the city showed that only one unit was "vacant" in the sense that the unit was deteriorated and abandoned.~~

~~F. Land Requirements for Housing Needs [9J-5.010(2)(c), F.A.C.]~~

~~According to the Pinellas County Planning Department, it is projected that the total number of year round housing units in Oldsmar will reach 7,007 by 2010 and 7,403 by 2025. This is an increase of 384 units and 780 from the 2005 total housing estimate of 6,623 units. If the needed homes were constructed at the maximum allowable density of 15 units per acre, approximately 25.6 and 52.0 acres would be necessary to meet the need in 2010 and 2025. There is limited vacant residential land within the City limits. The only means of providing additional housing units is through redevelopment of existing structures or sites in order to increase density within permissible limits. It is anticipated that some of this need will be met by redevelopment in the Community Redevelopment District, as the maximum allowable density is 30 units per acre in the Town Center.~~

~~Since 2000 a number of new housing projects have been identified or started which will add to the number of housing units, including mixed use units. The City is also in the process of annexing properties located within the West Oldsmar area, including an over 10 acre property for a proposed multi-unit condominium development. These developments will provide adequate housing for the city through 2025. No land is available to expand the amount of residential land so therefore a forecast of land requirements for housing does not apply. Pursuant to Section 166.0451 F.S. the City identified two City owned properties that are appropriate for use as affordable housing. Table 16 identifies these projects and their capacity that have submitted Site or Conceptual Plans on the limited vacant land that is available or redevelopment of existing properties.~~

~~G. Private Sector Provision of Housing [9J-5.010(2)(d), F.A.C.]~~

~~It is expected that all of the future housing needs identified in this analysis can and will be met by the private sector. The high demand for homes in the community makes construction or renovation/redevelopment of such homes economically attractive to builder/developers. The future needs will also be met by the Community Redevelopment District as it continues to develop, shown on the Housing Map in the Plan Appendix. Changes in market conditions, such as an increase in interest rates, could affect the private sector housing delivery system.~~

~~H. The Private Sector Housing Delivery Process – [9J-5.010(2)(e), F.A.C.]~~

~~The private sector housing delivery process essentially functions the same throughout the Tampa Bay Region. A home builder will face many of the same conditions while building a house in Oldsmar as would be encountered when building a home in one of the other three counties in the Tampa Bay Region. For this reason, the private delivery process in this element will be discussed on a region-wide basis.~~

~~I. Finance~~

~~Financing affects purchaser and builder cost. Due to the limited amount of vacant land, the city of Oldsmar does not participate in any housing finance programs that would facilitate financing for private purchases in lower income ranges.~~

~~J. Services~~

~~All services are provided by the city, including potable water and sewer. A detailed description of the services provided is in the Infrastructure Element.~~

~~Solid waste is disposed of at the Pinellas County Refuse-to-Energy Plant site in accordance with an ordinance requiring all generated refuse to go to the plant unless the county has issued a permit for another disposal means.~~

~~The following list have fees that may be charged for residential construction on vacant property.~~

- ~~• Permit~~
- ~~• Water~~
- ~~• Sewer~~
- ~~• Landscape~~
- ~~• Public Safety Residential~~
- ~~• Radon~~
- ~~• Park Facility~~
- ~~• Transportation~~
- ~~• Infrastructure Residential~~

~~3. The Impact of Government Regulations~~

~~During the last two decades, governmental authority over residential development has greatly expanded in response to heightened concern for the quality of the urban environment. These increases in federal, state and local regulations are partly responsible for the rise in housing costs.~~

~~The following regulatory tools are governmental programs which have an effect on housing costs in the region:~~

- ~~• Environmental Regulations~~
- ~~• Development Regulations~~
- ~~• Building Codes~~
- ~~• Development Exaction (Impact Fees)~~

~~The relationships between these requirements and increases in housing costs are discussed below.~~

~~a. Environmental Regulations~~

~~The administration of environmental regulations, which are intended to minimize the destruction of the natural physical environment, can also delay residential construction and increase the cost of housing. Balancing the desirable goal of preserving the environment with the equally important need for affordable housing is not easily accomplished and should be thoroughly examined.~~

~~Coastal Construction regulations require that all new seawalls must have filter systems; repair of seawalls due to erosion or storm damage require a permit; new construction in Zones I and II require engineers certified by the state.~~

~~b. Land Development Regulations (LDRs)~~

~~As required by Chapter 163.3202, F.S., all municipalities within Florida must adopt and~~

~~enforce LDRs that are consistent with the Comprehensive Plan within one year after submission of the comprehensive plan for review. Among other things, LDRs ensure that adequate public facilities and services are available, natural resources are protected and incompatible land uses are separated. Specifically, LDRs must, at a minimum:~~

- ~~• Regulate the subdivision of land,~~
- ~~• Regulate the use of land and water, ensure compatibility of adjacent uses and provide for open space;~~
- ~~• Provide for the protection of potable water well fields,~~
- ~~• Regulate areas subject to seasonal and periodic flooding and provide for drainage and storm-water management,~~
- ~~• Ensure the protection of environmentally sensitive lands designated in the Comprehensive Plan,~~
- ~~• Regulate signage,~~
- ~~• Provide that public facilities and services meet or exceed the standards established in the capital improvements element required by s. 163.3177 and are available when needed for the development, or that development orders and permits are conditioned on the availability of these public facilities and services necessary to serve the proposed development. Not later than 1 year after its due date established by the state land planning agency's rule for submission of local comprehensive plans pursuant to s.~~

~~163.3167(2), a local government shall not issue a development order or permit which results in a reduction in the level of services for the affected public facilities below the level of services provided in the comprehensive plan of the local government. Ensure safe and convenient onsite traffic flow, considering needed vehicle parking.~~

~~The city has an adopted Land Development Code that meets these requirements.~~

~~e. **Building Codes**~~

~~Residential construction is regulated by a set of structural, electrical, plumbing, heating, mechanical, energy, and fire safety codes. These local building codes are established to protect the health, safety and welfare of the occupants, and to ensure the quality of construction and durability of the buildings. Increasingly higher standards and strict requirements have contributed to the rising cost of housing. The Florida Building Code, adopted in 2002, is used throughout the Tampa Bay region, and is designed to provide standardization of construction requirements.~~

~~i. **Special Topics in Housing [9J-5.010(2)(f)(1-5), F.A.C.]**~~

~~Rule 9J-5.010(2)(f) requires local governments to address each of the five following special topics in housing:~~

~~i. **The provision of housing with supporting infrastructure for all current and anticipated future residents of the**~~

~~jurisdiction with particular emphasis on the creation or preservation of affordable housing to minimize the need for additional local services and avoid the concentration of affordable housing units only in specific areas of the jurisdiction.~~

~~The infrastructure currently in place is adequate to meet all current and projected population. To meet the future needs of city residents in an effective and economical manner the city conducts scheduled maintenance and repair of infrastructure facilities for which the city is responsible. The city also maintains an appropriate millage rate to pay for services provided to city residents. The city provides the same level, amount, and quality of infrastructure to all city residents in all areas of the city without regard to resident income levels. The City has minimum vacant land within its boundaries which restricts the creation of additional affordable or workforce housing, although opportunities exist as redevelopment occurs in the CRD and the annexation of properties in the West Oldsmar area. For additional information refer to the Infrastructure Element of this Comprehensive Plan.~~

~~2. The elimination of substandard housing conditions and for the structural and aesthetic improvement of housing.~~

~~A windshield survey conducted in 2006 of neighborhoods with housing stock built prior to 1950 within the city limits did not identify any substandard housing units. For purposes of this non-obtrusive windshield survey, a substandard housing unit was defined as a poorly maintained home of inadequate original construction or~~

~~of advanced age; exhibiting signs of sagging roof lines, porches, walls or other indicators of structural decay.~~

~~The city of Oldsmar has a Code Enforcement Division whose function is to locate and notify property owners of structure and aesthetic code violations. The property owners have to upgrade the existing structures to meet code. The maintenance of structurally sound housing as well as aesthetic improvements for housing is provided primarily through private maintenance practices.~~

- ~~3. The provision of adequate sites for housing for very low, low and moderate income families, and for mobile homes.~~

~~The city has a good selection of lower priced homes and apartments that meet the economic requirements of very low, low, and moderate income residents. The city has one mobile home subdivision that contains 626 lots.~~

~~The city's Community Redevelopment District is intended to provide mixed uses which include the availability of affordable homes and rental units.~~

~~Opportunity for additional affordable or workforce housing may be available as West Oldsmar properties are annexed into the City. Pursuant to F.S. 166.0451, the City inventoried City owned properties appropriate for use as affordable housing in 2007. Two parcels of land were identified during this process. In other areas of the City there is no vacant land of a size and cost suitable for development of new construction for affordable housing, for the City of Oldsmar. A means for providing affordable~~

~~housing is available through coordination with the Pinellas County Community Development Department.~~

- ~~4. The provision of adequate sites in residential areas or areas of residential character for group homes and foster-care facilities licensed or funded by the Florida Department Of Children and Family Services.~~

~~Sites for group homes are available throughout the City. Currently, there is no Florida Department of Children and Family Services, formerly Department of Health and Rehabilitative Services, licensed group homes located within the corporate boundaries of the city. Strategies to address the location of group homes are further addressed in the goals/policies/objectives section of this element.~~

- ~~5. The identification of conservation, rehabilitation or demolition activities, and historically significant housing or neighborhoods.~~

~~The Florida Master File State Site within the Division of Historical Resources lists 73 historical structures. There are two historically significant houses listed on the Florida Master Site File as eligible for the National Historic Register. They are the James Thompson House located at 313 Park Boulevard and the Oldsmar Bank, located at 105 W. State Street, which previously housed the library. The Oldsmar Bank location is currently being renovated and it is anticipated that the City Council Chambers, the Upper Tampa Bay Regional Chamber of Commerce and the City of Oldsmar Historical Society will be located in this two story historic building. In June 1997~~

~~a study conducted on behalf of the city by Stevenson Architects, Inc. identified 75 housing units that have historic characteristics. The homes were all located in the Community Redevelopment District, formerly the old downtown area. The study also identified this area as a potential National Historic Register District.~~

~~IV. GOALS, OBJECTIVES AND POLICIES~~

~~Pursuant to Section 163.3177(6)(f), F.S., the following represents the Housing Goals, Objectives, and Policies of the City of Oldsmar. The Goals, Objectives, and Policies are intended to address the establishment of a long term end towards which the housing programs and activities of the community are ultimately directed.~~

HOUSING ELEMENT

GOALS, OBJECTIVES, AND POLICIES

~~A. Non-applicable Items~~

~~Section 9J-5.010(2)(b): Pinellas County and its municipalities are fully urbanized. There are no existing rural area nor farm worker households in the City and there is no future need for those households. Therefore, this requirement does not apply.~~

~~Section 9J-5.010(3)(c)(5): Establishment of principles and criteria guiding the location of homes for rural and farm worker households. There is no agricultural land in the city.~~

~~B. Local Goals, Objectives and Policies~~

~~GOAL 1 -~~

~~THE CITY SHALL SUPPORT, IN COOPERATION AND ASSISTANCE WITH PRIVATE AND NON-PROFIT AGENCIES, THE PROVISION OF DECENT, SAFE AND SANITARY HOUSING IN SUITABLE NEIGHBORHOODS AT AFFORDABLE COSTS TO MEET THE NEEDS OF THE PRESENT AND FUTURE RESIDENTS OF THE CITY, FREE FROM ARBITRARY DISCRIMINATION BECAUSE OF RACE, SEX, HANDICAP DISABILITY, ETHNIC BACKGROUND, AGE, MARITAL STATUS OR HOUSEHOLD COMPOSITION.~~

~~OBJECTIVE 1.1 -~~

~~The Ccity shall assist the private sector in providing a suitable mixture and number of housing types to meet the Ccity's housing needs.~~

~~Policy 1.1.1~~

~~The Ccity shall provide information and technical assistance to the private sector to maintain a housing production capacity sufficient to meet the need for additional housing units in a manner that is consistent with the Future Land Use Element.~~

~~Policy 1.1.2~~

~~The Ccity shall review ordinances, codes, regulations, and the permitting process, for the purpose of updating and amending, in order to increase private sector participation in meeting the housing needs of the Ccity, while continuing to ensure the health, welfare, and safety of the residents.~~

~~Policy 1.1.3~~

~~The Ccity shall review ordinances, codes, regulations, and the permitting process, for the purpose of eliminating or modifying conflicting and excessive requirements.~~

~~Policy 1.1.4~~

~~The Ccity shall continue to actively assist owners of extremely low, very-low, low, and moderate income residential units, or interested persons, with the various agencies in the county and state that administer various housing programs, such as the Pinellas County Community Development Department~~

which administers the county's rental improvement programs under the Community Development Block Grants, Federal HOME Program and the State Housing Initiative Partnership Program and with the U.S. Department of Housing and Urban Development, and the Florida Housing Finance Corporation which administers the federal low income housing credit program.

Measure

~~Maintain suitable mixture of housing types to meet the city's housing needs.~~

OBJECTIVE 1.2 -

The City shall increase the opportunity for all citizens of the city and surrounding areas to purchase or rent decent, safe, and sanitary housing which they can afford, free from arbitrary discrimination because of race, sex, disability, ethnic background, age, marital status or household composition by enforcing the Land Development Code.

Policy 1.2.1

The City shall enforce Fair Housing regulations as promulgated by federal and state authorities.

Policy 1.2.2

The City will facilitate the notification of enforcement agencies whenever housing discrimination is encountered by code enforcement.

Policy 1.2.3

The City will continue to prepare an inventory of all real property to which it holds fee simple title that may be appropriate for use as affordable housing.

OBJECTIVE 1.3 -

Sites for group homes in suitable residential locations shall meet all regulatory requirements per Ffederal and Sstate regulations and shall be made available ~~at suitable locations~~ to ensure that the needs of the city residents requiring such housing are met.

Policy 1.3.1

The City shall establish non-discriminatory standards and criteria addressing the location of group homes and foster care facilities.

Policy 1.3.2

The City shall review, and amend if warranted, the Land Development Code so that different classes of group homes will be permitted in appropriate residential neighborhoods where the class of group homes is necessary to meet the needs of city residents.

Measure

~~The availability of group homes in Oldsmar.~~

OBJECTIVE 1.4 -

The City shall continue to eliminate and monitor all substandard housing and improve the condition of existing affordable housing and neighborhoods within its boundaries.

Policy 1.4.1

The City shall continue code enforcement activities, through regular annual inspections of the housing stock.

Policy 1.4.2

The City shall use all reasonable federal and state funding, ~~or otherwise provide local public funds~~ for the rehabilitation or demolition of substandard housing.

~~Measure~~

~~The elimination of substandard housing.~~

OBJECTIVE 1.5 -

~~The City-Manager's office shall consider providing programs as necessary for ensure uniform and equitable treatment for persons and businesspersons displaced by state and local government programs, be provided~~ consistent with Sec. 421.55 F.S. ~~as of the effective date of this plan.~~

Policy 1.5.1

The City shall assure that reasonably located, standard housing at affordable costs is available to persons displaced through local public action prior to their displacement by arranging new housing in the early planning stages of a project.

~~Measure~~

~~Relocation of displaced persons or businesses.~~

OBJECTIVE 1.6 -

The City shall work with Pinellas County to ensure that adequate affordable and workforce housing for low, very ~~low and moderate income~~ low- and moderate-income households, including households with special needs, continue to be available.

Policy 1.6.1

The Ccity shall coordinate with the county agencies; and advance information on the housing programs available in the County to interested parties.

Policy 1.6.2

The Ccity shall consider the feasibility of establishing incentives for the construction or rehabilitation of very-low-, low-, and moderate-income housing, such as impact fees waivers or density bonuses to encourage the construction of affordable housing projects.

Policy 1.6.3

The Ccity shall develop and implement its own programs to ensure that its citizens have affordable and equal housing opportunities as appropriate.

Policy 1.6.4

As redevelopment occurs within the Community Redevelopment District, the City shall ensure that affordable housing will continue to be available in this district.

~~Measure~~

~~Availability of affordable and workforce housing.~~

OBJECTIVE 1.7 -

The useful life of the existing housing stock will be conserved and extended, and neighborhood quality will be improved.

Policy 1.7.1

The Ccity shall continue to stabilize and maintain existing neighborhoods by enforcing its land use regulations and housing codes.

Policy 1.7.2

The Ccity shall encourage individual homeowners to increase private reinvestment in housing by providing information and technical assistance programs.

Policy 1.7.3

The Ccity shall, when economically feasible, continue to offer the Paint-Up, Fix Up grant program within the Community Redevelopment District and pursue similar programs within other needed areas of the City when financially feasible.



Measure

~~The number of housing units that are improved.~~

OBJECTIVE 1.8 -

The City shall preserve and protect historical and architecturally significant housing with the effective date of the adoption of this Local Comprehensive Plan.

Policy 1.8.1

The City shall encourage property owners of historically or architecturally significant housing to apply for and utilize state and federal assistance programs.

Policy 1.8.2

The City shall assist the rehabilitation and adaptive reuse of historically significant or architecturally significant housing through technical assistance and economic assistance programs.

Policy 1.8.3

The City shall implement guidelines for conservation, rehabilitation, and demolition of its historical and architectural significant housing.



Measure

~~The preservation of historically significant or architecturally significant housing.~~

OBJECTIVE 1.9 -

The Ccity shall identify areas for housing very low, low and moderate income families for affordable and workforce housing in order to assist the private sector in ~~meeting these~~meeting these housing production needs.

Policy 1.9.1

The Ccity in coordination with Pinellas County shall pursue any state or federal funds earmarked for very-low-, low-, or moderate-income housing through the Pinellas County Housing Authority.

Policy 1.9.2

The Ccity shall enforce guidelines for locating very-low-, low-, and moderate-income housing including mobile homes with the current land use regulations.

Measure

~~Number of very low, low, and moderate income and workforce affordable housing programs recommended and instituted.~~

OBJECTIVE 1.10 -

The Ccity shall identify areas for very-low, low and moderate income households and adequate sites for mobile homes and manufactured homes.

Policy 1.10.1

As of the effective date of this comprehensive plan the following guidelines shall be used to guide development of very-low, low, and moderate-income households:

- Close proximity to city services (i.e. City Hall, public library, and recreation areas).
- Close proximity to public transit system.
- Close proximity to private sector goods and services.

Policy 1.10.2

The Ccity shall continue to follow its practice of making adequate areas available for the location of mobile homes by maintaining the R6 mobile home, parks, and subdivision zoning district.

Policy 1.10.3

The City shall provide for development of very-low-, low-, and moderate-income households in the downtown redevelopment area of the Community Redevelopment District by allowing mixed use development in commercial areas.

Policy 1.10.4

The City will encourage and support the development of a wide variety of housing types serving a wide range of housing preferences and income levels.

Measure

~~Adequate sites for development of low income, mobile, and manufactured housing identified.~~

Objective 1.11

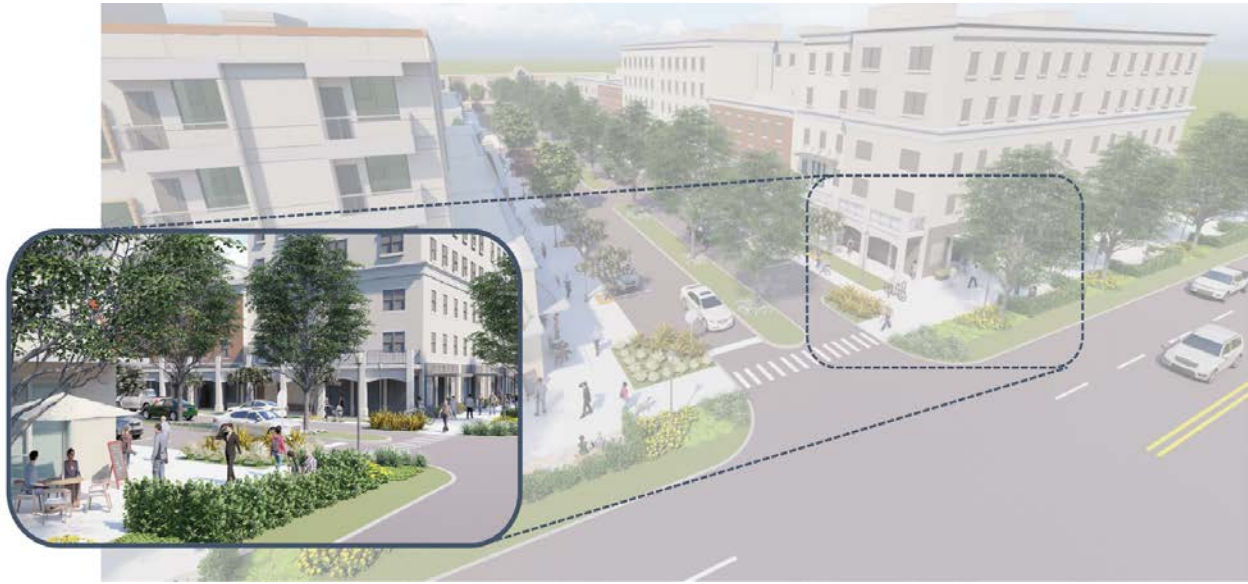
~~To include any and all adopted Plans that enforces the Housing Element.~~

GOAL 2 - THE CITY SHALL IMPLEMENT WHERE APPLICABLE THE CONCEPTS OF SUSTAINABLE DEVELOPMENT AS A MEANS TO MAINTAIN AND ENHANCE THE REGION'S ECONOMIC GROWTH, VITALITY AND QUALITY OF LIFE.

OBJECTIVE 2.1 -

Support efforts to create, recreate, and sustain areas of mixed-use development at appropriate locations to achieve the following objectives:

- Provide vibrant and safe walkable areas;
- Concentrate growth in relatively discrete areas that are compatible with the community character, local traditions, and historic heritage;
- Place housing in proximity to employment opportunities, services and amenities;
- Establish urban areas that support transportation choices other than privately-owned vehicles and that are more efficiently served by transit;
- Establish quality-designed urban environments that create vibrant, livable places;
- Provide locations that create a range of housing opportunities and choices, including the provision of affordable housing;
- Provide urban areas that incorporate well-designed public spaces;
- Encourage development at an intensity and scale that is compatible with proximate residential neighborhoods;
- Continue to provide adequate buffering and a transition gradient between non-residential and/or higher density residential development and proximate residential neighborhoods and/or less intensive nonresidential development;
- Encourage development that is compatible with the natural environment and the overall vision of the City.



Policy 2.1.1

The following criteria shall be considered in determining appropriate locations other than within the Community Redevelopment District for mixed-use development:

- a. Locations where underutilized or vacant commercial strips or centers exist;
- b. Locations that are walkable destinations for proximate residential areas; and
- c. There are transportation choices other than the automobile that service the area. At least one of the following public transit services is available to serve the mixed-use development, or is scheduled to be available within the next 5 years.
 - A bus route with a stop within ¼ mile of the center of the proposed development;
 - ~~The area is served by a Bus Rapid Transit (BRT) route that is in operation or that has been selected for BRT service through the MPO process and there is a firm funding commitment to establish BRT service and have it operational within 5 years. The BRT stop should preferably be within the mixed-use development and not more than 500 to 1,000 feet from places of employment or more than ¼ to ½ mile from residences.~~
 - ~~The area would be served by a commuter rail line or a guideway system where funding is committed for constructing the line or system and it will be operational within the next 5 years. The guideway or commuter rail terminal should preferably be within the mixed-use development and not more than 500 to 1,000 feet from places of employment or more than ¼ to ½ mile from residences.~~

- d. The location has direct access or is proximate to a segment of the countywide or a local multi-use path or trail system;
- e. The location can accommodate a mix of land uses, including a residential component, that are able to blend with surrounding uses without juxtaposing incompatible uses or building types.
- f. The mixed-use development will create opportunities for providing a mix of housing types in a range of prices, a certain percentage of which will meet the City's affordable housing criteria.
- g. The mixed-use development can accommodate one or more of the City's targeted industries or businesses.
- h. The mixed-use development is of sufficient size to allow a decrease in density/intensity from the center of the mixed-use development to the periphery that is compatible with the surrounding land uses.
- i. The mixed-use development will provide services (e.g. convenience groceries, dry cleaners, and personal care) and amenities within walking distance of residential development within the mixed use project or of residents in the surrounding community, if applicable.
- j. Compatibility of mixed-use development with other goals, objectives, and policies of local comprehensive plans.

Policy 2.1.2

~~The mixed-use development may be eligible for a density or intensity bonus, as determined by the City, if the development will create opportunities for providing a mix of housing types in a range of prices. Density/intensity bonuses should be based in part, if not entirely, on the extent to which the project meets the City's affordable housing criteria or economic development objectives related to employment and the recruitment or expansion of targeted industries.~~



Policy 2.1.23

Mixed-use development shall be integrated into a walkable area, which exhibits most, if not all, of the following characteristics:

- a. A pedestrian-friendly environment that results in active, walkable streets.

- b. Building setbacks are reduced.
- c. Buildings are interconnected by a continuous network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- d. If residential neighborhoods and other walkable destinations are located nearby, mixed-use development is interconnected with the surrounding community by a network of safe, convenient, comfortable, and interesting sidewalks, paths, and bicycle routes.
- e. Pedestrian-scale streetlights and other amenities are installed.
- f. There is safe, convenient access to public transit.
- g. The development will provide well-designed public spaces (e.g. pocket parks and plazas) and space for civic uses such as libraries and community centers.
- h. Applicable livable community characteristics identified in these objectives and policies.
- i. Building heights should be proportional to the width of the street.
- j. Sidewalk links are connected within public rights-of-way.

Policy 2.1.34

In order to promote compact and walkable development, all uses shall be within walking distance and interconnected with sidewalks.

Policy 2.1.45

In order to encourage mixed-use centers, the land development regulations, shall allow for maximum parking standards and shared use parking standard provisions.

Policy 2.1.56

Consider a future land use map category to recognize those areas of the City that are appropriate locations for the Planned Redevelopment District (PRD) mixed-use development not within the Community Redevelopment District as described in these objectives and policies. The category shall be consistent with the Countywide Plan rules.

Policy 2.1.67

Implementation of policy 2.1.56 would require adherence to Policy 1.1.2 (7) b, Planned Redevelopment District of the Future Land Use Element, and a special area plan approved by the City. The special area plan shall, at a minimum, shall address the following:

- a. Permitted uses and locational characteristics criteria;
- b. Density and intensity standards;
- c. Provisions for mixed use;
- d. Design guidelines;
- e. Provisions for affordable housing and employment;
- f. Provisions that achieve a walkable area;
- g. Impacts on public services and facilities;
- h. Integration with planned and existing mobility systems;
- i. Integration and compatibility with the surrounding community;
- j. Incentives that may be offered to encourage development that has an overall community benefit; and consistency with the Plan.

Policy 2.1.8

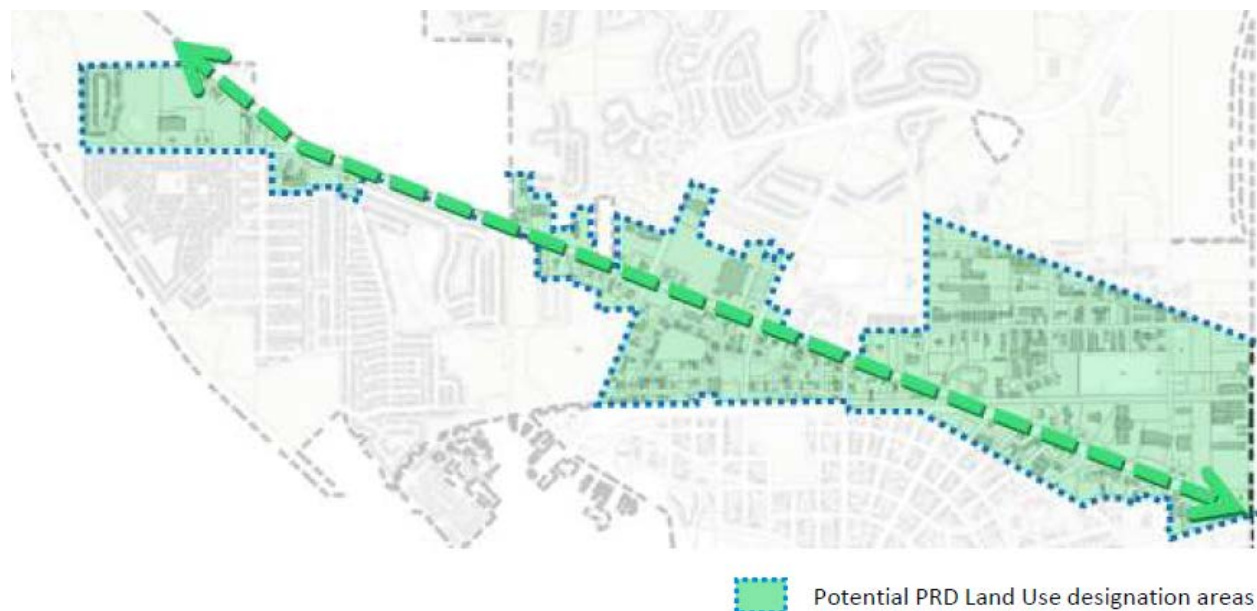
~~Special area plans, as described in Policy 2.7, may require that in order to exceed an established base residential density or intensity of use, a project should provide public benefits and amenities that support Objective 2. The City shall determine what public benefits and amenities would be acceptable for receiving additional development rights, and the extent of those additional development rights.~~

~~Policy 2.1.9~~

~~Special area plans may require that development above an established base residential density or intensity of use rely upon the transfer of development rights from other properties to the subject property or properties.~~

Policy 2.1.710

Future land use map categories established to identify locations appropriate for the PRD mixed-use development as described in these objectives and policies shall enhance, and not compromise, the integrity and viability of existing and planned residential neighborhoods.



Policy 2.1.811

Local adoption of the PRD future land use map categories for sites that are appropriate for mixed-use projects, as described in these objectives and policies, shall encourage development that creates a

strong sense of community identity through consideration of such mechanisms as optional and/or required urban design and architectural design criteria, recognition of historic setback patterns and lot sizes, creation of places oriented toward pedestrians, bicyclists and transit users, provision of green space and landscaping in public spaces, and application of other appropriate mechanisms that may be specific to a particular location.

Policy 2.1.912

In addition to meeting the locational characteristics, when considering adoption of an amendment to designate a PRD mixed-use future land use map category, the City shall take into consideration the following:

- a. The area’s historic development pattern;
- b. The interrelationship of the proposed designation with the surrounding community;
- c. Whether the area has historically served as a community focal point;
- d. The impact that approval of the amendment would have on the surrounding traffic circulation system; and
- e. The extent to which it would encourage pedestrian activity and other non-motorized modes of travel.

Policy 2.1.10

The City will consider amendments to the Land Development Codes to support redevelopment of commercial and employment corridors within Pinellas County that are consistent with these model objectives and policies.

Policy 2.1.114

In order to encourage the development of mixed-use centers, the adoption of transportation concurrency mitigation strategies such as Transportation Concurrency Exception Areas or Multimodal Transportation Districts may be considered.

~~**Policy 2.1.15**~~

~~The City will encourage and support the development of a wide variety of housing types serving a wide range of housing preferences and income levels.~~

Policy 2.1.126

In order to support the development of a variety of housing options serving all age groups and income levels, the City will continue to participate in and implement the Advantage Pinellas Countywide Housing Compact and the Forward Pinellas Target Employment and Industrial Lands Study (TEILS).

OBJECTIVE 2.2 -

Increase workforce housing opportunities, particularly within proximity to places of employment and transit facilities.

Policy 2.2.1

Workforce housing should be defined as the housing needed for people whose median household income is between 80 and 120 percent of the area’s median income, with no more than 30 percent of their income spent on housing costs.

Policy 2.2.2

As a means to reduce vehicle miles traveled and vehicle hours traveled for work trips, encourage the creation of workforce housing and employment in proximity to each other where analysis of existing conditions and future growth reveals a significant disparity between the number of housing units and jobs.

Policy 2.2.3

Mixed-use development projects and mixed-use walkable areas that contain both residential units and jobs aligned with local employment objectives should be supported at appropriate locations as determined by the location criteria for mixed-use development and other pertinent policies within these objectives and policies.

Policy 2.2.4

Priority shall be given to assisting affordable work force housing projects which are proximate to employment centers, public transportation, and are easily accessible to a range of public services.

~~Policy 2.2.5~~

~~Density bonuses shall be considered for residential and mixed-use developments proximate to an existing or planned transit stop or station or a major employment center in accordance with locally adopted development criteria.~~

Policy 2.2.6

~~Granny flats or other~~ Accessory dwelling units (ADUs) may be ~~considered~~ permitted in residential or mixed-use districts where compatible with the character of the neighborhood.

Table 1

Dwelling Units by Year Constructed For City and County,				
Year Structure built	Oldsmar	% of Total	Pinellas County	% of Total
Before 1939	54	1.0	19,753	3.9
1940-1949	16	.3	18,382	3.6
1950-1959	199	3.6	76,485	15.2
1960-1969	114	2.1	82,531	16.4
1970-1979	636	11.6	135,332	26.9

1980-1989	2,040	37.2	102,367	20.3
1990-March 2000	1,632	29.8	46,723	9.3
April 2000-April 2005	794	14.4	22,407	4.4
Total Structures	5,485	100.0	503,980	100.0

Source: U.S. Census Bureau, 2000.
 Building Permit Activity in Florida Annual Reports provided by The City of
 Oldsmar and Pinellas County, 2007.

Table 2

Housing Units by Type, 2000				
Unit Type	City of Oldsmar		Pinellas County*	
	Number of Units	Percent	Number of Units	Percent
Single Family	2,706	57.7	237,138	49.3
Multi-family	1,496	31.9	194,171	40.3
Mobile Home	489	10.4	50,264	10.4
Total	4,691	100.0	481,573	100.0

Source: U.S. Census Bureau, 2000.

* Estimates for housing units by type, tenure, and value are calculated separately, and may not equal estimates for total housing units.

Table 3

Tenure of Occupied Housing Units, 2000*					
	Owner	Renter	Total	% Owner	% Renter
Oldsmar	3,520	1,016	4,536	77.6	22.4
Pinellas County**	293,866	121,102	414,968	70.8	29.2

Source: U.S. Census Bureau, 2000

*Includes only permanent, non-seasonal housing units.

**Estimates for housing units by type, tenure, and value are calculated separately, and may not equal estimates for total housing units.

Table 4

Monthly Gross Rent of Renter Occupied Units, 2000				
Gross Rent	Oldsmar		Pinellas County	
	Number	Percent	Number	Percent
<\$200	0	0	3,339	2.8
\$200-\$499	24	2.5	28,656	23.6
\$500-\$749	325	34.2	52,256	43.2
\$750-\$999	448	47.2	21,739	18.0
\$1000>	131	13.8	10,437	8.6
Other ¹	22	2.3	4,602	3.8
Total	950	100.0	121,029	100.0

¹ 2000 U.S. Census Bureau data not available.

Source: U.S. Bureau of the Census, 2000.

Affordable Housing Needs Assessment, Florida Housing Data Clearing House, 2000

Table 5

Owner-Occupied Housing Values¹, 2000		
Value	Oldsmar	Pinellas County
<\$50,000	47	15,836
\$50,000-\$99,999	1,224	94,495
\$100,000-\$149,999	693	48,034
\$150,000-\$199,999	449	21,655
\$200,000-\$299,999	219	15,534
\$300,000-\$499,999	47	8,624
\$500,000-\$999,999	0	3,040
>\$1,00,000	0	658

1 Includes only owner-occupied, one family houses on less than 10 acres without a business or medical office on the property and excludes mobile homes, houses with a business or medical office, houses on 10 or more acres, and housing units in multi-unit buildings..

Source: U.S. Bureau of the Census, 2000.

Affordable Housing Needs Assessment, Florida Housing Data Clearing House, 2000

Table 6

Monthly Owner Cost of Owner-Occupied Housing Units¹, 2000				
Monthly Mortgage	Oldsmar		Pinellas County	
	Number	Percent	Number	Percent
<\$200	0	0.0	105	.1
\$200-\$299	0	0.0	745	.5
\$300-\$399	16	.7	2,373	1.6
\$400-\$499	8	.3	5,938	4.1
\$500-\$599	97	4.1	10,254	6.9
\$600-\$699	151	6.4	15,129	10.2
\$700-\$799	293	12.4	17,043	11.5
\$800-\$899	354	14.9	16,329	11.0
\$900-\$999	222	9.3	13,671	9.2
\$1,000-\$1,249	448	18.9	24,700	16.7
\$1,250-\$1,499	322	13.6	15,006	10.1
\$1,500-\$1,999	309	13.0	14,566	9.8
\$2,000>	151	6.4	12,227	8.3
Total Units	2,371	100.0	148,086	100.0

~~1 Includes only owner occupied, one family houses on less than 10 acres without a business or medical office on the property and excludes mobile homes, houses with a business or medical office, houses on 10 or more acres, and housing units in multi-unit buildings.~~

~~Source: U.S. Bureau of the Census, 2000.~~

~~Affordable Housing Needs Assessment, Florida Housing Data Clearing House, 2000~~

Table 7

Cost to Income Ratio of Owner-Occupied Housing¹, 2000			
Income	Ratio	Oldsmar	Pinellas County
<\$10,000	<30%	0	1,125
	30-34%	0	448
	35%+	66	7,499
	Not Computed	8	1,882
\$10,000-\$19,999	<30%	48	8,361
	30-34%	8	1,655
	35%+	104	9,648
	Not Computed	0	0
\$20,000-\$34,999	<30%	146	23,118
	30-34%	59	4,417
	35%+	198	11,241
	Not Computed	0	7
\$35,000-\$49,999	<30%	280	29,995
	30-34%	47	3,392
	35%+	90	4,617
	Not Computed	0	0
>\$50,000	<30%	1,518	93,120
	30-34%	40	3,553
	35%+	67	3,699
	Not Computed	0	99

1 Includes only owner-occupied, one family houses on less than 10 acres without a business or medical office on the property, and excludes mobile homes, houses with a business or medical office, houses on 10 or more acres, and housing units in multi-unit buildings..

Source: Affordable Housing Needs Assessment, Florida Housing Data Clearing House, 2000

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Table 8

Housing Construction Activity 2000-2006			
Year	Single-Family	Multi-Family	Duplex
2000	182	0	0
2001	135	0	0
2002	92	2	292
2003	43	0	0
2004	11	0	0
2005	18	0	0

2006	25	0	0
Total	506	2	292

Source: Florida, State of the Cities Data System, 2005 City of Oldsmar,
Building Department, 2007.

Table 9

Population Projections 2000-2025	
Year	Population
2000	11,910
2005	13,884
2010	14,958
2013	15,352
2015	15,614
2020	16,015
2025	16,261

The year 2013 has been projected based on the five year average of 2015 and 2010. Source: U.S. Census Bureau, 2000.

Pinellas County Planning Department, 2007

Table 10

Projected Number of Households by Size						
Persons	2005	2010	2013	2015	2020	2025
1-2	3,529	3,840	3,984	4,080	4,252	4,326
3-4	2,146	2,189	2,169	2,154	2,109	2,099
5+	533	540	536	533	517	513
Total	6,208	6,568	6,689	6,767	6,878	6,939

The year 2013 has been projected based on the five year average of 2015 and 2010. Source: U.S. Census Bureau, 2000.

Pinellas County Planning Department, 2007

Table 11

Estimated and Projected Households by Income Range												
Income Ranges	2005		2010		2013		2015		2020		2025	
	# of Units	% of Total	# of Units	% of Total	# of Units	% of Total	# of Units	% of Total	# of Units	% of Total	# of Units	% of Total
Extremely Low Income (<30% of median)	440	7%	476	7%	489	7%	498	7%	516	8%	530	8%
Very Low Income (≥30% and <50% of median)	525	8%	558	8%	576	9%	588	9%	615	9%	638	9%
Low Income (≥50% and <80% of median)	978	16%	1,057	16%	1,088	16%	1,109	16%	1,131	16%	1,157	17%
Moderate Income (≥80% and <120% of median)	1,377	22%	1,457	22%	1,490	22%	1,512	22%	1,542	22%	1,547	22%
Moderate Income (≥120% of median)	2,888	47%	3,020	47%	3,043	46%	3,059	46%	3,074	45%	3,067	44%
Total Households	6,208	100%	6,568	100%	6,686	100%	6,767	100%	6,878	100%	6,939	100%

The year 2013 has been projected based on the five year average of 2015 and 2010. Source: Pinellas County Planning Department, 2007
Florida Housing Data Clearinghouse, 2007

Table 12

Projected Housing Need by Type 2005-2025						
Unit Type	2005	2010	2013	2015	2020	2025
Single Family ¹	4,525	4,788	4,875	4,933	5,013	5,079
Multi-family	2,098	2,219	2,259	2,286	2,324	2,324
Total	6,623	7,007	7,134	7,219	7,337	7,403

¹ Single Family includes single family units, mobile homes, and other units.

The year 2013 has been projected based on the five year average of 2015 and 2010. Source: Pinellas County Planning Department, 2007

Table 13

Income Range Definitions	
Extremely Low Income Person	One or more natural persons or a family whose total annual household income does not exceed 30 percent of the median annual adjusted gross income for households within the state. The Florida Housing Finance Corporation may adjust this amount annually by rule to provide that in lower income counties, extremely low income may exceed 30 percent of area median income and that in higher income counties, extremely low income may be less than 30 percent of area median income.
Very-low Income Person	One or more natural persons or a family, not including students, the total annual adjusted gross household income of which does not exceed 50 percent of the median annual adjusted gross income for households within the state, or 50 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.
Low Income Person	One or more natural persons or a family, the total annual adjusted gross household income of which does not exceed 80 percent of the median annual adjusted gross income for households within the state, or 80 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.
Moderate Income Person	One or more natural persons or a family, the total annual adjusted gross household income of which is less than 120 percent of the median annual adjusted gross income for households within the state, or 120 percent of the median annual adjusted gross income for households within the metropolitan statistical area (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.

Source: [Chapter 420.0004, Florida Statutes](#)

Table 14

Estimated and Projected Households* by Housing Costs as a Percentage of Income						
Households	2005	2010	2013	2015	2020	2025
Renter-occupied households paying 50% or more of their income for rent	168	199	215	227	249	271
Owner-occupied households paying 50% or more of their income for mortgage cost	263	297	326	346	392	437
Total Households	431	496	541	573	641	708

*Includes only households with income less than 80 percent of median. The year 2013 has been projected based on the five year average of 2015 and 2010.

Source: Shimberg Center for Affordable Housing, 2007 Pinellas County Planning Department, 2007

Table 15

Projected Housing Need by Tenure						
Tenure	2005	2010	2013	2015	2020	2025
Own	4,267	4,892	5,277	5,534	6,199	6,803
Rent	1,230	1,411	1,521	1,595	1,787	1,962
Total	5,497	6,303	6,798	7,129	7,986	8,765

Source: Affordable Housing Needs Assessment, Florida Housing Data Clearing House, 2000 Pinellas County Planning Department, 2007

Table 16

CITY OF OLDSMAR
Current Residential Development Projects

Development	Housing Units submitted in Site Plans or in Concept Plans
The Estuary of Mobbly Bay	56
Adams Development (CRD)	15
Oldsmar Galleria (CRD)	19
Bungalow Bay Estates	14
Washington Park Village (CRD)	15
Kings Row (CRD)	9
Palmcrest Properties(*)	250+
Oldsmar Town Center (CRD)	TBD

*Multi-unit development on 10+ acres in recently annexed West Oldsmar.

Source: Planning and Redevelopment Department, City of Oldsmar, 2007.

STAFF REPORT MEMO

TO: Felicia Donnelly, City Manager

FROM: Tatiana Childress, AICP, CFM, Planning & Redevelopment Director

DATE: December 28, 2023

SUBJECT: Comprehensive Plan Update – Housing Element

BACKGROUND: As stated in Section 163.3177, F.S., all municipalities in Florida must maintain a long-range Comprehensive Plan. The purpose of Comprehensive Planning is to guide land use decisions and address various aspects such as capital improvements, conservation, intergovernmental coordination, recreation, open space, future land use, housing, transportation, coastal management (where applicable), and public facilities.

Oldsmar’s Comprehensive Plan was adopted in 1990. The most recent evaluation and appraisal of the City’s Comprehensive Plan was completed in 2007. In 2014, the city notified the State’s Department of Economic Opportunity (DEO), that no updates to the Plan were required. Since 2014, the Comprehensive Plan has been periodically amended, including revisions to the Transportation, Intergovernmental and Capital Improvements Elements in 2016, revisions to the Future Land Use Element in 2018, as well as the adoption of the Property Rights Element, completed in compliance with F.S. 163.3177(6)(i)2, and the adoption of density and intensity bonuses to encourage mixed use development within a portion of the Community Redevelopment District (CRD) Future Land Use Category in 2022.

In 2022, the City of Oldsmar notified the DEO of the upcoming amendments to the City’s Comprehensive Plan and initiated the 2023 Comprehensive Plan Update.

This document includes the summary of the amendments for the Housing Element, amended Ordinance 2023-12, including Exhibit “A” with words ~~stricken~~ denoting deletions from the original text. Words underlined signify additions to the original text. And words neither underlined nor stricken remain unchanged.

SUMMARY:

The purpose of the Housing Element is to identify existing conditions in the City's housing supply, present housing trends, identify goals and objectives, develop alternative approaches to meet housing needs and goals, and evaluate housing alternatives.

The main changes of the Housing Element include:

The Support Data of the Comprehensive Plan contains updated data and analysis report for the Housing Element. The element’s language is updated to remove outdated reference to the 9J-5, F.A.C.

Updated Policy 2.1.1 and removed any language related to the density incentive near guided rail or Bus Rapid Transit; referenced proposed Planned Redevelopment District land use category, appropriate for future mixed-use development as part of the Advantage Pinellas corridor planning guidelines.

RECOMMENDATION: City staff recommends that the Planning Board recommend approval to the City Council of the Housing Element update of the Comprehensive Plan, Ordinance 2023-12 as presented.

Attachment: Ordinance 2023-12