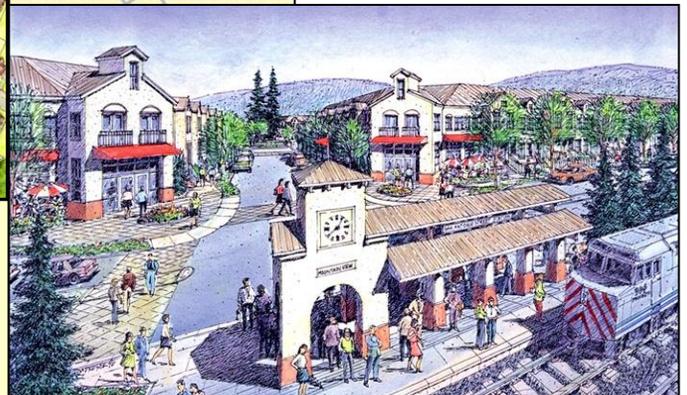
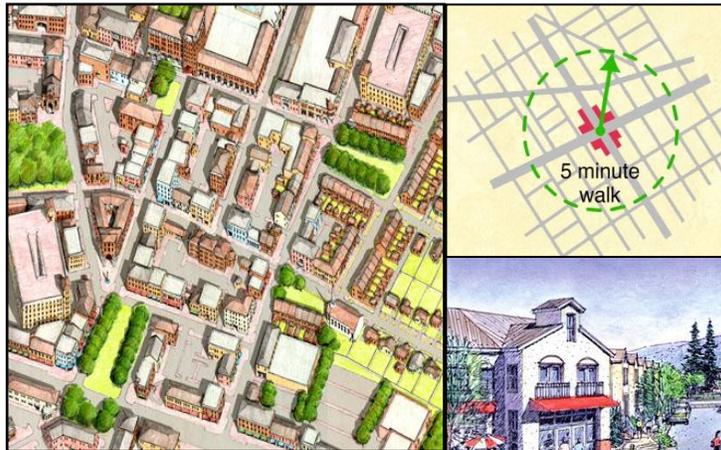




Future of Hillsborough

Comprehensive Plan for Unincorporated Hillsborough County Florida



Livable Communities Element

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

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

August 26, 2008 Effective Date

HILLSBOROUGH COUNTY LIVABLE COMMUNITIES

Chapter	Page
COMMUNITY AND SPECIAL AREA STUDIES	1
LUTZ COMMUNITY PLAN	4
KEYSTONE-ODESSA COMMUNITY PLAN	15
NORTHWEST AREA COMMUNITY PLAN.....	26
CITRUS PARK VILLAGE PLAN.....	32
UNIVERSITY AREA COMMUNITY PLAN.....	39
BRANDON MAIN STREET COMMUNITY PLAN	43
SOUTHSHORE AREAWIDE SYSTEMS PLAN.....	51
THONOTOSASSA COMMUNITY PLAN	63
TOWN 'N COUNTRY COMMUNITY PLAN.....	67
RUSKIN COMMUNITY PLAN	72
RIVERVIEW COMMUNITY PLAN	82
APOLLO BEACH COMMUNITY PLAN.....	95
GIBSONTON COMMUNITY PLAN	102
WIMAUMA VILLAGE PLAN	113
GREATER PALM RIVER AREA COMMUNITY PLAN	121
EAST LAKE ORIENT PARK COMMUNITY PLAN.....	141
GREATER SUN CITY CENTER AREA COMMUNITY PLAN.....	149
LITTLE MANATEE SOUTH COMMUNITY PLAN.....	159
SEFFNER-MANGO COMMUNITY PLAN	181
BRANDON COMMUNITY PLAN	186
GREATER CARROLLWOOD-NORTHDALE COMMUNITIES PLAN.....	195

THIS PAGE INTENTIONALLY LEFT BLANK

1.0 COMMUNITY AND SPECIAL AREA STUDIES

Purpose of Community and Special Area Studies

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

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

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

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

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

1.0 COMMUNITY AND SPECIAL AREA STUDIES (Continued)

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

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

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

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

LITTLE MANATEE SOUTH COMMUNITY PLAN

Location

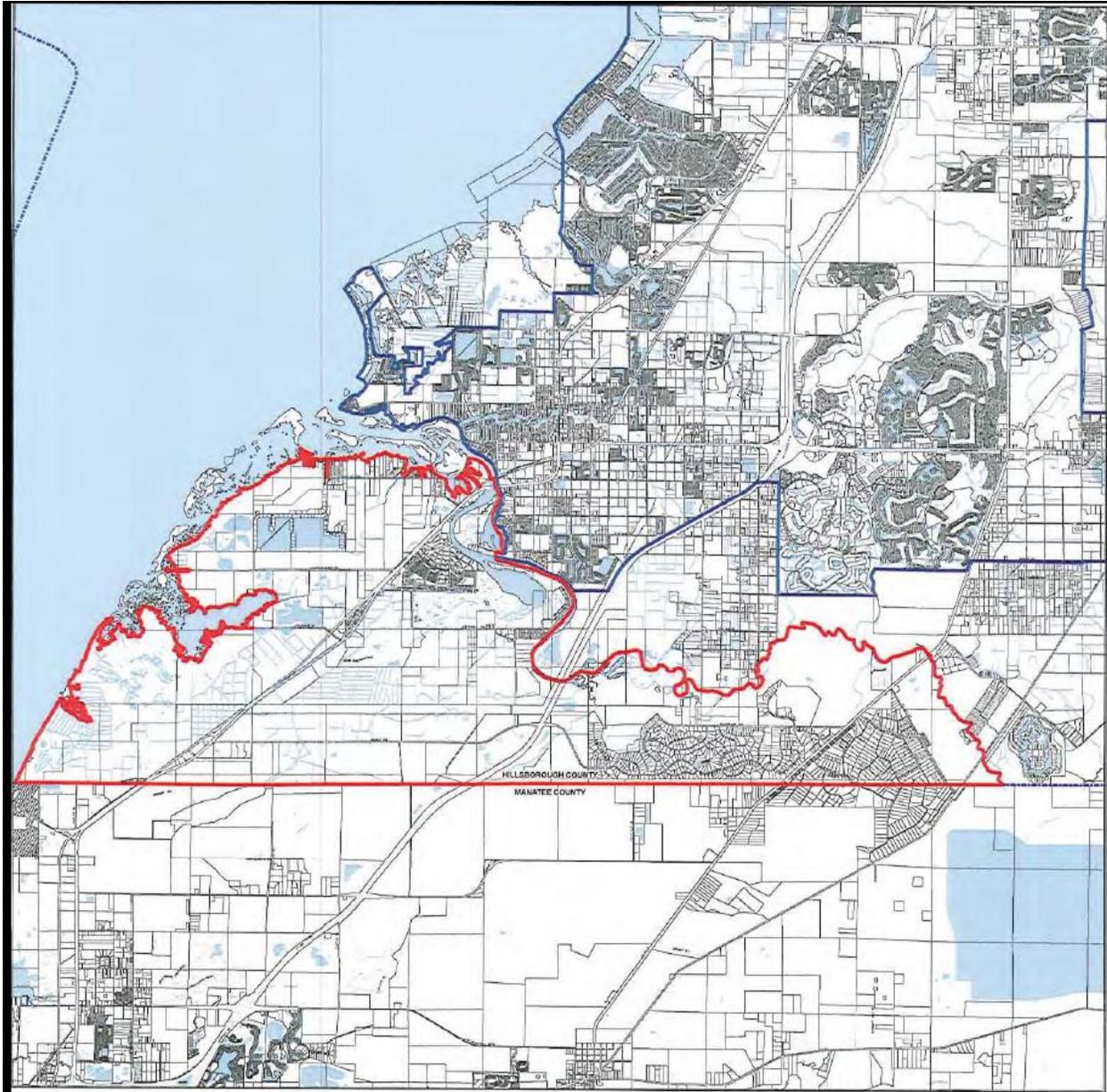


Figure 19 – Little Manatee South Plan Boundary Map

Introduction

Little Manatee South Community History

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

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

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

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

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

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

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

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

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

Little Manatee South Community Vision Statement

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

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

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

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

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

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

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

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

Community Plan Implementation Through Community Participation

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

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

Goal 1 Community Character

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

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

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

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

Strategies

Community Design

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

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

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

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

Goal 2 Protect Environmental Areas

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

Strategies

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

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

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

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

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

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

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

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

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

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

Goal 3 Plan for Growth

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

Strategies

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

Current Residential Development

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

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

Current Non-Residential Development

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

Long term development Strategies are provided following Goal 5 Economic Development

Goal 4 Infrastructure and Services

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

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

Strategies

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

Schools

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

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

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

Urban Service Area Designation

The Urban Service Area designates the location of urban level development in the County to provide an efficient use of land and public and private investment. Any proposals identified in this Community Plan not consistent with the adopted Future of

Hillsborough 2025 Comprehensive Plan are viewed as being “long term” in nature, beyond the existing planning horizon of 2025 (possibly to 2050) and are not considered appropriate for near term development. Any amendment to the Comprehensive Plan to allow for “long term” development is subject to growth thresholds and requires a change in the Urban Service Boundary (see Criteria to Expand the USA, Policy 2.2, Future Land Use Element). Changes to the existing land use categories are also required and must be evaluated for compliance with the goals, objectives and policies of the Future Land Use Element (see Policy 8.2, Future Land Use Element).

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

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

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

Goal 5 Economic Development

The Little Manatee South Community desires to improve opportunities for private sector investment while respecting and building upon the existing character found within the Little Manatee South Community through, such means as, education, better

transportation facilities, sustainable development and the opportunity for the creation of new businesses at appropriate times.

Strategies

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

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

Goal 6 Long Term Development Options

The Community desires to ensure that new development protects the community's environmental assets, maintains community character, and is compatible with existing

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

Strategies

GENERAL DEVELOPMENT CONCEPTS

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

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

and environmental enhancements for Cockroach Bay, Little Manatee River, creeks, wetlands, bayous, ELAPP and SWIM lands and any other conservation/preservation lands (e.g. establishment of wildlife corridors, enhancement of environmental areas through removal of nuisance species and planting of native species, establishment of water quality monitoring programs, etc.).

- Any new development shall be respectful of existing natural preservation areas, creeks, bayous, wildlife corridors, scenic vistas and/or public spaces.
- Support the creation of employment opportunities, at appropriate locations as provided for in this community plan.
- Encourage the location of a commuter rail station within the community planning area with transit oriented, pedestrian-friendly developments within 1/2 mile radius of the transit station location.

Strategies

Design Criteria

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

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

- Clustering regulation concepts including:
 - Lots with minimum footprint, adjacent to natural or environmental areas, maximizing open space and common areas which back up on natural or open areas,
 - Provision for preserved open space, trails, pedestrian connections, dedication of civic sites (provisions that go beyond minimum requirements for open space should be accomplished through incentives),
 - Interconnected appropriate roadway design,
 - Buffer and screen along roadways around development to retain community character and preserve a sense of space and privacy.
- Encourage low impact through:
 - Implementation of green design standards to minimize the percentage of impervious cover,
 - Integrated natural stormwater runoff management techniques,

- Water conservation, reclamation and reuse,
- Native plantings and landscaping treatments,
- Centralized sewer and water treatment delivery and disposal (once growth thresholds are met).
- Sustainable economic, environmental and social development concepts and practices:
 - Retention of the maximum amount of native vegetation,
 - Shallow vegetated swales in all areas, including parking,
 - Appropriate Florida-friendly plant selections,
 - Stormwater reuse,
 - Small, recessed garden areas throughout landscaped areas.,
 - Disconnected impervious surface areas,
 - Porous pavement and other pervious pavement technologies where feasible,
 - Stabilized natural areas for overflow parking,
 - Design requirement should encourage orientation of development that recognizes and incorporates environmental features into all design (where development abuts and backup to).
 - Include Design Criteria applied to Residential Development already provided in this Plan.

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

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

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

Transfer of Development Rights

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

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

US Highway 41

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

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

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

Design Criteria of US Highway 41 Study Area

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

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

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

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

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

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

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

Employment Centers

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

Strategies

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

Corporate Park

Design recommendations for Corporate Park areas:

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

Economic Development Area

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

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

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

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

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

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

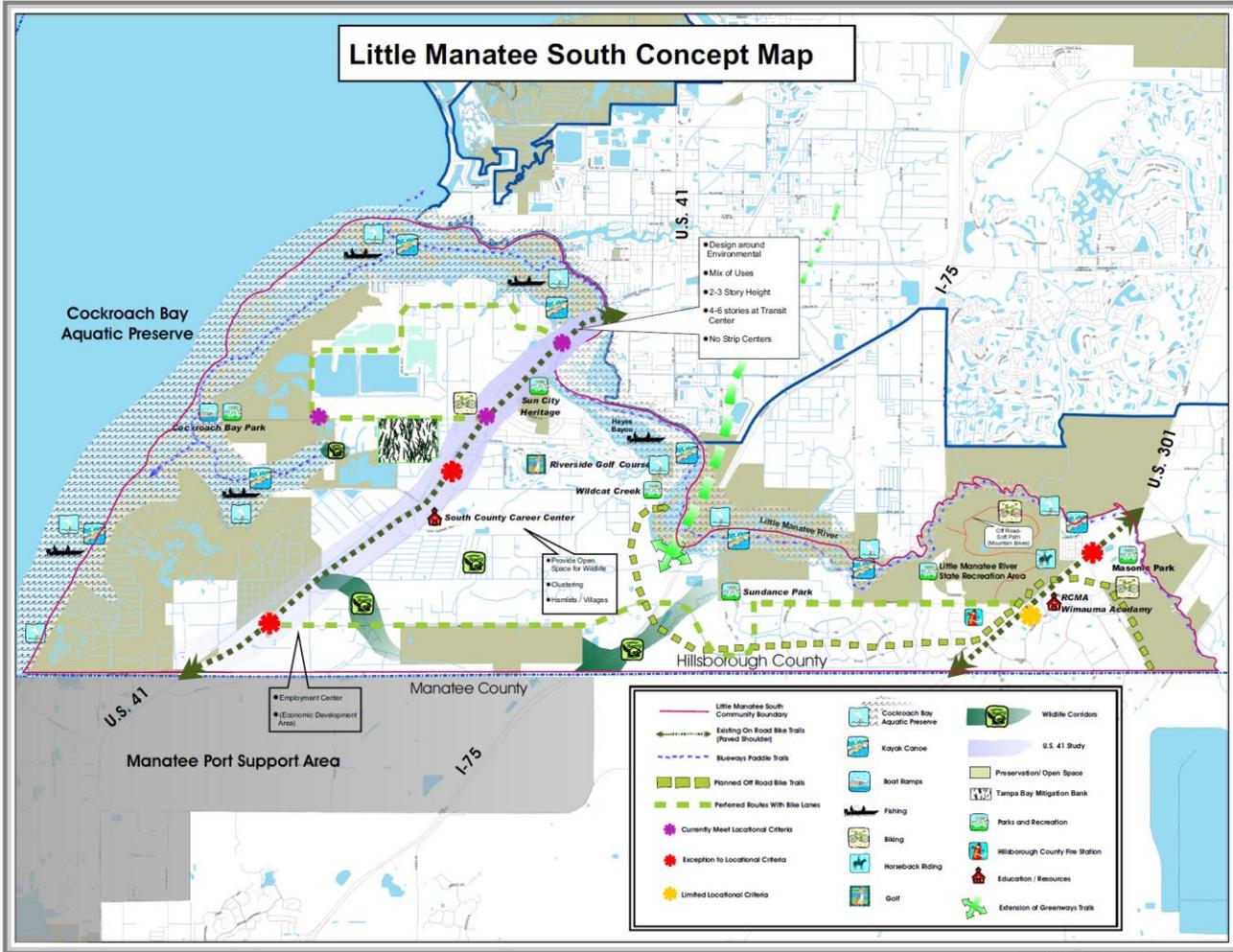


Figure 19A – Little Manatee South Community Plan Concept Map