

imagine
2040



CITY OF
TEMPLE TERRACE
Amazing City. Since 1925.

Temple Terrace Comprehensive plan

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Hillsborough County
City-County
Planning Commission

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*** Denotes adopted sections, data, table, or maps.**

Introduction

Florida has always had its challenges trying to address constant growth demands for existing and future residents, balancing land development pressures and a burgeoning road network while protecting those natural assets that have made it such an attractive place to live.

In 2011, the State of Florida Legislature made significant changes to the Growth Management Act of 1985. Sections 9J-5 and 9J-11.023, of the Florida Administrative Code were repealed, with portions of both rules incorporated into the Community Planning Act. The new legislation shifts oversight of development from the State to local governments, while giving the state the final say over those development plans that affect regions or sensitive land considered "areas of critical state concern." In essence, more control has been given to the local jurisdictions as to how to best oversee and direct their future growth.

Viewing this as an opportunity, the Planning Commission, with multi-jurisdictional support, has undertaken the task of simultaneously updating the Comprehensive Plans of all four jurisdictions in Hillsborough County, in coordination with the update of the Metropolitan Planning Organization's (MPO) Long Range Transportation Plan. There has been great progress made in the restructuring and streamlining of these plans, largely due to the collaborative efforts among all the jurisdictional staffs, elected officials and reviewing agencies.

One of several new things that came about from this collaborative effort was the development of a County-wide

vision map that generally illustrates the course and anticipated growth of Hillsborough County and its representative jurisdictions, collectively.

Hillsborough County

Hillsborough County, represented by Unincorporated Hillsborough County and the municipalities of Tampa, Temple Terrace and Plant City, is Florida's fourth most populous county with over 1.2 million people and is viewed as the geographic and business center of the region. Tampa is the third largest City in the State and the economic and governmental center of the County. Hillsborough County is also home to the region's largest airport, port, university and Central Business District, making it the economic hub of the Gulf coast.

Hillsborough County is located in west-central Florida, bounded on the north by Pasco County, the south by Manatee County, the east by Polk County and the west by Pinellas County and Tampa Bay, the largest estuary in Florida. The county contains a total of 1,266.4 square miles. Of this, 1,051 are land; 215.4 are water. There are 39.2 miles of coastline along Tampa Bay. Topography ranges from sea level to approximately 160 feet in the Keystone area of northwestern Hillsborough County.

Hillsborough County will continue to be an attractive destination for individuals and families migrating from the mid-west and Northeast and Canada, with its mild winters and low cost-of-living. The county continues to make progress in its economic development efforts towards improving its

employment base and bringing higher paying jobs to attract millennials.

Temple Terrace

Dubbed the “Amazing City,” the family-friendly municipality is nestled among grand oaks, towering pines and abundant cypress trees on the banks of the majestic Hillsborough River. Temple Terrace has a population of approximately 25,000 within a 7.39 square-mile area in northeastern Hillsborough County. The City operates under a council-manager form of government. Incorporated in 1925, the City was named for the hybrid “Temple” orange (a cross between the tangerine and sweet orange, named for William Chase Temple), and the terraced terrain bordering the river.

Temple Terrace boasts a unique history. Originally promoted as “Tampa’s most beautiful suburb,” it was one of the nation’s first master-planned golf course communities featuring an elite country club lifestyle.

The community has long held a reputation as one of Tampa Bay’s hidden gems, recognized for its historic collection of 1920s Mediterranean Revival homes and winding, tree-canopied streets. The city is a “Tree City USA” community. It also is the first city in Florida in which the entire community is designated as a Multimodal Transportation District, which encourages walking, bicycling, golf carts and other alternative means of transportation.

Temple Terrace is committed to building a city for the 21st century which includes the development of a downtown nearly 100 years after it was originally platted.

Introduction

Plan Organization

The general framework of the plan is comprised of an introduction and four major components that, when combined, represent the City/County as a whole: PEOPLE, PLACES, NATURAL SPACES and GOVERNANCE. These four components are representative of those fundamental growth management elements required by state law.

Planning for growth and change is a collaborative effort between the jurisdictions, residents, business owners and investors whose activities affect the community. It also includes government providers of services such as education and health, community organizations, developers, authorities, and transportation agencies.

How to Use the Plan

This plan has been structured in a way to practically apply those areas of the plan that will be most beneficial to the most users of the plan. The legal status of the plan (Governance and Implementation Section) requires that all policies will be considered in making legal determinations of consistency with the Comprehensive Plan, pursuant to State Laws and Statutes. In successful planning for growth, everything is interconnected in context to everything else. A comprehensive plan is supposed to be a general guide to do just that. One component of the plan cannot be viewed singularly without taking all facets of the plan into consideration. That is the nature and oriented development intent of a comprehensive plan.

Hillsborough County Vision

- A vibrant, diverse, bustling metropolitan area that is the center of the interconnected Tampa Bay region;
- Our community offers choices for its residents, businesses and visitors;
- Urban, suburban or rural areas with the ability to live, work and play in the same neighborhood; and
- Safe, reliable and connected transportation systems including walking, biking, driving, rapid transit and goods movement.

Hillsborough County Vision Map


The vision map is a composite of accumulated data that graphically depicts a general plan for guiding future growth. The vision map is not regulatory, but rather illustrative in its intent. It is the blueprint used for mapping out the course for future growth using an “at a glance” perspective.

There is a lot of ‘big picture’ information displayed on the vision map. Geographically, one can see the ‘lay of the land’ illustrating “Established” and “Transitional” areas that reflect growth potential for jobs and population. In addition, areas proposed for inclusion into the Urban Service area or lands being considered for future annexation into Plant City or Temple Terrace are also reflected. The long-range transportation plan is also represented, including proposed options for future major capacity projects and transit improvements.

Focus Hillsborough's Vision for Future Growth

The Planning Commission got feedback on how participants would like to see the community grow and develop over the next 25 years. The draft vision map on the following page indicates where citizens and planners believe additional growth and higher density should occur and where neighborhoods should remain unchanged and stable. The "heat map" uses 6 colors to indicate where that development should be focused and how intense it should be. The darker the color the higher the intensity and density. The photos and descriptions below indicate the type of development for each intensity level (1-6).

Residential



Areas of Opportunity DOWNTOWN (LEVEL 6)

- A mixture of mid- and high-rise buildings.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses mostly within vertically integrated structures.
- A high variety of rapid transit modes available 24 hours a day.
- A high concentration of employment and commercial services.
- Parking on street, integrated into buildings or separate parking structures.

Commercial

Residential



Areas of Opportunity HIGH INTENSITY URBAN (LEVEL 5)

- High to mid-rise buildings are predominant.
- Buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and employment, mostly within vertically integrated structures.
- A variety of transit modes available.
- Parking mostly within structures, with some on street or surface parking available.

Commercial

Residential



Areas of Opportunity URBAN (LEVEL 4)

- Mid-rise buildings, with some opportunities for low-rise structures.
- Most buildings oriented toward adjacent right-of-ways.
- A mixture of uses, including residential and commercial services, within vertically integrated or single use structures.
- Transit available within walking distance.
- Parking on street, integrated into buildings, separate parking structures or surface lots.

Commercial

Residential

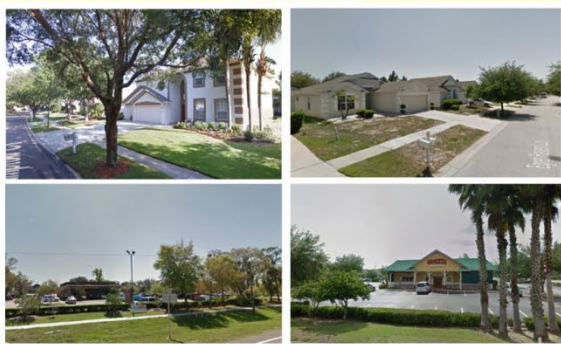


Areas of Opportunity HIGH SUBURBAN (LEVEL 3)

- Low-rise buildings, with some opportunities for mid-rise structures.
- Most buildings oriented to surface parking lots
- Mostly single use structures, with some opportunities for vertically integrated buildings.
- Limited transit availability.
- Parking on street or within surface parking lots. Some opportunities for structured parking.

Commercial

Residential



Areas of Opportunity SUBURBAN (LEVEL 2)

- Predominantly low-rise buildings.
- Buildings oriented to surface parking lots
- Mostly single use structures.
- Limited transit available.
- Limited on street parking. Most parking within surface lots.

Commercial

<p>ESTABLISHED AREAS (BASE LEVEL)</p> <p>No Significant Change in Current Development Pattern - Some Infill Anticipated</p>	<p>RURAL AREAS</p> <p>Areas Typically Reserved Agricultural, Agricultural Related Uses and Large Lot Residential Development</p>
<p>EXPANSION STUDY AREAS</p> <p>Areas Identified for Potential, Long Range Expansion of the Urban Service Area Boundary. *Future Study Needed</p>	<p>PARKS AND ENVIRONMENTAL AREAS</p> <p>Existing Land Reserved for Parks, State and Regional Areas, Natural Preservation and Where Development is Not Encouraged</p>

Temple Terrace Vision

The vision for the future is simple and precise: to serve the community with excellence. In 2040, the City of Temple Terrace will be widely recognized as a community that demonstrates best practices in municipal government while proving its commitment to continuous improvement.

The City will enhance, modernize and expand programs, operations and facilities to ensure services are met and exceed citizens expectations. By encouraging increased citizen engagement, the City's communication will keep citizens informed and generate genuine opportunities for citizen feedback. The City will strive to maintain strong and respectful relationships with strategic partners and surrounding government agencies.

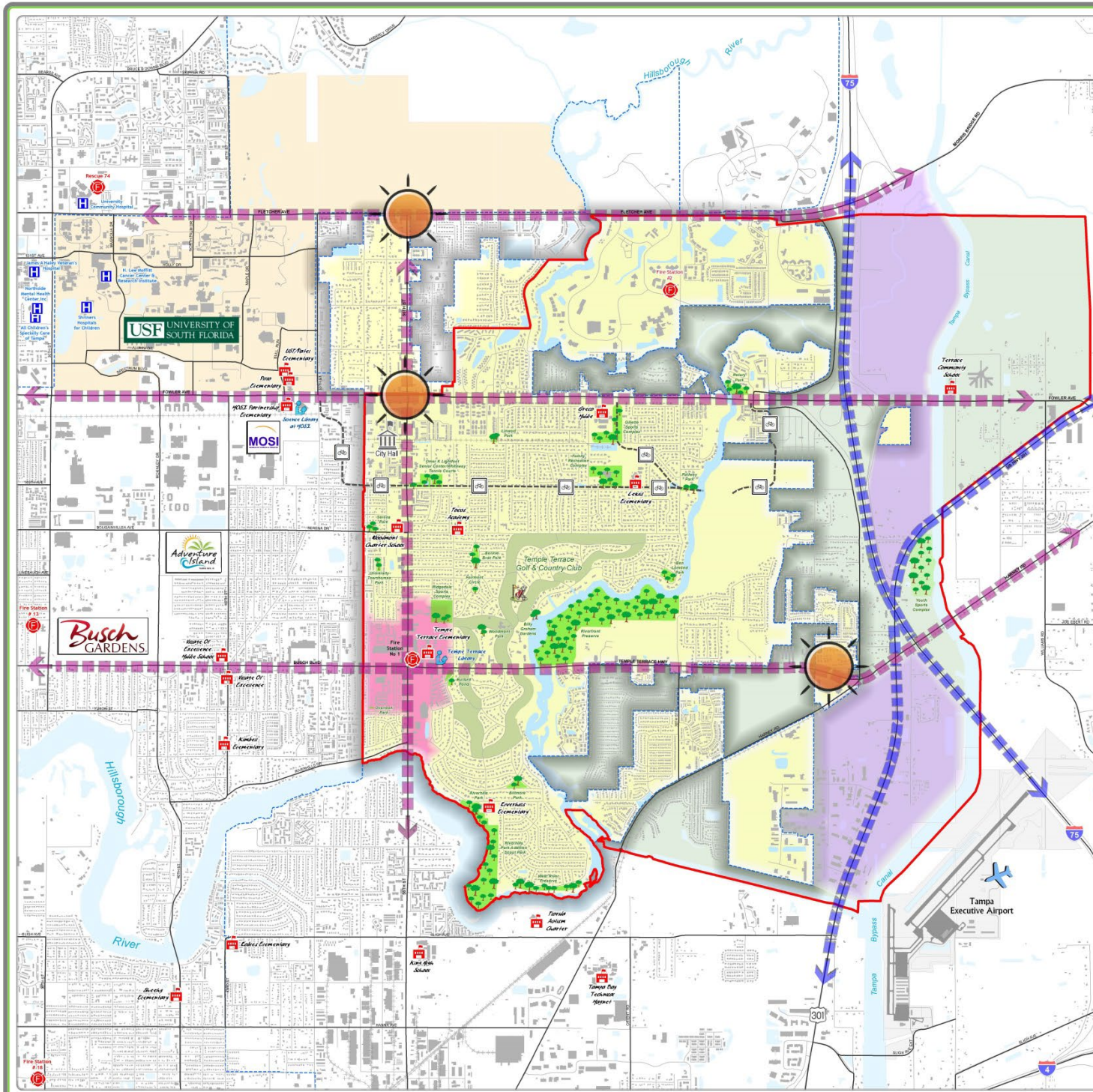
The City's organizational culture will reflect a responsive, ethical, safety-oriented and professional workforce. Transparent operations, and the consistent application of regulations and standards, will help maintain the community's trust.

Temple Terrace will remain committed to successful economic development to support a historically conscious, sustainable and progressive multimodal community. Diligent work in code enforcement and public safety will protect public health, revitalize property values and enhance the quality of life throughout our community. Efforts also will reflect the City's commitment to education, the arts and small-town livability. These improvements will be balanced with efficient processes for budgeting, procurement, investments and financial sustainability.

Temple Terrace Vision Map

This Plan contains a wide variety of Goals, Objectives, and Policies to guide growth and development over the next 25 years. The most important are reflected in the Temple Terrace Vision Map and include:

- a) Annexation of all unincorporated areas within the Temple Terrace Utility Service Area, including Tampa Executive Airport, in order to accommodate additional residential development, expand the industrial and commercial sectors, and protect environmentally sensitive areas.
- b) Improvement of four Multi-modal Corridors to provide access for all modes of transportation as well as enhance the look and feel of each corridor through streetscaping. Those corridors include 56th Street, Busch Boulevard/Bullard parkway/Temple Terrace Highway, Fowler Avenue, and Fletcher Avenue.
- c) Continue to develop the Temple Terrace Downtown into a thriving mixed-use city center.
- d) Focus new commercial development, mixed use development, and redevelopment into the major activity centers including 56th Street/Fowler Avenue, 56th Street/Fletcher Avenue, and Temple Terrace Highway/Harney Road/Highway 301.
- e) Protect environmentally sensitive areas along the Hillsborough River.
- f) Expand the Temple Terrace Trail to allow for safe bicycle and pedestrian movement around the city.
- g) Provide for better relationships and transportation connections with the University of South Florida and Tampa Executive Airport.



CITY OF TEMPLE TERRACE VISION MAP



LEGEND

- Major Activity Center
- Transportation Corridor
- Multimodal Transportation Corridor
- Temple Terrace Trail
- School
- Major Medical Facility
- Library
- Temple Terrace Golf and Country Club
- Park
- Water
- Building Footprint
- Temple Terrace Utility Service Area
- Central Business District
- Future Economic Development Area
- City of Temple Terrace

LOCATOR MAP AND REFERENCE INFORMATION



ADDITIONAL INFO: Hillsborough County City-County Planning Commission. Updated by plan amendment.
TEMPLE TERRACE SERVICE AREA BOUNDARIES: City of Temple Terrace.
MAJOR ROAD: Metropolitan Planning Organization Long Range Transportation Plan. See Appendix B Long Range Transportation Plan for specific recommendations.
ACCURACY: It is understood that the accuracy of this base map complies with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.
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AUTHOR: CATHY MAC
 DATE: 3/15/2017

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People

The single greatest asset.

The people who make up these places are the harshest critics, biggest cheerleaders and best ambassadors. In essence, they are the “heartbeat” of the community. A place where someone chooses to go to college, raise their children, start a career, open a business, bring a business, retire or spend their entire life there, because their family has done that for generations before.

Many of those choices eventually become actions that determine the ebb and flow of a jurisdiction. The economic health and overall vitality of a jurisdiction is predicated on how well a community and its leaders know what its assets are and develops the necessary measures to preserve and improve upon those assets, so residents, their children and future residents will want to call this place “home” too.

Hillsborough County has an appeal to many businesses, investors and people wishing to move here, largely due to its diverse population, low cost of living, annual climate and strategic location to a number of economic engines, in addition to accessibility to recreational uses, both natural and man-made. However, to effectively compete on a national and global basis, there are opportunities directly related to its economic standing as the geographic center of the Tampa Bay Region that Hillsborough County must take advantage of to remain a competitor in an increasingly competitive environment.

HILLSBOROUGH COUNTY 2015 *

	<u>Population</u>	<u>Jobs</u>	<u>Households</u>
Unincorp. County	857,723	355,309	332,326
Tampa	355,850	372,077	145,066
Plant City	40,530	27,397	14,316
Temple Terrace	36,245	7,261	15,292

**Planning Commission estimates based on 2010 census data for Transportation Analysis Zones.*

Current Community Profile

Assets

Economic Base

Hillsborough County’s opportunities are directly related to its standing as the economic center of the Tampa Bay Region. The Tampa Bay Metropolitan Area is the 18th largest metropolitan statistical area in the country, and the second largest in Florida according to the US Census 2013 Estimate, which totals over 2.8 million people. Tampa is the central city of a county with over 1.2 million residents. Hillsborough County captures most of the region’s office space as well as major business and commercial centers concentrated among the major employment centers: the Central Business District, the Westshore Commercial District and the University of South Florida. In 2013, Hillsborough County employed over 688,000 people with that number projected to increase to over three-quarters of a million by 2021ⁱ.

Employment by Industry#

Management	37,817
Business and Financial Operations	46,610
Computer and Mathematical	23,216
Architecture and Engineering	9,574
Life, Physical, and Social Science	4,232
Community and Social Services	8,514
Legal	9,962
Education, Training, and Library	36,391
Arts, Entertainment, Sports, and Media	9,825
Healthcare Practitioners and Technical	37,648
Construction and Extraction	27,179
Healthcare Support	15,573
Office and Administrative Support	125,957
Sales	86,584
Personal Care and Service	18,882
Food Preparation and Serving Related	53,795
Installation, Maintenance, and Repair	28,796
Production	25,409
Transportation and Material-Moving	38,563
Farming, Fishing and Forestry	6,936
Building and Grounds Cleaning	22,759
Protective Services	14,157

2013 Department of Economic Opportunity

Urban Core

Which includes the Central Business District and Channelside Areas— continues to become denser, as Tampa’s downtown continues its pursuit of accommodating a high concentration of people and businesses with residential, transit and leisure choices. A good mix of uses, combined with excellent design and resource efficiency, can provide the ideal “livability” factor.

Tourism and Entertainment

The tourism and entertainment industry is vibrant, with Busch Gardens, The Amelie Arena and the Straz Performing Arts

Center offering a wide variety of entertainment options. Professional sports are represented by the NFL Tampa Bay Buccaneers, NHL Tampa Bay Lightning and MLB Tampa Bay Rays. Short mild winters and many days of sunny blue skies offer greater opportunities for leisure and business-related activities.

Housing

The choice and affordability of Hillsborough’s housing market is varied, as a wide range of housing types are available. The City of Tampa has made its historic neighborhoods and new higher density urban core residential development a keystone of its economic development policy, in addition to offering outstanding programs to support work-force-housing choice and affordability. The Unincorporated County, Plant City and Temple Terrace compliment what Tampa offers with a wide variety of traditional suburban single family developments, in addition to large lot and rural estate residences.

Educational Institutions

Post-secondary educational institutions represented by Hillsborough Community College, the University of South Florida and the University of Tampa have a combined enrollment of approximately 80,000 -100,000 undergraduate and graduate students. Hillsborough County has the eighth largest school district in the country with an enrollment of over 200,000 students.

Information Technology and E-Commerce

Rapid advances in technology and social media have drastically changed every facet of human behavior. Having unlimited amounts of data sources that can be accessed immediately by various social outlets has affected the way

business and personal decisions are made daily. It also impacts the physical environment, those areas where people live, play, work and how they get there. Communities, therefore must be able to address the needs this change has brought on by providing better and more choices for people and businesses relating to quality of life issues (connectivity, convenience, choice, recreational, leisure and business amenities). Hillsborough's jurisdictions have responded to these advances by providing access to services, public events and information on their respective websites.

Imagine 2040 Outreach

Hillsborough County has developed as a racially and ethnically diverse group of people since its inception in the mid 1800's: from the families that pioneered agriculture in Plant City and Brandon to become a major producer of citrus, fruits and vegetables, to the multi-generational families that comprise Temple Terrace, the early Cuban and Italian immigrants of West Tampa and Ybor City who made Tampa world famous as "Cigar City" and the Central Avenue legacies project, which recognized Central Avenue in its time as the premiere African American Business and Entertainment District. Now, early into the 21st century it continues to move forward, preparing to accommodate new needs and challenges.

Looking to the future, by 2040, Hillsborough County is projected to increase in population by 600,000 people with an additional 500,000 jobs. Where will they live? What kind of residence will they live in? Where will they work? Where will they play? How will they get there? The Imagine Hillsborough 2040 public outreach process was initiated to help guide the

update of the 2040 Long Range Transportation Plan and the jurisdictional Comprehensive Plans.

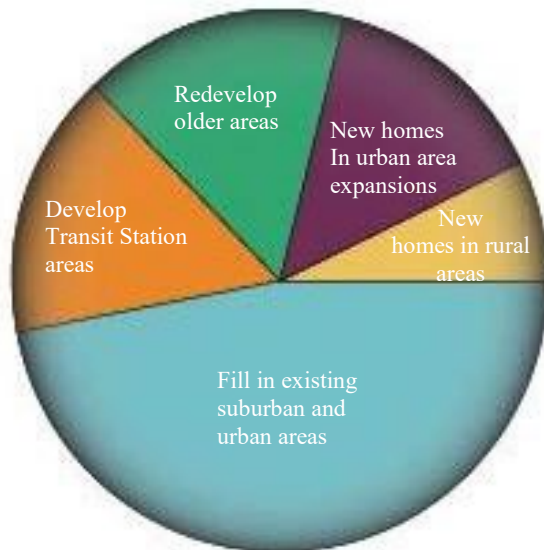
The two phase outreach effort included: an interactive survey that could be taken on-line, either via computer or using kiosks that were placed in various public locations and at numerous community meetings where audiences could take a paper version of the survey. Phase one, between August and November of 2013, had more than 3,500 people respond to the survey, with an additional 500+ taking the paper survey, offering more than 91 thousand opinions. In the survey, three growth strategies were offered: Suburban Dream which showed what would happen if growth continued outward; Bustling Metro, focusing growth our cities and towns and investing in transit and New Corporate Centers, focusing growth along major highways. Bustling Metro was the choice preferred by stakeholders of Hillsborough County.

Using this scenario and taking the most important elements of the three growth strategies in addition to other statistical information, a county-wide vision map has been established to be used a tool in guiding development to those areas that can best transition to accommodate growth for business and residents.

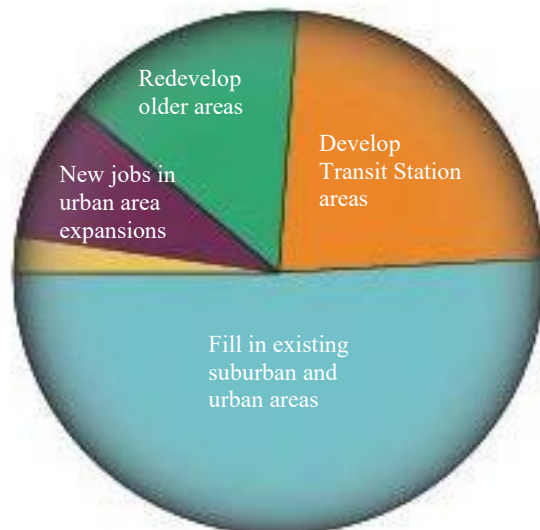
Part 2 of the Imagine 2040 outreach started shortly after the 4th of July weekend and ended on Labor Day weekend. Over 2400 responses were received during this time frame. The public outreach was coordinated using a series of public meetings and presentations (Speakers Bureau), in addition to established kiosks throughout the County. Concurrent with the presentations, the second part of the Imagine 2040 county-wide survey was administered. Survey takers were able to

make selections and comments of each section to compare with the choices of other survey takers.

Your desired housing mix



Your desired job centers growth mix



The survey asked respondents to first choose their top three priorities from both a County standpoint and a Neighborhood standpoint. This second phase of outreach consisted of sharing what the preferred responses were in part 1, in addition to conducting an exercise/survey to gauge how proposed transit improvements should be funded over the approximate 26 year timeframe. The choices were a multitude of items and scenarios which were given to capture the big picture that included: building homes near transit; reducing development rules; saving and to build job centers; keeping neighborhood choices; encouraging walkable places, and; filling in and reusing spaces developed spaces.

Next, the survey respondents were asked to prioritize their infrastructure including preserving the system, reducing crashes and vulnerability, minimizing traffic for drivers and shippers, and real choices when not driving. Additionally, survey respondents were given a limited budget in which to allocate funds for the infrastructure choices above over a 20-year period of spending.

Lastly, the survey respondents were asked to use the remaining budget on "big-ticket" items such as widening of major roads, building express toll lanes, or rapid transit systems. Respondents were also asked to rate the highlighted areas with the most businesses and jobs, where investment in those areas could promote economic growth, giving either a "thumbs up" or "thumbs down" to each of the areas.

The majority of the respondents reside in Tampa, representing 38% of all responses. Northwest Hillsborough County had the second highest response with 24%, followed by South County at 17% and Central County with 13%.

Respondents to the survey were asked which funding total level they preferred in Imagine 2040. The high funding level of between \$7 billion and \$9 billion was the preferred total 2040 funding level, with the medium funding level coming in second. After respondents were asked which total funding levels they preferred for Imagine 2040, they were asked at which funding level they wanted each program choice funded at. The program choices are;

- Preserve the System
- Reduce Crashes and Vulnerability
- Minimize Traffic for Drivers and Shippers
- Real Choices When Not Driving

The medium investment level was the preferred funding level for Preserve the System, Reduce Crashes and Vulnerability, and Minimize Traffic for Drivers and Shippers. The Real Choices When Not Driving program choice was almost tied for all investment level choices with the low investment level the top rated choice, followed by the medium and high investment levels respectively.

Future Population Trends

Hillsborough County has always been viewed as a microcosm of the Nation, similar demographically, in many ways. Now that a direction has been generally established as to the most preferred locations for future residents and workers with the county-wide vision map, coupled with input from the Imagine 2040 outreach, the following provides an understanding of what groups will be mostly represented and the needs they will most likely have to be met.

There are three groups that comprise most of the workforce and consumer base: the Baby Boomers, the Gen-X'ers and the Millennials. Of these three, the Baby Boomers and Millennials will factor the most in societal and economic changes to come, most noticeably in the areas of housing and the labor force, going to 2040 and beyond:

GEN X'ERS – 1965 -1976 (49.6 million)

- In 2009, represented about 16% of the U.S. population
- By 2030 will be ages 54-65 and make up 13% of the entire population

Baby Boomers entering retirement age (65+), presently represent approximately 12.8% of the population in Hillsborough County, which is just under the national average of 14% and under Florida's 18.7 %.

BABY BOOMERS - 1946-1964 (77.3 million)

- For the next 15 years, boomers will be turning 65 at a rate of about 8,000 a day (AARP).
- By 2020, all of the baby boomers will be 55 or older.
- Persons 65 years or older--numbered 39.6 million in 2009 (the latest year for which data is available), representing 12.9% of the U.S. population.
- By 2030, there will be about 72.1 million older persons, more than twice their number in 2000 and will represent 19% of the entire population.

(source: Administration on Aging, Dept. of Health and Human Services)

Approximately 25% of the current population in Hillsborough County is represented by *Millennials*, right in line with the national average. However, to retain and attract members of this group that will become the future workforce and biggest

consumer base, local leaders need to plan now in order to address those future needs for jobs, housing and transportation, offering the best quality of life choices.

MILLENNIALS 1977-1995 (77-80+ million)

- Younger Millennials (18-27) - Older Millennials (28-36)
- Presently represent 24% of the US population
- According to US Census Bureau, the largest generational cohort in history)
- Most diverse generation, racially and ethnically
- High entrepreneurial tendencies
- The "digital" generation

These age groups represent a significant percentage of the working force and resident population that will be part of those 600,000 people and 500,000 jobs arriving between now and 2040. Let's take at what the best options are for them based on their needs.

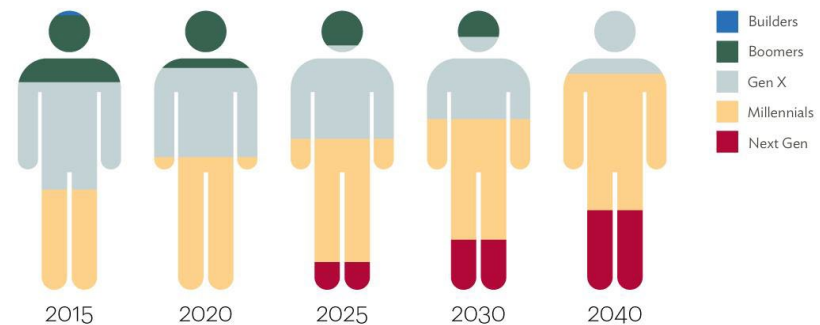
Millennials account for 36% of the U.S. workforce today and by 2025, they will account for 75% of the global workplace - U.S. Census Bureau

Housing

"Aging in Place" is an option most *Baby Boomers* would like to have, mainly because of what their community has to offer (bus stop, grocery store, pharmacy and park were the top rated). Housing options are moving towards Master Planned "Continuing Care" Lifetime Communities, which offer support facilities, and a range of housing options. Other retirement options include assisted living facilities, nursing homes and independent living. A more congregate lifestyle with expanded transit choices offers safety, convenience and accessibility to services.

Many *Millennials*, burdened by economic forces and mounting personal debt (mainly student loans), will be forced to rent out of necessity rather than by choice. They also have postponed marriage and having children to a later time. Millennials are more mobile, are less interested in larger homes and two-thirds of all millennials say access to high quality public transportation is a top three criteria when deciding where to live.

Millennials will comprise the majority of the workforce by 2025

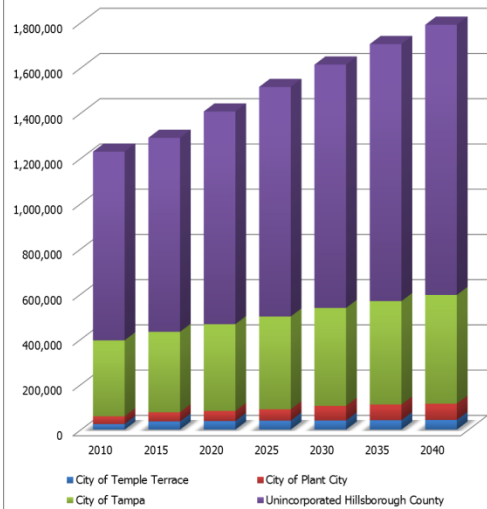


Source: U.S. Census Bureau

Employment

The projected growth rate of the national labor force will be affected by the aging of the Baby Boomer generation and will grow at a slower rate than it has in several decades. The overall US workforce will continue to shrink as it ages, but the 55+ group will grow, representing almost 25% of the overall total with the younger 16-24 age group decreasing.

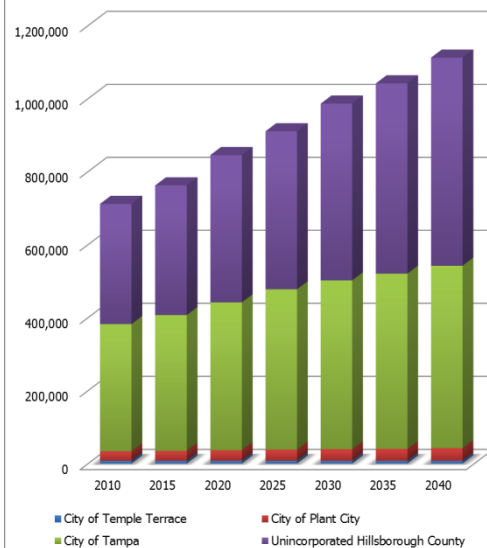
2040 Population Projections by Jurisdiction



POPULATION

	2010	2015	2020	2025	2030	2035	2040
Temple Terrace	34,541	36,245	38,304	40,062	40,579	41,887	43,134
Plant City	34,721	40,530	44,146	49,740	64,555	69,113	71,523
Tampa	335,709	355,850	384,153	410,669	433,103	457,322	481,128
Unincorporated County	834,255	857,723	940,112	1,014,852	1,075,680	1,136,625	1,194,597
COUNTYWIDE TOTAL	1,229,226	1,290,348	1,406,715	1,515,323	1,613,917	1,704,947	1,790,382

2040 Employment Projections by Jurisdiction



EMPLOYMENT

	2010	2015	2020	2025	2030	2035	2040
Temple Terrace	7,241	7,261	7,299	7,324	7,351	7,361	7,391
Plant City	26,313	27,397	29,313	30,824	31,863	32,631	34,562
Tampa	348,620	372,077	405,007	439,326	462,828	480,366	500,095
Unincorporated County	329,226	355,309	403,641	432,955	484,058	521,362	570,090
COUNTYWIDE TOTAL	711,400	762,044	845,260	910,429	986,100	1,041,720	1,112,138

Challenges

Infrastructure

Temple Terrace is a mature City with mature infrastructure. Investment towards the improvement of aged infrastructure is vital to keep pace with the increased pressure of business and population growth. Funding has been allocated for some needed updates, largely aided by Tax Increment Financing dollars, however, other infrastructure updates and expansions must find a way to be addressed as well. The increased development trend has made City leadership more aware and vigilant in finding ways to address this need.

Connectivity

The Port, Tampa International Airport and the Interstate Highway System all contribute significantly to the County and City's mobility for movement of goods and people. It is clear that the ability to compete globally should be linked to the provision of highly functional mass transit options that include managed toll lanes, bus rapid transit and rail.

Jobs

Florida is faced with an average annual wage lower than the national average. Also Metro Tampa Bay's gross domestic product numbers continue to grow, but according to the U.S. Department of Commerce, still lags behind other metro areas that have higher GDP's attained with smaller populations such as Charlotte, Indianapolis and Orlando. Of the top 25 metro areas, Miami and Tampa Bay were the only two with a median household income under \$50,000ⁱⁱ. To address this locally, the leaders of the four jurisdictions must continue to work together, identifying targeted businesses and industries that include: financial services, life sciences, manufacturing as well as major distribution centers and national headquarters

that will bring economic growth and higher paying jobs. Another area of need is finding qualified people to fill technical jobs. In a competitive job market with advances in communication and information technology, a well-educated, well-trained workforce can live pretty much anywhere they choose.

As the County moves forward, its potential can best be summed up by a closing statement offered by the ULI Institute Advisory Services Panel that visited Hillsborough County in 2012:

By focusing on the most effective ways to leverage the County's considerable economic assets and resources, the community will be able to accomplish much, even in today's uncertain global economic climate. Investment in transportation infrastructure and in restructuring the development approval and comprehensive planning process to provide maximum transparency is especially important.

Hillsborough County is at a critical juncture for its future. The competition for business and development that can lead to economic prosperity has never been greater, as communities throughout the United States must measure up against each other and regions around the globe. Ensuring that a foundation of trust, leadership and cooperation are inherent in the culture of Hillsborough County's governance will allow the County to be a leader in pursuing innovative economic development opportunities.

Comprehensive Plan Theme: The Best of Humanity - The Best of Nature

The theme of the Comprehensive Plan for the City of Temple Terrace identifies the essence of what is important to the residents: to excel in all realms, balancing the needs of the manmade environment with the protection of its natural resources, thus achieving harmony.

- **The Best of Humanity** – A highly educated population, a great place to raise a family, excellent schools, stable neighborhoods, a beautiful park system with diverse recreational opportunities, a protected heritage and distinctive local amenities (e.g. golf course), an ethnically and culturally diverse community, active citizenry with creative and tolerant people, and an accessible/responsive local government.
- **The Best of Nature** – The primary components are a clean and environmentally sound Hillsborough River, a balance between active recreation and the protection of significant natural areas, and an interconnected system of green corridors, in part utilizing the extensive oak tree canopy of Temple Terrace.

Thinking Globally, Acting Locally

Global Influences

The world will always be changing. The effects of change are felt by everyone, because today we all truly live in a global

village. Communication, transportation, technology, information, and economic transactions are almost instantaneous. Competition is stiff, and everyone is part of it.

Presently, we are impacted by the scarcity of such resources as oil, steel, and concrete, which drives up the cost of living and doing business locally as well as globally. Global influences affect the region's seaports, local tourism, and research at the University of South Florida, construction activity, interest rates, food supply, and immigration. All of these things are felt in Temple Terrace. The City, as it appears to have been in the past, needs to be cognizant of its place in global society, and position itself to thrive and succeed. Those city-states, for us the greater metropolitan Tampa Bay region, which will be most successful, are those who have a distinct identity, a productive nimble work force, a strong educational and knowledge base, engaged responsible citizens, and an enviable unique lifestyle and living environment.

National Influences

No less than global influences, national influences affect Temple Terrace. Such things as national foreign policy, domestic policy, taxation rates, economic strength, and environmental and natural resource policies all shape the context within which the City considers what decisions are in its best interest in determining its future.

The City has competitors among regions and cities throughout the nation. The same qualities that make it successful in the global village make it successful within the nation. Only the scale or significance of those qualities differ.

State and Regional Influences

State and regional influences impact the City even more directly and with stronger obvious consequences. Not only are these related to the state and regional economy, but the State, through its growth management laws, has established the minimum issues through which it chooses to engage and impact the City. These are clearly expressed in the State's expectations, as addressed in its requirements for the City's comprehensive plan, its evaluation and appraisal report (EAR), and this Plan Update based on that EAR.

These State minimum issues include: schools, water supply, land use, housing, property rights, land use and land use regulation, public utilities, parks and recreation, capital improvements, intergovernmental coordination, the natural environment, redevelopment, and transportation. The change agent driving these issues is population growth. The rate of growth and the absolute growth has been large in this State, and certainly is experienced locally. These issues must be addressed by the City, in addition to the major issues and themes it has identified for itself.

Local Influences

During Plan Update public participation activities, and based on all the citizen comments gathered during several extensive public outreach efforts, and noting the growth that is expected over the next decade, an overarching concept or theme emerged, which is ***"A Beautiful Environment Embraced by Diverse Citizens"***. This theme captures the residents' desire to adapt and plan for expected growth, while promoting as City values: ***excellence, balance, and harmony*** within

Temple Terrace. To effectively and efficiently fulfill this future, the City must concentrate on the way to get there, which its citizens have summarized as ***"Sustainability, Regeneration, Interconnectedness, and Systems Approaches"***.

For cities to meet their goals (or theme), they must successfully master change and lead. The rewards of doing so are extraordinary. It is a challenging prospect to be resilient in the face of limited resources, and to champion constant change in the marketplace, so the municipality can distinguish itself competitively and move forward to a bright future. Building sustainable value is a constant process of mastering change. Use of the City's overarching theme will focus limited municipal resources to meet the primary goals and desires of the residents of Temple Terrace.

Old Suburb Emerging as a Sophisticated Residential Community of Urban Villages

Temple Terrace is an older, suburban, predominately single family-detached residential community, which began in the 1920's. Its historic original city layout and distinctive Mediterranean revival architecture remain relatively intact. It is important to its citizens that this character is sustained, and, where housing stock and business areas degrade, it is regenerated to maintain the overall harmonious quality of life in Temple Terrace reflective of its current diversity.

Since its beginnings in the 1920's, Temple Terrace has been relatively isolated from the other communities in Hillsborough County. No more, urban and suburban scale developments are now present on its boundaries. This poses numerous

issues in the municipality's quest to meet the needs of an ever growing community. For example, as annexations become more difficult, land on which to provide affordable housing to the next generation of residents becomes scarcer and thus an ever greater issue, impacting the multi-generational roots of Temple Terrace.

Urban style development has occurred to the north, west and south of Temple Terrace, with the most dense development pattern adjacent to the municipality being west of 52nd Street. There are several areas that are relatively undeveloped, generally located to the east of the municipality, which are expected to play a significant role in the future growth of Temple Terrace.

Currently, there are not many landmarks, change in development patterns or form that would indicate to visitors that they are now entering Temple Terrace. For places to be successful, it is often important to distinguish themselves from their surroundings, the City needs to find a way to set itself apart and promote a sense of arrival when entering Temple Terrace.

In many instances people tend to gravitate to the new, such as a new home or community. For the most part this is understandable. New homes need less maintenance. Fixtures tend to be more modern. But what these places often lack is a sense of place, history and a unique character. Through regeneration efforts, the City's assets - a sense of place, history and a unique character - need to be built upon for the City to stay competitive with other communities in the Tampa Bay region.

Tax Revenue

Since the municipality is primarily developed residentially, residential property taxes generate the greatest amount of revenue for the City of Temple Terrace. This is fine in an environment where home values rise, but if their values become stagnant or drop, it becomes ever more difficult to meet the public service needs of the community. To compound the problem, residential areas (as opposed to commercial and industrial areas) require greater public services, such as parks, libraries and police protection. Therefore, to ensure a fiscally sound municipality, it is very important to ensure that housing stock is maintained and neighborhoods are protected. It is also important to sustain a good mix of residential and non-residential development within a community for many reasons, not the least of which is to have a more diverse property tax revenue base in an ever changing economic climate.

Competition

Since the City is primarily built-out, the housing stock is set (without significant redevelopment) and as residents move up the economic ladder, there is less and less of a variety of housing stock for them to choose from within Temple Terrace. In order for them to meet these expectations, there is a real danger these residents will leave the community, moving to locales such as New Tampa or southern Pasco County. Through new growth and redevelopment, it is critical for the City to offer a wide-variety of housing choices to meet the needs of all economic levels.

Strategic Response: Be More Competitive

To meet these competitive challenges, the municipality will build on its assets, create niche markets, and enhance its unique identity. Failure to do so will result in a community that could be anywhere USA, lacking the amenities needed to keep and attract major employers and a highly skilled workforce. The City and its residents will focus on the following assets to position the city for growth and economic development.

- **River** – The Hillsborough River is a major focal point, recreational amenity and gathering place for the City of Temple Terrace. It is the ribbon that ties everything together. This resource must be protected, enhanced and leveraged to promote the character of the community. In all municipal decisions, the question should be asked, “how will this impact the river?”. Vistas will be protected, water quality maintained and access improved to ensure this asset is sustained for future generations of Temple Terrace.
- **Oak Tree Canopy** - Temple Terrace prides itself on its natural assets, one of the foremost is its extensive oak tree canopy. It is the seamless interface of man and nature that make Temple Terrace, in part, such a highly appealing place. As with the river, this important resource will be protected and built upon.
- **Heritage Areas** – Temple Terrace began in the 1920’s, with most of its early buildings being designed in the beautiful Mediterranean revival style. The jurisdiction has done a great job in protecting this

important resource. To further leverage this asset, the municipality will promote this style of architecture in other areas of the municipality, particularly along its entry corridors, to enhance the unique identity of Temple Terrace.

- **Create New and Different Living Choices (e.g. New Urbanism)** – Another important aspect to successfully compete is to offer a variety of living options. As people go through life their needs change. What is important to someone in their 20’s differs greatly with someone in midlife and again to someone who is nearing or at retirement age. It is important for a City to offer choices in all these lifestyles, whether it is single family detached homes, new urbanism development, mixed-use settings, assisted living facilities, and the like.
- **Definable City Center** – Most great cities have a defined center or “heart” of the community. This is normally a space for public functions, a gathering place for private commerce, but above all an area for social interaction. The City has done a great deal of work in developing a vision for its new downtown and is in the process of implementing that vision, which will create this critical asset needed to succeed and prosper in the 21st Century.
- **Create Non-Residential Economic Opportunities-** There are two major economic engines on the boundaries of Temple Terrace. They are the University of South Florida to the northwest and to the southeast Tampa Executive Airport.

The University of South Florida is not only a place of higher education, but a major research and development facility, and as such, the City is in a great position to capture spin-off activities. The City needs to coordinate and understand the needs of the University and these associated supporting uses to ensure it is providing appropriately located land and infrastructure. In addition, the University and these supporting business offer high paying jobs and of course these employees will need a place to live. There is an opportunity for many of these people to reside in Temple Terrace, if the right types of housing, lifestyle and amenities are offered.

Tampa Executive Airport is another unique economic engine and important emerging transportation hub near Temple Terrace. As with the University of South Florida, Temple Terrace is in a great position to capture spin-off activities from Tampa Executive Airport. But the City needs to coordinate with these entities to entice these businesses to locate within Temple Terrace.

Comprehensive Plan's Role in City Form

The City's Comprehensive Plan is key in creating the City that Temple Terrace aspires to be. It gives expression to the Vision – The Big Picture. It contains the "Tools", in the form of Policies, to use in achieving the City's future.

Future Land Use, Housing, Recreation and Open Space, Environmental, Mobility, Public Facilities, Public School Facilities, Intergovernmental Coordination and Capital

Improvements are the individual sections that together, create the vision for the future of Temple Terrace.

Future Land Use

One of the ways municipalities can capture and express their uniqueness is through their long-range comprehensive plans. These plans explain a lot about who a city is, where it's going, and how it's trying to get there. Smart cities, like people, actively use their plans to shape their unique identity in ways that make them better – leveraging the opportunities presented by change, minimizing the difficulties, and overcoming any inherent weaknesses that change may expose. Plans afford cities the means of taking charge and determining their own unique destiny, in this case the future of the City of Temple Terrace.

Success lies in crafting plans well, reviewing and assessing them periodically, and modifying them as changed circumstances may warrant. In doing so, plans allow municipalities to build on the story that is its past, and then to script that story to ensure it achieves the future that is wanted by its residents.

Success also lies in making plans that are realistic and accurately reflective of the citizenry for whom city government is the collective repository of their shared present and future. So, in many ways, a city's comprehensive plan is the story its citizenry write for themselves, based on a past shared history and experiences, tempered by present realities, appreciative of the context and constraints of their physical and social environment, and expressive of a mutual vision for their future.

Housing

Temple Terrace is an older, suburban, predominately single family-detached residential community. Its historic original city layout and distinctive Mediterranean revival architecture remain relatively intact.

Traditional suburban values are important – a good place to raise a family; clean neighborhoods; well-maintained housing; safe city. The City is becoming more diverse culturally, ethnically, racially. Those people share the same values but they may use space differently, based on their backgrounds. Elderly people want to be able to stay in Temple Terrace when they leave their single family homes and young people who grew up and left the area want to be able to return to their roots. Different housing types and price levels (affordability) are needed and the mix of housing will change in the future. Downtown redevelopment and redevelopment of the major road corridors are the best areas to introduce different housing types.

These changes are opportunities for the City. There may be a latent demand for housing by elderly and young people. The City can build on that for competitive advantage. For example, the downtown redevelopment project may provide a new urbanism niche that is not available anywhere else in this area of the county.

Recreation and Open Space

The City's roots are in a resort community begun in the 1920s as a well laid out town built around a golf course, with a Mediterranean revival architectural theme, on the banks of the

Hillsborough River. The City's heritage is based on recreation and its natural setting. The City's parks, recreation and open space is closely tied into and related to the natural environment, and you can't speak about one without the other.

There is great respect among the community's citizenry for the City's natural environment, especially the Hillsborough River and its flora and fauna, as well as the oak tree canopy in many of the City's neighborhoods. This respect also extends to manmade natural features, such as the City's parks and playgrounds and the unique way the local golf course meanders through the City in a way that the edges of its fairways are accessible to the public for passive and active use beyond just golfing.

Temple Terrace's parks, recreation areas and its manicured and wild open spaces are a part of the public realm where the beauty of nature and humanity come together. The seamless interface of the two is striking. The peaceful and easy co-existence of man and nature are a strong part of the City's identity.

Environmental

Temple Terrace prides itself on its 'green' city. Its natural assets include the Hillsborough River, its extensive oak tree canopy and man-made natural features such as the meandering golf course and its many parks. It is the seamless interface of man and nature that make Temple Terrace, in part, such a highly appealing place in which to be.

Temple Terrace also has a highly engaged citizenry, strongly committed to volunteerism, and well-educated, caring, motivated citizenry with pride of community and who are willing to take visionary risks. The people are very protective of their natural environment. Local government decisions about the river or the oak tree canopy are debated long and hard. This commitment is a strong asset for the city.

Mobility

Most people move around and through the City by automobile. The major roads in the City are owned by the State or County. They are congested and their capacity will not be increased. The City is forced to find other ways for moving people around. There are a few contributing assets present that suggest that alternative forms of mobility will work.

One, there is an active population this is already moving around in parks and recreation type activities. The City values its natural heritage and people get into the natural setting in a big way – boating, recreating in the parks, walking, golfing and bicycling, as examples. The community's value of parks and recreation lend itself to considering alternative forms of mobility, especially environmentally-friendly ways, such as walking and biking.

Two, the University of South Florida is a major nearby employer, and City residents can be accommodated by taking mass transit into the university.

Three, the City is beginning to focus development into activity centers, such as downtown, and it's easier to provide services to a point than to a linear corridor.

Public Facilities

The City has a good infrastructure system (water, sewer, drainage, solid waste) that is well maintained. Generally, all infrastructure services are available to all areas and people throughout the city. Also, the City has capacity and facilities to serve areas outside their corporate boundaries that may be part of the City one day. Temple Terrace is well positioned with its infrastructure. This is a fundamental responsibility of local government.

Public School Facilities

The citizens of Temple Terrace strongly value education. Over 40% of the adult population has a college degree. The citizenry is engaged, has pride of community and is strongly committed to volunteerism. The citizens are also very knowledgeable and understand the complex relationships that underlie and shape their community.

This is an extraordinary asset set that can be used to further develop the educational quality of life in Temple Terrace. The Public School Facilities Section focuses mostly on the quantitative aspect of education, ensuring there is enough classroom space for all the present and future students. (Side note: The City took a stand during the development of this countywide section and got a percentage of future capacity in Temple Terrace schools specifically allocated for children living in Temple Terrace. It was reasoned that no child living in Temple Terrace should have to be bused out of the city for school. This was a significant effort, and underscores the importance of schools to the community.)

The University of South Florida and Florida College are two important educational assets for Temple Terrace.

Intergovernmental Coordination

Temple Terrace bills itself as the third largest city in Hillsborough County, or in other terms, the smallest city in the county (there are only 3 cities in Hillsborough County). Other local governments, such as the County and Tampa, along with other levels of governments and their agencies (e.g. Florida Department of Transportation, Southwest Florida Water Management District) have significant impact on Temple Terrace in their decision making.

The people of Temple Terrace have shown a willingness to tackle and work through difficult civic issues with respect to all viewpoints. There is a knowledgeable citizenry that understands the interrelationships and underlying forces shaping their community, and this is reflected in their leaders.

Temple Terrace's historic approach to intergovernmental coordination has been one of collaboration, cooperation, bridge building and participation, and this bilateral approach yields better results than unilateral ones. Government works for the people best when it works together and advances the common good of all. This is a strong asset for the City.

Capital Improvements

The Temple Terrace government is fiscally sound, well-run, citizen-friendly and responsive. Its public services and infrastructure have kept pace with its growth and it is well positioned for its future. The City is willing to consider

innovative projects that carry more risk, such as the downtown redevelopment. Typically, risk is carefully assessed and the public is extensively involved in the decision making process.

Existing and Future Population Trends

The population projections were developed with a "top -down" approach. Countywide control totals are provided by the University of Florida's Bureau of Economic and Business Research (BEBR) medium projection for 2015 and 2040.

Planning Commission staff involved staff from the four jurisdictional governments and all the agency's internal planning teams. There were several different methods used to project jurisdictional control totals. Linear regression was used projecting each jurisdiction's share of the total county's population using 1970-2002, 1980-2002, and 1990-2002 as the reference time periods. Logistic curve and other ratio methods were also employed. After discussion, it was decided that the Linear Regression of each jurisdiction's share of the county's population from 1980-2002 produced the most reasonable results. The population projections were converted to dwelling units using 2000 occupancy rates and persons per household to the projected population.

Estimates and projections of the Temple Terrace population indicate continued growth through the year 2040 (**Table 1, 2, and 3**). Over the period of 2015 to 2040, Temple Terrace is projected to have an increase in population of 4,796, or 16 percent.

Table 1
Projected Population, Temple Terrace
within City Limits
2015 TO 2040

Year	Population
2015	25,230
2020	26,663
2025	27,887
2030	28,247
2035	29,158
2040	30,026

*Source: Hillsborough County-City Planning Commission
based on U.S. Census data*

Table 2
Projected Population, Temple Terrace
within Utility Service Area
2015 TO 2040

Year	Population
2015	36,245
2020	38,304
2025	40,062
2030	40,579
2035	41,887
2040	43,134

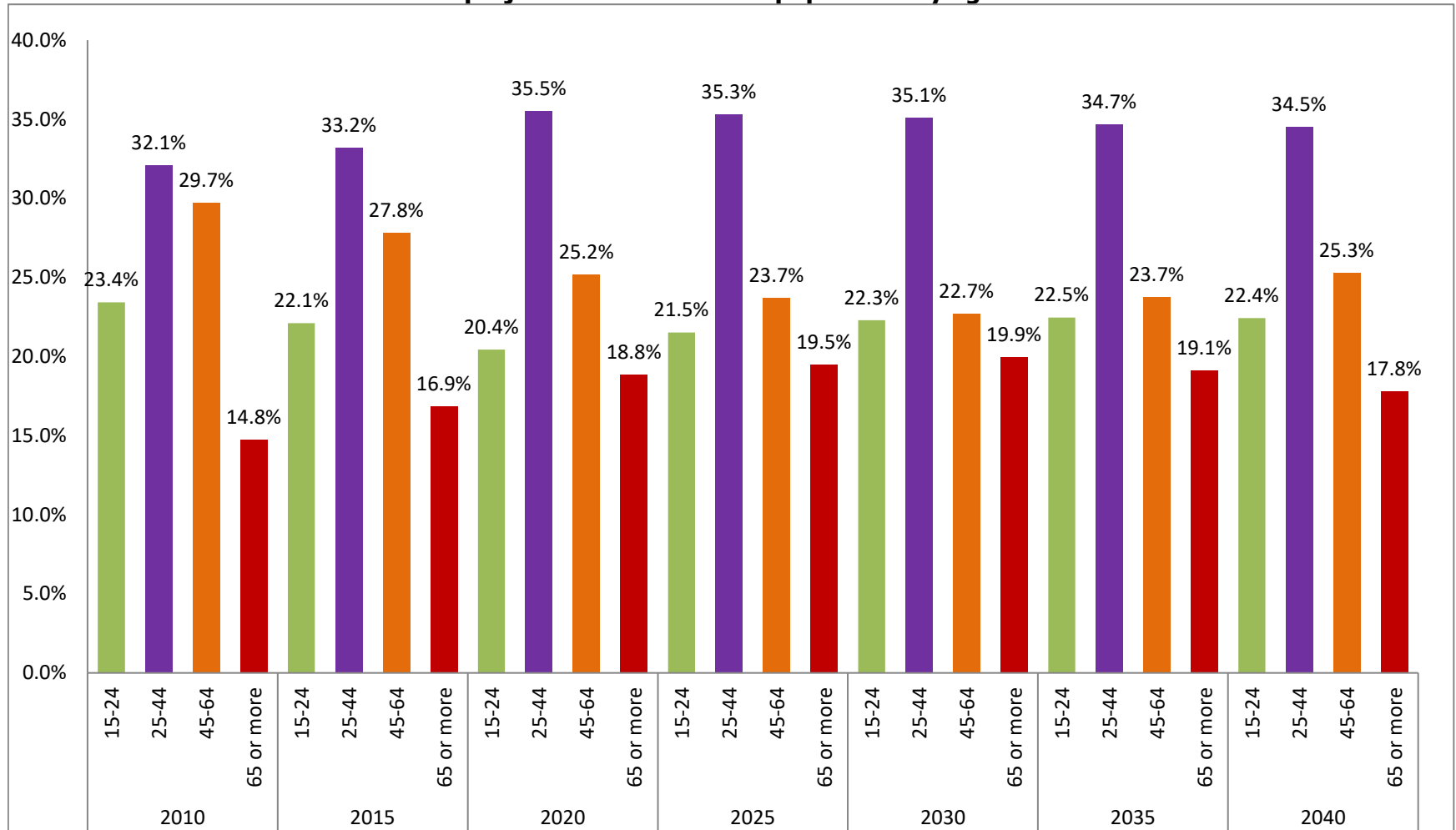
*Source: Hillsborough County-City Planning Commission
based on Transportation Analysis Zones*

Table 3
Percentage Change in Projected Population,
Temple Terrace, 2015 TO 2040

Time Period	Percentage
2015 to 2020	5.7
2020 to 2025	4.6
2025 to 2030	1.3
2030 to 2035	3.2
2035 to 2040	2.9

Source: Hillsborough County-City Planning Commission

Figure 1
2015-2040 householder projections based on the population by age between 2010 and 2040



Source: Shimberg Center for Housing Studies, 2014 and U.S. Census Bureau, 2010

Places

Understanding the areas that we live in, play in and move around in.

Building a vibrant human scale environment requires the collective vision of the people whom make Hillsborough County and Temple Terrace function, utilizing the wisdom and knowledge of those who want what is best for our future generations, and yet understand the lessons from the past. To preserve what we have built and create vibrant neighborhoods, safe streets and structures which will be appreciated for years in to the future. To achieve these ideals Hillsborough's collective energy should be focused appropriately to define what will be a lasting legacy – the place we call "Home". Those of us who live in Hillsborough County and Temple Terrace care about the richness of our diversity; the peaceful neighborhoods which are connected by a community spirit, combined with the economic vitality of being the epicenter of Florida's West Coast. As we reach the midway point of the first 100 years in the 21st century the places in which we as community live our collective lives should be reflective of the essence and character that makes Hillsborough a special place in Florida.

Our community has many facets that make life unique and inspiring. *Our Places* have special meaning to each of us and yet they have many moving parts which operate together in a seamless fashion to make life less challenging. A key component of *Our Places* is the relationship between land use and transportation. Understanding and strategically managing this ongoing relationship between land use and transportation

is critical to improving the quality of life. Also we must understand the important relationship between land use and transportation and advocate that land-use and transportation decisions be made in conjunction with each other. Equally, important are the choices which we make about land use and how these choices affects the way we live, work and play. In order to provide for a variety of land use choices there must be adequate infrastructure to serve the growing needs of our community.

The provision for proper stormwater management, clean and safe water resources, adequate facilities to accommodate solid waste and waste water must be planned to ensure that *Our Places* function well. The quality of infrastructure systems – including transportation, utilities, and telecommunications is an important factor influencing real estate investment and development decisions in communities nationwide. As we prepare to launch into the second half of this century our community must be prepared to address the long-term operations and maintenance of infrastructure integrating it into the decision making process of growth management.

This Comprehensive Plan provides a flexible framework that can be updated, revised and improved upon over the years to stay relevant to the issues our community must address as well as the ambitions that unincorporated Hillsborough County, the Cities of Tampa, Temple Terrace and Plant City choose to pursue. This Plan can serve as a tool to evaluate new development requests and direct capital improvement expenditures and to provide guidance in public policy in a way that ensures that Temple Terrace continues to be the community that it's citizens desire it to become.

This Chapter of the Comprehensive Plan provides the framework for community building. The goals, objectives, policies and strategies will create the “Places” in which our community can thrive and continue to grow as part of the Tampa Bay Region. The Chapter is composed of eight sections which sets forth the policy directions for land use; transportation; housing; schools; stormwater management; solid waste; waste water; and potable water. These components are the building blocks which help define the Places that we live, work and play. Each of these sections provides the context of the challenges that we shall face in the next 25 years and how to address those challenges within the structure of local government.

Future Land Use

The City has its origins as a Riverfront winter resort and golf course community. Its main growth occurred in the post-World War II years, and as its relationship with Florida College and the University of South Florida developed, it has become home to diverse, educated, multi-cultural middle-class residents, many of whom have international origins.

This diverse population and its resulting strong capacity for community-building in a social sense, coupled with the City's early Mediterranean-revival architecture and historic layout, has given it a unique identity with a unique active citizenry. That diverse citizenry's growing sophistication and cosmopolitan character is leading it to recognize its social and physical uniqueness, which is presently demonstrated by the community's commitment to a citizen-driven active redeveloped town center, an enormous respect for the Hillsborough River and its shoreline, the creation and implementation of a grass-roots Vision for the community, the preservation of its historic buildings, the recognition of its strategic location between the University of South Florida and Tampa Executive Airport, and the development of a more understandable and relevant comprehensive plan.

Best of Humanity - Best of Nature

The Comprehensive Plan has been shaped by the vision, perceptions, and input of its citizens and its leaders. Its motto is *A City for Living*. Citizen input gave it the theme statement: "A Beautiful Environment Embraced by Diverse Citizens". , the City values its uniqueness and identity, and wants to ensure

that it continues achieving excellence by planning for a future which reflects the best of humanity and the best of nature.

People Asset

The city's '**people asset**' is the unique way in which the city is socially connected. The Plan's Introduction-Overview, through the '**Big Picture**', describes a very socially connected city that prides itself, in part, on its volunteerism (community capacity), its civic mindedness, its citizen participation, its responsive and accountable government and its inclusiveness of its diverse citizenry. The citizens have enacted these behaviors for so long, they are now recognized as community ethics, and these ethics socially connect the people of Temple Terrace.

The physical form of a city directly affects our behavior. For example, isolated, unconnected neighborhoods/areas can foster social alienation and loss of identity with the City as a whole. The future land use section is a guide with a tool chest (goals, objectives, and policies) that can be used to build a physical city that promotes the community ethics that people have said are important to them now and in the future.

Natural Asset

The city's '**natural assets**' are critically important to Temple Terrace's identity too. They provide a strong physical form to the City (example – the Hillsborough River); support a large diversity of plant and animal life; create a beautiful green environment (example – the oak tree canopy); and offer spectacular opportunities for passive and active recreation



(examples – the historic golf course; canoeing the Hillsborough River; rowing the By-Pass Canal).

Like the people assets, there are underlying ethics to the natural assets. Nature's ethics guide the natural environment's 'behavior', and its ability to survive and change over time. Those ethics are: diversity, sustainability and interconnectedness.

Humanity and Nature Shaping City Form

Downtown - A downtown neighborhood has outdoor public assembly spaces that are well landscaped and beautiful. They invite people to relax, stroll or sit at sidewalk cafes. Interaction is easy and people often choose to meet friends here.

In Temple Terrace, this is best represented by the "excellence" of redevelopment plans for the downtown community redevelopment area. Redevelopment of the city's downtown is a major way to establish, enhance, and balance the city's uniqueness and identity both physically and socially, and achieve the harmony embodied by a "city for living". It shapes the city's form by providing a recognized and recognizable anchored center to all city life and its transactions and interactions.

Residential neighborhoods – They are safe and welcoming. They achieve "excellence" by being attractive, meeting the needs of the city's diverse population, encouraging social interactions through accessible public gathering places like small parks and sidewalks, being pedestrian and bicycle

friendly, and being interconnected with adjacent neighborhoods, trails, and transit stops.

Mixed use neighborhoods – This is different kind of neighborhood, where residential uses and compatible non-residential uses are combined to offer a more village-like or urban-like feel. "Excellence" results when its residents and users find it vibrant, stimulating, and convenient. Mixing of these uses may occur in the same structure, like one or more residences over street-level stores or offices, or residential structures abutting or in close proximity to and mixed with non-residential structures.

Mixed use neighborhoods foster even greater social interactions because they are usually denser, and many non-residential conveniences are within easy walking distances. Most transportation options favor non-vehicular modes like walking and biking. Closeness of uses means more chances for interacting with neighbors or making new acquaintances. The village or urban feel of mixed use neighborhoods does not diminish the importance of nature. "Balance" comes because parks and green spaces become even more important for recreation and exercise, as well as for strolling.

Commercial areas – These areas are exclusively non-residential in nature and house retail activities, restaurants, offices, services, and other non-industrial work-related environments. Early last century they were very pedestrian-accessible and convenient to residential neighborhoods. In the latter part of the last century through the present, they have become automobile-dependent and more concentrated on major roads and their intersections, and at interchanges with expressways. They are decidedly non-friendly to



pedestrians and frequently are uninviting and unsafe even for those walking from their cars to a commercial establishment.

Industrial areas – Most of the time we think of industrial neighborhoods as places for steel mills, smokestacks, heavy trucks, outdoor storage, big warehouses, and noisy smelly activities. Such neighborhoods do exist, but not in Temple Terrace, nor are any planned or expected as part of the city's future.

However, "light" clean industrial areas very definitely have a role to play in the city's future. The city's proximity to the University of South Florida and Tampa Executive Airport offer strategic opportunities to capitalize on these locations and activities there.

Parks – The city has invested wisely in neighborhood parks and community parks, both active and passive, and has a good parkland per capita ratio for its level of service measure. Parks are gathering places and promote social interaction and establish social bonds helping to achieve the best of humanity ethics. Locations and distribution of the city's parks are historically "excellent". Most city neighborhoods have their fair share and are in "balance" with other neighborhoods.

Hillsborough River – The number-one timeless community asset identified by citizens during the planning process was the Hillsborough River. It is its major and most significant environment feature, the reason for the city's historical location, and the focus and shaper of the city's form and many of its activities. It is one of the city's natural neighborhoods.

Oak tree canopy – The city's oak tree canopy is another natural feature identified by citizens as a distinguishing natural timeless asset giving uniqueness and identity to the city, and therefore shaping its form. It is as much a part of the city's historical heritage as Mediterranean Revival buildings now comprising Florida College.

The Future Land Use Section provides the tools for achieving the "best" of each asset through the respective policies.

Future Land Use Goals, Objectives, and Policies

LU GOAL 1: To always strive for a beautiful environment embraced by diverse citizens by promoting the best of the City's humanity (its people assets) and the best of the City's nature (natural assets) and interconnecting and recognizing the interconnections of these assets to achieve a competitively unique and identifiable City for Living.

LU Objective 1.1: Set a standard for excellence, balance, and harmony in all City practices and activities, as measured against the achievements and success of other local, regional, national, and global communities and cities.

LU Policy 1.1.1: Recognize the timeless social and physical assets of its community and shall base its decision-making, to the greatest extent possible, on sustaining, interconnecting, and regenerating these assets in a systems approach fashion, utilizing timely research and expertise, best practices, and the availability of resources at its disposal.



LU Policy 1.1.2: Recognize that among its best current people assets are a historic spirit of volunteerism, civic mindedness, citizen participation, responsiveness and accountability in its governance, a sense of welcome and inclusiveness among its diverse international citizenry, a strong commitment to education, a multigenerational appreciation of family interactions and assistance, and the importance of achieving a higher education and an above-average level of economic productivity, personal achievement, and household income.

LU Policy 1.1.3: Recognize that among the qualities of the best of its natural assets are its diversity, its assisted- and self-sustainability, its interconnectedness among its parts and to the City's residents and visitors and to the City's manmade environment, and that natural assets must be considered as important to the City as are its people assets.

LU Policy 1.1.4: Continue to recognize that among its best natural assets, which give a natural form to the City are the Hillsborough River, its diverse and ubiquitous parks and recreation system, its oak tree canopy, its meandering golf course with its easy public access from adjoining streets to the course's roughs for non-golfing activities, the potential recreational value and natural and scenic opportunities offered by the Bypass Canal, and the vistas and scenic corridors offered by its natural assets.

LU Policy 1.1.5: Continue to recognize about its natural assets the need for ongoing vigilant natural resource protection, through its government and other governing agencies and entities, of environmentally important wetlands, river shoreline, uplands, well-fields, wildlife and its habitats

and corridors, soils, and open space, among others more fully described and addressed in the **Conservation Section** to this comprehensive plan.

LU Policy 1.1.6: Recognize that its City Form is shaped by the fact that it is a City of Neighborhoods; and that among these are, now or in the future:

- its downtown urban residential and non-residential mixed use neighborhood exhibiting new urbanism design principles at 56th Street and Busch Boulevard;
- its future major urban and suburban activity centers of residential and non-residential mixed-use neighborhoods exhibiting new urbanism design principles at 56th Street and Fowler Avenue, at 56th Street and Fletcher Avenue; and at US 301 and Harney Road and Temple Terrace Highway;
- its residential neighborhoods, very generally defined as including
 - its heritage neighborhoods on the north and south sides of Bullard Parkway, and bordered on the north by Fowler Avenue, on the east and south by the Hillsborough River, and on the west by 56th Street;
 - its urban neighborhoods south of Temple Terrace Highway and east of the Hillsborough River and north of Harney Road; and west of 56th Street between Fowler Avenue and the Hillsborough River;
 - its suburban neighborhoods northwest of 56th Street and Fowler; and north of Temple Terrace Highway and east and south of the Hillsborough River and bounded on the east by the TECO power line right-of-way; and



- its residentially mixed-use neighborhood of different residential densities north of Fowler Avenue comprised of the complexes of Raintree Village;
- its emerging neighborhoods on the east and west side of Davis Road between Fowler Avenue and Temple Terrace Highway; and potentially among possible annexation areas within the City's extra-jurisdictional utility service area mainly on the east toward the bypass canals, as well as in potential joint planning areas with the County to the southeast and possibly as far as Tampa Executive Airport to the Interstates 4-75 Interchange (these potential annexation utility service areas and joint planning areas are more fully described in the **Intergovernmental Coordination Section** elsewhere in this comprehensive plan;
- its potential mixed-use neighborhoods of both residential and non-residential uses in the commercial corridor of the west side of 56th Street between the downtown area and the major activity center at 56th Street and Fowler Avenue; and, on a small neighborhood scale, potentially on the immediate south side of Temple Terrace Highway and on the immediate east and west sides of Temple Park Drive;
- its commercial areas on the west side of 56th Street between the future major activity centers at 56th Street and Fowler Avenue and at 56th Street and Fletcher Avenue; and on the north side of Fowler Avenue between the Hillsborough River on the east and Raintree on the west; and its "industrial" areas, mainly comprised at present by Tampa Telecom Park south of Fletcher Avenue and east of the Hillsborough River, but in the

future could include such areas southeast of the City along either side of US 301 and as far southeast as Tampa Executive Airport and the Interstates 4-75 Interchange, all of which are potential future economic development areas of research and development parks and high-end manufacturing facilities associated with the University of South Florida.

LU Policy 1.1.7: Recognize that, in addition to the policies, plan categories, overlay district, and standards in the comprehensive plan, it has a range of other tools available to it to achieve the vision and future expressed in the comprehensive plan. Attempt, according to its resources, to use, develop, or improve special ordinances or its Development Codes and Regulations, but not limited thereto, to achieve, address, or adopt:

- Form-based codes (a condition and requirement of the Letter of Agreement between the City and the Florida Department of Transportation approving the City's Multimodal Transportation District (MMTD), as fully described in the **Mobility Section** of this comprehensive plan;
- Design standards (particularly new urbanism design standards which the City has already used in its Downtown Redevelopment Area *aka* CRA or TTRA) and specific Code requirements addressing:
 - the City's historic city layout plan;
 - its historic buildings and unique style of Mediterranean-revival architecture;
 - special preservation areas, neighborhoods, or districts;
 - street furniture;
 - lighting and landscaping



- Locational policies in the Code, such as for:
 - interconnectivity with surrounding areas,
 - pedestrian and transit access,
 - walk-ability and bike-ability;
- General development policies in the Code, such as for:
 - signage restrictions,
 - underground utilities,
 - outside storage,
 - protection or facilitation of greenways and pedestrian trails and bikeways;
- Regeneration policies in the Code, such as
 - housing and building codes and maintenance inspections and enforcement;
 - business façade improvement grants and assistance,
 - blight removal,
 - redevelopment and infill incentives;
- Sustainability policies in the Code
 - specifying best practices,
 - adjusting for “green” building practices and for new energy efficiency and generating technologies;
 - realizing that approximately 20+% of all land in a City is in the public realm and should be extraordinarily maintained to create a framework of attractiveness for every neighborhood, regardless of the other qualities of the neighborhoods, good or bad;
 - fostering the creation of legally formal neighborhood and business area or business streets associations to assist in two-way communication regarding emerging or ongoing problems requiring attention, as well as to

- generate improvement ideas unique or of priority to particular neighborhoods;
 - providing green gathering places in every neighborhood to promote social encounters, neighborliness, and networking within and between neighborhoods;
- Compatible use policies in the Code, such as buffering with:
 - landscaping,
 - fencing,
 - decorative walls,
 - landscaped berms,
 - water features, and
 - open space;
- Heritage planning and regulations, or preservation/demolition requirements in the Code;
- Plan category/Zoning district matrix in the Code; and
- Tree protection and regulations in the Code, and the promotion of City tree farms for purchase of new trees by organizations fostering new oak canopies in their neighborhoods or for City use in replacing dead, damaged, and dying trees.

LU Objective 1.2: Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its infrastructure interconnects with its forms and its people assets and natural assets.

LU Policy 1.2.1: Ensure that its manmade infrastructure, specifically its waste water systems, its potable water systems, its storm-water drainage systems, and its solid waste collection and disposal systems function to enhance and preserve the City’s natural assets, especially the Hillsborough



River, the City's oak trees, its wildlife and their habitats and migrating corridors, and random unique green spaces, natural vistas, and scenic corridors.

LU Policy 1.2.3: Take advantage of any public green spaces created for the location of utility infrastructure for pumps, etc., or City-owned vacant green space, which do not pose a threat to the health, safety, and welfare of the public, to create, whenever feasible, public gathering places for residential neighborhoods in the form of pocket parks, tot lots, or just shaded park benches or the like, to promote the opportunity for social encounters among local residents.

LU Policy 1.2.4: Ensure, except in the most dire emergencies or to the greatest extent possible, that the location, relocation, maintenance, or other servicing of public utilities or the daily operations of such public utilities do not or cannot cause permanent damage to oak trees, the River or its shoreline, or such other natural features, which create or contribute to the City's natural heritage and identity.

LU Policy 1.2.5: Give high priority to making the City a "green" community by exploring, considering, and providing for such emerging green practices as diverse recycling, adjusting building codes to allow for green building materials and energy-efficient construction and structures, the use of passive and active solar energy or other green alternative energy-conserving or energy-generating technologies, and similar practices, including but not limited to water conservation and reuse, community gardens and/or produce co-ops and markets, and such other activities in which the City can set the local standard for being first or among the first most green and energy-efficient communities.

LU Policy 1.2.6: Seek partnerships with the University of South Florida, its departments, programs, activities, and personnel, or with such other institutional or private entities as may be available, to use the City as a "laboratory" or test-case for emerging green technologies, so long as they do not damage or unreasonably cost the City's financially, or otherwise harm or put in jeopardy its citizens, visitors, employees, businesses, residences, natural environment, Vision, reputation, timeless assets, or long-term competitive strategy for the City's future.

LU Objective 1.3: Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its mobility interconnects with its forms and its people assets and natural assets.

LU Policy 1.3.1: Inasmuch as the City is dependent on a functional and successful multimodal transportation system for its future growth and prosperity, take such feasible actions as required to ensure that the components of its citywide Multimodal Transportation District (MMTD) plans and commitments are being met in its daily decision-making and annual budgeting.

LU Policy 1.3.2: Strive to protect and, as feasible, acquire or gain public access to or rights-of-way for such greenways, trails, bicycle paths, future transit corridors, pedestrian paths, and alternative mobility options, as may be identified or needed to create, enhance, connect, or interconnect its mobility systems or needs.

LU Policy 1.3.3: Engage in such programs or public education activities within its means to promote alternative



mobility options and uses among its residents, and to learn from citizen input and feedback how such options may be designed or altered to best meet the needs of local usage.

LU Policy 1.3.4: Consider mobility options, which may involve use of the Hillsborough River, the Bypass Canal, its greenway trails, its parks, and such other natural features as its natural shade from its oak tree canopy or the roughs of its meandering golf course, so long as no natural feature or asset is degraded, negatively impacted, or impacted in ways counter to the City's long-range competitive strategy.

LU Policy 1.3.5: Require attractive landscaped bus shelters and similar amenities for its mobility and multimodal connections or interconnections, including, but not limited to, standardized designs, potable water availability, shade, or other features that can take advantage of vistas, scenic corridors, or natural surroundings.

LU Policy 1.3.6: Pursue expanding its mobility options and connections with the Hillsborough County Aviation Authority (HCAA) and the Southwest Florida Water Management District (SWFWMD) in regards to making Tampa Executive Airport a more accessible facility to the City and to the University of South Florida, including using such mobility options as the Bypass Canal rights-of-way and crossing locations, which may be preserved for the exclusive use of non-automobile vehicles and/or alternative mobility modes, including bus lanes, fixed guideway systems, and pedestrian and bicycle trails.

LU Policy 1.3.7: Ensure that its multimodal corridors, present or future enhance, and not harm, wildlife corridors or habitats, and the biodiversity within or adjacent to corridors;

and use such potential conflicts as educational opportunities or in other ways as opportunities to draw attention to the City's natural features, flora, fauna, scenes, and vistas.

LU Objective 1.4: Create uniqueness and identity for the City by expanding its standards for excellence, balance, and harmony to include how its economy interconnects with or is being planned to interconnect with its manmade and natural forms and its people-assets and natural-assets.

LU Policy 1.4.1: Continue to make it a very high priority to form direct contacts with USF, its administration, its research programs and personnel, and its economic development activities, and to continually make known to these contacts the City's interests in the University, the City's many attractive natural and social features, and the City's lead in working to bring Tampa Executive Airport and USF together.

LU Policy 1.4.2: Strive continuously to protect, enhance, and improve its natural and social assets in ways that make them and the City attractive to the University and spin-off entities and private industry affiliated with them.

LU Policy 1.4.3: Develop strategies to identify and address issues related to climate adaptation in cooperation with the EPC, the Planning Commission and other agencies.

LU Policy 1.4.4: Continue to improve its downtown and foster future redevelopment and infill of its identified major activity centers and corridors to create the new-urbanist villages as the new economic development engines whose identity and uniqueness will be attractive to University associated industry and personnel.



LU Policy 1.4.5: Strive to make its multimodal transportation district and system a model worthy of regional, State, and national recognition; and further strive to attract demonstration projects which will speed its implementation.

LU Policy 1.4.6: Work to protect, stabilize, and enhance its existing residential neighborhoods, which has established the City as a compact socially-close community, while it fosters additional residential living choices, such as live-work units, mixed-use structures, condominiums, townhomes, and housing for the elderly (also see ADUs *aka* granny flats, as described in the Plan Categories), housing for those of modest means, including university students, empty nesters, service workers, and those just embarking on their careers.

LU Policy 1.4.7: Continue to pursue its opportunities to grow within the confines of its utility service area, as conditions make it advantageous to do so. Simultaneously, keep its options open and continue to communicate with the County regarding mid- to long-term opportunities to expand further, or at least jointly plan areas, particularly to the southeast of the City, where future economic advantages can enhance the City's strategic competitiveness.

LU Policy 1.4.8: As part of the City's expansion plans and options, explore opportunities where existing nearby farmland may be available for growing fresh truck crops for local consumption and open markets in the City. Explore unique ways to stabilize and sustain such production to enable its long-term economic viability. Being able to show some food sustainability within its area of influence enhances the City's

green image and makes it more appealing regarding its economic strategy.

LU Policy 1.4.9: Explore options in its future expansion areas of opportunity, where alternative energy production and solar energy possibilities may be present in the form of well-situated vacant land.

LU Policy 1.4.10: As part of the City's fostering of a stronger relationship with USF, pursue and foster educational opportunities and mutual support for good education, and invite joint programs between itself and the University.

Neighborhood Conservation

LU GOAL 2: To achieve a well-balanced and well-organized combination of residential, non-residential, recreational, and public uses served by a convenient and efficient multimodal transportation network while protecting and preserving the fabric and character of the City's neighborhoods.

Residential Development

LU Objective 2.1: Continue to maintain adequate land designated for residential uses, including multi-family and mixed-use residential, which can accommodate the projected population and provide safe, decent, sanitary, and affordable housing opportunities for the current and future citizens of Temple Terrace.

LU Policy 2.1.1: Protect stable residential neighborhoods from incompatible land uses; blighting influences; and the impacts of infill, redevelopment, and new development.



LU Policy 2.1.2: Provide for development of a wide variety of residential uses, including detached and attached residential, multi-family residential, mixed-use residential, live-work residential, assisted living, long-term care, and multi-generation accommodations among others, consistent with the needs characteristic of the socio-economic profiles of the City's households and future needs, through the provisions of varying residential densities, mixed-uses, overlay and other land use categories in the comprehensive plan and the Land Development Code (LDC) of the City of Temple Terrace.

LU Policy 2.1.3: Recognize that the City has a range of different types of neighborhoods, with different types of needs at different time, and what may work for or be important for one type of neighborhood may not be a priority for another.

LU Policy 2.1.4: Encourage the development of housing opportunities for low- and moderate-income households through the use of federal and local Neighborhood Improvement Programs.

LU Objective 2.2: Protect single-family residential neighborhoods by requiring that any other land uses within single-family areas meet applicable locational criteria.

LU Policy 2.2.1: The location of single-family attached housing units shall be limited to the periphery of established single-family detached neighborhoods, but provisions in the City's LDC may provide for exceptions pursuant to the application of the City's standard, mixed-use, and overlay land use categories, when appropriate measures are taken to

effectively buffer conflicts or impacts associated with abutting different residential styles and densities.

LU Policy 2.2.2: Multi-family, mixed-use, and higher-density residential uses defined in the City's Land Development Code, shall be located adjacent to or in proximity to office and commercial activity centers to minimize the use of the automobile, except as part of a mixed-use structure or site-planned development in locations allowed in the comprehensive plan and FLUM.

LU Policy 2.2.3: Protect single-family attached and detached housing in traditional low density residential neighborhood settings from encroachment from non-residential uses or the negative effects thereof through separation and buffering of non-residential uses from residential uses, except as may be provided for by site-plan controlled non-residential/residential mixed-use developments.

LU Policy 2.2.4: In general, in creating the Future Land Use Map or in amending it, or in using or creating future new Plan Category text amendments and related map amendments, non-residential land uses more intense than otherwise allowed by neighborhood support development or neighborhood commercial scale development, including as may be allowed by the City's Land Development Code (LDC) for adjacent zoning pursuant to the respective Plan Categories, shall be restricted to locations external to established and developing residential neighborhoods and to frontage on collectors and arterials abutting residential neighborhoods.

LU Policy 2.2.5: When non-residential development abuts residential neighborhoods because the non-residential



development is external to the residential neighborhood and located on a collector or arterial street with side or rear exposure to the residential neighborhood, then the non-residential development must buffer itself or be buffered from the residential neighborhood through the use of physical buffering, setbacks, height restrictions, massing limitations, and other such design and development practices and provisions, which protect the integrity, quiet, and peaceful use of the residential neighborhood.

LU Policy 2.2.6: Allowable exceptions in the City's LDC, implementing Plan Categories, as limited by the provisions for intensity and/or density of uses in the Plan, may be provided that address undeveloped land in annexed areas that may be developed, or that address redeveloping land in existing development areas, when such development or redevelopment is for mixed-use projects that will incorporate site planning and buffering to mitigate impacts, and that may be served by new roadway or multimodal connections.

LU Objective 2.3: Permit the development of housing for the elderly and disabled in single, multiple or grouped living facilities within Temple Terrace.

LU Policy 2.3.1: Encourage assisted living facility options in character with surrounding neighborhoods through the City's Land Development Code.

LU Policy 2.3.2: Encourage developments serving the elderly and disabled that are accessible to medical services, transportation, and other necessary support systems through locational criteria within the City's Land Development Code.

LU Policy 2.3.3: Calculate total beds permitted in assisted living facilities (ALF) by determining the number of housing units, which would be permitted on site and multiplying the units by the average persons per household for Temple Terrace in the most recent U.S. Census. As long as the proposed ALF facility maintains the overall character of the area, density bonuses up to 20% of what is allowed may be considered when it is part of a site-planned controlled development.

LU Policy 2.3.4: Support increased residential densities for developments that provide assisted elderly housing. Increased residential densities shall be in compliance with the Housing Section's definition of Assisted Elderly Housing and the adopted policies of the *2040 Comprehensive Plan for the City of Temple Terrace*.

LU Objective 2.4: Continue the code enforcement program of Temple Terrace.

LU Policy 2.4.1: Continue to implement a property maintenance ordinance and ensure that all properties are maintained to at least the minimum standards contained in the City's Codes.

LU Policy 2.4.2: Encourage neighborhood groups to take an active role in neighborhood inspection and monitoring through education directed toward neighborhood improvement.

LU Policy 2.4.3: Monitor the condition of all residential rental units and maintain a residential rental certification program.



Recreation

LU Objective 2.5: Provide active and passive recreation facilities and opportunities to meet existing and future needs of neighborhoods, including opportunities for passive green gathering spaces in small neighborhoods. Special emphasis should focus on the needs of neighborhoods north of Fowler Avenue and east of the Hillsborough River, including emerging neighborhoods in newly annexed or future annexed areas in the City's utility service area and eventually in any joint planning area with the County.

LU Policy 2.5.1: Continue to implement appropriate incentives adopted in the City Land Development Code (LDC) for dedication of public recreation and open space facilities or for improving existing public facilities.

LU Policy 2.5.2: Acquire vacant waterfront parcels as funding is approved through local, state, and federal programs, where feasible; and retain for public purposes, including downtown CRA redevelopment related purposes when pursuant to a master plan, as implemented through the DMU-35 land use category.

LU Policy 2.5.3: Provide active and passive recreation facilities and opportunities to meet existing and future needs of neighborhoods, including opportunities for passive green gathering spaces in small neighborhoods. Special emphasis should focus on the needs of neighborhoods north of Fowler Avenue and east of the Hillsborough River, including for emerging neighborhoods in newly annexed or future annexed areas in the City's utility service area and eventually in any joint planning area with the County.

FLU Policy 2.5.4: Discourage development within or adjacent to unique natural areas where such activity will have significant detrimental effects.

Community Development

LU GOAL 3: To sustain the viability of existing and emerging, major activity centers, commercial corridor, and research corporate park areas and to achieve an integrated land use fabric which will offer a full range of employment, shopping, and leisure opportunities to support the City's residential areas.

Non-Residential Development

LU Objective 3.1: Require all non-residential development to meet locational criteria contained in the Comprehensive Plan.

LU Policy 3.1.1: Prohibit the expansion or replacement of commercial uses which do not meet applicable locational criteria and have an adverse impact on adjoining or nearby uses.

LU Policy 3.1.2: Locate neighborhood commercial uses at the intersections of collector and arterial roads in areas accessible to residential neighborhoods. Neighborhood commercial uses shall not be located interior to residential neighborhoods nor located in a manner which will encourage the use of local streets for non-residential traffic, unless as part of a village, overlay, mixed-use, or other site-plan controlled development.

LU Policy 3.1.3: Buffer existing residential uses from the negative impacts of non-residential development (physical,



visual, or auditory) by assuring that these negative impacts are accommodated by appropriate design. Recognize that residential development within the downtown CRA, especially DMU-35 designated areas, may be more urban in character, where differing uses are mixed or only separated by service alleys or similar conscious designs.

LU Objective 3.2: Infill and redevelopment of existing commercial areas or redeveloped residential areas will continue to be accomplished through requirements adopted as a part of the City's Land Development Code, as guided by the provisions, land use categories, and GOPs of the comprehensive plan, and the City's MMTD.

LU Policy 3.2.1: Continue enforcing regulations in the City's Land Development Code which provide for shopping nodes rather than scattered, unplanned commercial development to limit the number of curb cuts and to reduce conflicts in land uses, particularly along collectors and arterials.

LU Policy 3.2.2: Continue using public/private partnership redevelopment/revitalization strategies which include incentives for private reinvestment in under-utilized commercial areas. Support private investment with adequate public infrastructure.

LU Policy 3.2.3: Consider the use of office/institutional land uses as part of a redevelopment strategy in locations along arterial or collector streets where parcel size or proximity to residential uses would make more intensive uses or activities inappropriate.

LU Policy 3.2.4: Require non-residential development, through its LDC provisions addressing the need for shaded accessible public gathering spaces, green spaces, rest spaces and outdoor seating spaces as part of the design of their development, particularly when located in areas along or near multimodal transportation facilities, or when it substantially will add public amenities to an anticipated growth, infill, or redeveloped area, and when increased densities and intensities are being granted under the provisions of the Plan and the City's LDR

LU Objective 3.3: Protect residential neighborhoods from cut-through traffic. Recognize that the downtown CRA, especially the DMU-35 designated areas, is planned to be more urban in character, and promote a more integrated network of streets throughout the CRA, and its immediate environs, to provide multiple routes to any destination, reducing the need for any one street to carry all of the traffic. Similarly, the implementation of the MMTD and the mixed-use and overlay land use categories are designed to protect established residential neighborhoods from vehicular traffic either by capturing it internally, eliminating the need to use automobiles, or offering alternative means of mobility. In many instances, this may result in a more integrated network of streets, as described above for the CRA.

LU Policy 3.3.1: Conduct traffic studies when necessary to determine the impact of non-residential traffic on the City's neighborhoods.

LU Policy 3.3.2: The reorientation and combined use of existing curb cuts and/or parking lots to minimize the negative impacts of non-residential development on adjacent residential



uses and the transportation system will continue to be accomplished through requirements adopted in the City's Land Development Code, the GOPS and land use categories of the comprehensive plan, and the City's MMTD.

LU Policy 3.3.3: Limit construction of parking lots with ingress/egress into residential neighborhoods. When access is required to be located off a major roadway, such access shall conform to the City's and/or state's minimum curb cut separation distance requirements as applicable. If ingress/egress is necessitated by special circumstances allowed by the City among its limits, such ingress/egress shall be as fully buffered from the neighborhood as possible and reasonable.

LU Policy 3.3.4: Safe and convenient on-site traffic flow, considering needed vehicle parking, as established in the Mobility Section will be provided through the requirements in the City's Land Development Code.

LU Objective 3.4: Development and redevelopment activities along multi-modal corridors and in major activity centers to support the mass transit system will be developed and identified through policies in the Future Land Use and Mobility Sections.

LU Policy 3.4.1: Continue to utilize incentives to promote the development of multi-family or mixed use residential uses, defined in the City's Land Development Code as a component of planned developments in and adjacent to existing commercial areas.

LU Policy 3.4.2: Multi-family and mixed use residential uses as defined in the City's Land Development Code will be located on major arterial or collector roads proposed for mass transit routes and in proximity to major employment areas and/or regional activity centers through requirements adopted in the City's Land Development Code and objectives and policies identified in the Future Land Use and Mobility Sections of this Plan.

Multi-modal Corridors and Major Activity Centers

LU Objective 3.5: The transformation of major multi-modal corridors and major activity centers to include a broader mix of uses, both horizontal and vertical, that provides opportunities for medium density housing while also addressing neighborhood and citywide demand for retail and services.

LU Policy 3.5.1: 56th Street/Busch Boulevard/Bullard Parkway; and 56th Street/Fowler Avenue; and 56th Street/Fletcher Avenue; and US 301/Harney Road/Temple Terrace Highway intersections will be developed as the major office and commercial activity centers of the City. 56th Street; Fowler Avenue; Fletcher Avenue; and Busch Boulevard/Bullard Parkway/Temple Terrace Highway will be developed as the City's multi-modal corridors. The quadrants surrounding the intersection of 56th Street and Busch Boulevard/Bullard Parkway, as defined by the CRA and DMU-35 land use category is the City's traditional and historic downtown, and shall be the most recognizably dominant of the City's major activity centers.



LU Policy 3.5.2: Promote redevelopment of existing multi-modal corridors and the upgrading of existing commercial development to create vibrant, mixed-use corridors that balance efficient movement of motor vehicles with the creation of attractive pedestrian-friendly environments that serve the adjoining neighborhoods as well as passing motorists.

LU Policy 3.5.3: Encourage through the redevelopment process, residential, mixed-use, retail, service commercial, and other pedestrian-oriented uses along multi-modal corridors to be oriented to the street by placing them toward the front of properties with entries and stoops fronting the street.

LU Policy 3.5.4: Support proposals to convert non-residential properties along multi-modal corridors, between major intersections, and in and around major activity centers to residential or mixed-use residential uses and ensure the development is compatible with surrounding land uses and has adequate access to transit services and community services.

LU Policy 3.5.5: Require that the scale and massing of new development in major activity centers and along major multi-modal corridors provide appropriate transitions in building height and bulk that are sensitive to the physical and visual character of adjoining neighborhoods that have lower development intensities and building heights.

LU Policy 3.5.6: Promote densities, mixes of uses, and transportation improvements that support walking, biking, and use of public transportation.

LU Policy 3.5.7: Accommodate planned levels of population and employment growth along multi-modal corridors and

within major activity centers. Depending on the characteristics of each area, establish concentrations of employment and housing at varying densities and with varying mixes of uses.

LU Policy 3.5.8: Design guidelines developed by the City, local business, and residents will be used to encourage development and redevelopment of multi-modal corridors and major activity centers as pedestrian places by addressing signage, landscaping, public art, and public spaces. New urbanism principles shall be the basis for such design guidelines; and these corridors and activity centers, as they redevelop and at the option of the property-owners, shall be encouraged by the City to apply the City's Overlay District and related land use categories within these areas to enable the City to further competitive strategy for the future and better accommodate the projected population and business growth anticipated through 2040 and beyond.

LU Policy 3.5.9: Continue to coordinate with the Florida Department of Transportation (FDOT) and Hillsborough County to develop corridor design guidelines for 56th Street, Fowler Avenue, Fletcher Avenue, and Busch Boulevard/Bullard Parkway/Temple Terrace Highway to enhance the multi-modal corridors as pedestrian and bicycle-friendly areas, as envisioned by the FLUM's Business Improvement Zone Overlay District land use category, and the City's Multimodal Transportation District.

LU Policy 3.5.10: Ensure that adequate transportation, water, wastewater, solid waste, and drainage facilities will be provided concurrent with the impacts of development to serve the major activity centers and attractors through the implementation of the Capital Improvements Program,



concurrency management ordinance provisions, and public/private agreements.

Economic Development Areas

LU Objective 3.6: I-75/Fletcher Avenue and US 301/Harney Road intersections and surrounding areas will be developed as regional activity centers and recognized as target industry employment centers.

LU Policy 3.6.1: Encourage the following target industries and research corporate activities, as identified by the Tampa-Hillsborough Economic Development Corporation, within the I-75/Fletcher and US 301/Harney Road intersection areas:

- Biotechnology & Medical Devices
- Medicine & Medical Management
 - Electronic Health Records
 - Medical Simulation & Training
- Cross-Business Functions
 - Shared Services
 - Business Analytics
 - Information Technology
 - Headquarters Enabling Functions
- Financial Services
 - Middle/Back Office Operations
- High-Tech Electronic & Instruments
- Defense & Security
 - Security and Technology
 - Security/Intelligence Consulting

LU Policy 3.6.2: Coordinate with other responsible governmental jurisdictions to ensure adequate

transportation, mass transportation, water, sewer, solid waste, and drainage facilities will be provided to serve target industry and research corporate park development.

LU Policy 3.6.3: Coordinate with the Tampa-Hillsborough Economic Development Corporation and the various Chambers of Commerce to develop and identify local, state and Federal incentives and tools such as zoning and permit assistance, one stop permitting, infrastructure improvements, land or building acquisition, cash grants, site preparation, subsidized land or buildings, relocation assistance, worker training, tax increment financing, regulatory flexibility, low interest loans, and private utility rate reduction.

LU Policy 3.6.4: The City shall support those target industry operations which will provide opportunities for long term growth and sustainability. Criteria for identifying industries to support include the following:

- Pay higher than average wage levels;
- Bring new capital into the economy, reflecting multiplier effects;
- Have reasonably good future job prospects;
- Involve a cluster of businesses engaged in similar activities;
- Use quality environmental practices; or
- Diversify the regional economic base.

Complete Streets

LU Goal 4: Ensure that land use patterns and development encourage walking, bicycling, and public transportation use,



and make these transportation options a safe and convenient choice.

LU Objective 4.1: Plan, design, and create complete and well-structured neighborhoods whose physical layout and land use mix promote walking, bicycling, and public transportation use as a means of accessing services, food, retail, employment, education, childcare, recreation, and other destinations.

LU 4.1.1: Encourage mixed-use development to allow siting of residential, retail, office, recreational, and educational facilities within close proximity to each other to encourage walking and bicycling as a routine part of everyday life.

- Maximize the proportion of residences within $\frac{1}{4}$ mile of uses like parks, schools, grocers, retailers, service providers, employment, public transportation, and other desirable community features.

LU 4.1.2: Encourage transit-oriented development by encouraging higher density and compact infill development whenever feasible near public transportation facilities.

LU 4.1.3: Require safe and convenient walking, bicycling, and public transportation features in new or renovated development.

LU Objective 4.2: Require street design that creates public space that is safe and welcoming for pedestrians and bicyclists.

LU Policy 4.2.1: Encourage street-oriented buildings; locate parking lots, if provided, in rear of retail and business centers.

LU Policy 4.2.2: Provide pedestrian-scale lighting.

LU Policy 4.2.3: Encourage a high proportion of streets where building façades have abundant windows and entrances facing the street and create a human-scaled wall near the lot line.

LU Policy 4.2.4: Encourage ground-level business uses along multi-modal corridors that support pedestrian activity, such as retail, restaurants, and services.

LU Policy 4.2.5: Reduce the proportion of street frontages and rights of way lined by parking lots, blank walls, or empty lots.

LU Policy 4.2.6: Where parking lots are located between commercial buildings and streets, require or encourage creation of a pedestrian path from the street to the entrance.

LU Policy 4.2.7: Consider separated bike lanes to create safe, low-stress bicycle networks where feasible.

LU Objective 4.3: Ensure that tracts for future development and redevelopment are fully integrated into the existing or potential City street network to improve local circulation, including cycling and walking and reduce interference with through traffic.

LU Policy 4.3.1: Development integration into the existing or potential City street network can be achieved through the following means:



- The addition of a new street with sidewalks and bike lanes or multi-use paths which reduce interference with vehicular traffic;
- Realignment or vacation of streets to improve local circulation;
- Converting a parking lot drive aisle to a street to form a traditional city block;
- Identification of an interconnected web of collectors and arterials on raw land to support planned single and mixed-use developments;
- Promotion of a grid street pattern in the area west of the River to create a framework for connectivity and a circulation network which supports transit, vehicles, bicyclists, and pedestrians.

LU Policy 4.3.2: Ensure that new developments match the planned physical pattern of the surrounding area by:

- Providing cross-access easements or other agreements that allow customers to patronize multiple businesses without returning to an arterial road;
- Designing parking lots to the side and rear of buildings instead of in front, where feasible;
- Providing shared driveways or other means to reduce the number of driveways and curb cuts and the waste of land;
- Providing shared parking for nearby businesses.

LU Policy 4.3.3: Large scale shopping centers and mixed use developments must provide ample connections to arterial roads and to adjoining properties, where feasible.

LU Policy 4.3.4: Discourage large expanses of pavement, particularly in urban areas through the following means:

- Provision of shared parking to serve multiple uses;
- Provision of alternative paving materials;
- Reduced ratios of required parking for student and senior residential uses shall be considered in the land development regulations;
- Sites must be planned to provide or allow the future redevelopment and eventual integration of the tract into the existing or potential suburban street network which includes connections at least every ¼ mile; and
- Identify a secondary street network that would support mixed-use development at commercial corridor intersections and segments.

Downtown Redevelopment

LU GOAL 5: Promote the 56th Street and Busch Boulevard/Bullard Parkway office and commercial activity center as the City's downtown area.

LU Objective 5.1: Continue to use the results of the redevelopment plan for the 56th Street and Busch Boulevard/Bullard Parkway office and commercial activity center to further the Goals, Objectives, and Policies of the City's Comprehensive Plan.

LU Policy 5.1.1: Ongoing redevelopment planning will act as a guide for the redevelopment of the downtown area and its adjacent neighborhoods and will include:

- an inventory of existing land use, community facilities, parking, transportation impacts, and public safety;
- specification of goals, objectives, and strategies;
- proposals for design guidelines;
- market feasibility and design studies; and



- recommended projects with a schedule for implementation.

LU Policy 5.1.2: For the purpose of encouraging urban infill and redevelopment of the City's downtown area, the Temple Terrace Community Redevelopment Area (CRA) is designated a Mobility Fee Exemption Area (MFEA).

Downtown Design Considerations

LU Objective 5.2: Continue to amend its Land Development Code to adopt improved Urban Design Guidelines for all new development and redevelopment within the designated downtown CRA, to implement the DMU-35 land use category and the master plan for the CRA and refinements thereto and to portions thereof. Incentive programs and urban design guidelines will be used to ensure private and public participation in the development of the downtown area.

LU Policy 5.2.1: Develop and implement landscaping and streetscape plans adjacent to the arterial road rights-of-way that include street tree plantings, landscaped medians, pavement treatments, lighting, and street furniture, etc., in the redevelopment area, especially the DMU-35 designated areas of the CRA.

LU Policy 5.2.2: Encourage high-quality site designs through the City's Land Development Code and Urban Design Guidelines that provides incentives and specific development standards for on-site lighting, perimeter landscaping, and signage, and require it for DMU-35 designated areas within the City's downtown CRA. As much as feasible, parking lots

shall be relegated to the interior blocks (screened from streets by buildings or landscape). Access and egress shall be designed to conform and connect with the surrounding street network.

LU Policy 5.2.3: Continue to utilize the City's Land Development Code to identify amenities such bikeways, pedestrian walkways, landscaping, street trees, trash receptacles, benches, bike racks, information kiosks, bus shelters, lighting, signage, and pavement treatments, etc., to be provided in site development plans to improve and promote the pedestrian environment and support alternative modes of transportation in site designs, especially within the TCEA.

LU Policy 5.2.4: Encourage more open space through site design techniques where feasible; e.g., clustering of structures in order to promote a park-like quality in developments.

LU Policy 5.2.5: Promote mixed uses to allow for residential, office, and commercial developments to reduce the total number of trips generated.

LU Policy 5.2.6: Continue to utilize public/private partnerships that identify, plan, finance, and operate a system of outstanding community amenities in the downtown area.

LU Policy 5.2.7: Streamline administrative review processes and provide sufficient staff resources to assure timely reviews of development projects.

LU Policy 5.2.8: Development within the Temple Terrace Mobility Fee Exemption Area (MFEA) may be exempt from



mobility fee requirements as long as impacts are mitigated using the procedures set forth in the **Mobility Section**.

LU Policy 5.2.9: Development or redevelopment within the MFEA shall include as part of design:

- Sidewalk connections from the developments to the public sidewalk;
- Cross-access connections, easements and/or joint driveways;
- Closure of existing overly wide or excessive curb cuts at the development site
- Provision of safe and convenient on-site pedestrian circulation such a sidewalks and crosswalks connecting buildings and parking areas at the development site; and
- Provide for safe and convenient bicycle circulation and facilities.

Downtown Mobility

LU Objective 5.3: Promote multi-modal transportation choice.

LU Policy 5.3.1: New streets and roadways shall be designed for transportation choice by creating design standards that establish minimum street widths, modest turning radii, modest design speeds, curb extensions, traffic calming, gridded and connected patterns, sidewalks, bicycle facilities and prohibition of cul-de-sacs and dead end streets, where feasible.

LU Policy 5.3.2: Design of surface parking lots within the Downtown Area shall include design and access features which

promote pedestrian, bicycle and transit safety and support pedestrian, bicycle and transit use in the area.

LU Policy 5.3.3: Promote quality development that encourages a lively mixed use walkable downtown with emphasis on an interconnected network of streets that reweaves the downtown area into its surrounding context and provides new and improved connections with emphasis on an interconnected network of streets, expanded transit services and improved pedestrian and bicycle facilities that link the downtown to surrounding neighborhoods, communities, cultural attractions and regional destinations.

Downtown Intergovernmental Considerations

LU Objective 5.4 – Consider intergovernmental and regional issues and implications including housing, environment, economic development, transportation, and emergency preparedness and hazard mitigation regarding future development and redevelopment in the downtown area.

LU Policy 5.4.1: Coordinate with adjacent local governments' plans to ensure compatibility with existing and future planned uses along its common boundaries. Future developments and redevelopment in the downtown area which are directly adjacent to uses within the City of Tampa, shall be coordinated with Tampa's Plan.

LU Policy 5.4.2: The downtown area shall be developed with a special sensitivity to and regulations for its location bordering on that portion of the Hillsborough River used by the City of Tampa as a water reservoir supplying its potable water treatment facilities further downriver at the Tampa



waterworks dam. Continued use of such mitigation strategies for stormwater drainage as the innovative Chicago Avenue drainage containment and treatment facility regulating the quality of stormwater outfall into the River shall be encouraged.

LU Policy 5.4.3: Consider affordable housing strategies, and the special opportunity occasioned by mixed use land use categories, when the DMU-35 area is developed, to ensure that affordable housing continues to be a viable part of the downtown CRA.

LU Policy 5.4.4: Through the application of the DMU-35 land use to the development of the City's downtown CRA, strive to make the economic development impact of this redevelopment an economic enhancement not only of the City itself but of the larger region by considering its benefit as another type of housing alternative for military personnel at MacDill AFB, professors and employees of the University of South Florida and its medical and research facilities, and an attractive urban lifestyle amenity for those associated with the arts and similar creative enterprises.

LU Policy 5.4.5: Continue to use the opportunity afforded by redevelopment through the DMU-35 land use in the CRA to support the Busch Boulevard beautification project, recognizing the added amenity it provides as both a Gateway and its role as a significant tourist corridor and to Busch Gardens as a major tourist facility of the region.

LU Policy 5.4.6: Continue to promote and utilize the design features associated with the DMU-35 category, as applied to

the CRA, in furthering the multi-modal transportation aspects inherent in the master plan for the CRA.

LU Policy 5.4.7: Through design enhancements which might offer evacuation and shelter options in emergency or disaster conditions as is located in a protected area outside the Coastal High Hazard Area, Consider opportunities in the DMU-35 area for aiding the regional hurricane and emergency preparedness and hazard mitigation efforts.

Historic Preservation

LU GOAL 6: To preserve and promote the historical, architectural, archaeological, and cultural resources of the City for its current and future residents.

LU Objective 6.1: Continue to develop and maintain a data base that identifies the City's historical, architectural, and cultural resources.

LU Policy 6.1.1: Coordinate with the Historic Tampa/Hillsborough County Preservation Board to survey the City's resources and produce maps, narratives, and Florida State Master Site Files.

LU Policy 6.1.2: Coordinate with the local Chamber of Commerce and the Florida Department of State to promote the City's historical, architectural, and cultural resources.

LU Policy 6.1.3: Recognize the City's historic original layout and preserve, protect, and enhance its integrity in public decisions, especially in relationship to redevelopment, infill, improvements, maintenance, and planning activities and with



special sensitivity to original rights-of-way, building orientations and placements, and vistas.

LU Policy 6.1.4: In order to recognize and preserve the City's historic structures and special distinctive style of Mediterranean-revival architecture, strive to promote its replication in public buildings, major private structures, and large-scale developments, and encourage its use for large new private residences.

LU Objective 6.2: Protect the special historic, architectural, aesthetic, or cultural resources of the City through coordination with the Historic Tampa/Hillsborough County Preservation Board of historic landmarks and historic resources.

LU Policy 6.2.1: Encourage adaptive reuse in accordance with the guidelines of the Tampa/Hillsborough County Preservation Board.

LU Policy 6.2.2: Recognize the need to physically establish the City's uniqueness and identity through signature public signage, street name signs, street and transit furniture, pedestrian lighting fixtures, heritage neighborhood lighting fixtures, and especially by using gateway features at major entry points through highly visible, distinctive signage.

LU Policy 6.2.3: Give very strong consideration to the establishment and adoption of a historic preservation ordinance and code with the possibility of designating historical structures or historical districts for special public assistance and treatment in preserving the City's historical past.

Tampa Executive Airport

LU GOAL 7: Tampa Executive Airport, in accordance with the Hillsborough County Aviation Authority's (HCAA) master plans, will be developed as an executive airport to serve the City, the general aviation market, higher education facilities and the employment centers accessible to the I-4 and I-75 corridors. Plan for appropriate and compatible uses for portions of the City in proximity to Tampa Executive Airport consistent with Chapter 333, Florida Statutes.

LU Objective 7.1: Areas in proximity to the Tampa Executive Airport and its environs shall be clearly defined through an interlocal agreement or other mutually acceptable process. The impacts of Tampa Executive Airport and HCAA's Airport Zoning Regulations should be considered in future planning and development of such areas.

LU Objective 7.2: Assist, wherever possible and appropriate, in providing links that enhance access that may include highway, public transit, and bicycle to Tampa Executive Airport.

Growth Management

LU GOAL 8: To manage growth so that the delivery of public facilities and services will occur in a fiscally and environmentally responsible manner, which will support development and redevelopment in the City.

LU Objective 8.1: In all actions of the City, urban sprawl shall be discouraged and a compact urban pattern of development, infill, and redevelopment shall be provided for in



a manner which will promote the full utilization of existing public infrastructure and allow for the orderly extension and expansion of municipal facilities in a fiscally responsible manner and in accordance with the adopted level of service standards established in the Public Facilities and Capital Improvements Sections of the Plan and for the designated Temple Terrace TCEA and the Temple Terrace Multimodal Transportation District (TT MMTD).

LU Policy 8.1.1: Issuance of development orders and permits shall be in compliance with the applicable concurrency laws and regulations and shall be in compliance with level of service standards adopted for public facilities in the Capital Improvements Section.

LU Policy 8.1.2: Locate public facilities and utilities to: (a) maximize the efficiency of services provided; (b) minimize their cost; and (c) minimize their impacts upon the natural environment.

LU Policy 8.1.3: Concentrate and infill new development on vacant land with priority given to redevelopment areas where facility capacity is available, especially and/or within the DMU-35 designated areas of the CRA.

LU Policy 8.1.4: Extend public facilities into areas of the City which are underserved or without service in conformance with the Future Land Use and Capital Improvements Sections.

LU Policy 8.1.5: Ensure that suitable lands and/or easements are available for the provision of utility facilities necessary to support proposed development.

LU Policy 8.1.6: Implement transportation improvements with minimum land use, social, and environmental disruption.

LU Policy 8.1.7: The subdivision of land shall be regulated by the requirements adopted as part of the City's Land Development Code.

LU Policy 8.1.8: The extension of public facilities and utilities necessary to support proposed development shall be guided by the **Future Land Use** and **Capital Improvement Sections** to ensure adequate capacity.

LU Policy 8.1.9: New development and redevelopment projects, including residential subdivisions, shall be designed with an efficient system of internal circulation that maintains a grid street pattern to the greatest extent feasible. Means of connection to adjacent developments such as street stub-outs should be considered at half mile intervals.

LU Policy 8.1.10: Street setbacks and subdivision regulations in the City's Land Development Code will ensure that there is adequate amounts and types of land available to support new development.

LU Policy 8.1.11: Review (at least once every five years) building codes and regulations to consider new building materials, innovative housing designs and the use of construction techniques such as green building, which significantly reduce the cost of housing and energy-efficient construction while maintaining safety standards. Coordinate findings with local builders' associations, planning entities, civic groups and other interested parties.



LU Policy 8.1.12: Review (at least once every five years) its building codes, zoning ordinances, and land subdivision regulations to eliminate excessive requirements, if any, and streamline the permitting process to encourage private sector participation in meeting housing need. Special attention should be devoted to creating zoning districts and development standards that provide for innovative residential development, including smart design and community sustainability principles such as those found within New Urbanism.

LU Policy 8.1.13: As part of the Development Review process, the Fire Chief (or Designee) will evaluate new projects for their vulnerability to wildfires and also, as part of this process, periodically evaluate the land development code to ensure appropriate criteria, standards, methodologies and procedures are in place to mitigate the hazards of wildfires in Temple Terrace.

Citywide Redevelopment Strategies

LU Objective 8.2: Continue to provide incentives for public and private redevelopment efforts in the City's residential and non-residential areas as part of the Land Development Code.

LU Policy 8.2.1: Continue to utilize redevelopment and revitalization strategies and incentives for private reinvestment in under-utilized residential and/or commercial areas where adequate infrastructure exists to support redevelopment.

LU Policy 8.2.2: Use financial and regulatory incentives, where practical, and local participation in related state and federal programs to encourage redevelopment and

maintenance of declining areas. Regulatory incentives shall not be used to compromise design standards or codes.

LU Policy 8.2.3: Continue to utilize plans that facilitate the provision of public facilities in conjunction with the location and timing of redevelopment

LU Policy 8.2.4: Give priority to redevelopment and infill projects in those areas where conditions of physical, economic, and/or social blight exist.

LU Policy 8.2.5: Continue to develop urban design guidelines for redevelopment areas through ongoing planning projects.

LU Policy 8.2.6: Emphasize rehabilitation and recycling of existing building stock when appropriate and the development of adaptive reuse programs.

LU Policy 8.2.7: Redevelopment projects shall not destroy the existing social/cultural framework and character of the City. The City shall not approve any development that is contradictory to neighborhood improvement efforts.

LU Policy 8.2.8: Use community groups and appropriate governmental agencies to advise and assist City Council in planning for related issues for their respective areas.

LU Policy 8.2.9: Allow mixed-use development to be developed with higher density and intensity than is allowed by the land use and zoning district with a planned development zoning application with approval from City Council, based on the following criteria, as further defined by the Land Development Code:



- a) Location of development
- b) Multi-modal transportation connections to surrounding properties
- c) Access to arterial or collector roads and/or use of alleys
- d) Infill development
- e) Encourages the use of vertical mixed-use buildings with a mix of commercial and residential uses
- f) Proximity to fire, medical services, and police
- g) Proximity to central water and sewer services
- h) Must include at least two or more land use designations
- i) Encourages the use of shared facilities, such as stormwater, parking garage, parking areas, open space, etc.
- j) Incorporate visual and aesthetic appearance into the design of facilities, open space, art work, etc.
- k) Use of other innovative designs in the project

LU Policy 8.2.10: Support the use of parking structures to encourage more compact development and design those structures to resemble adjacent buildings, particularly at pedestrian levels. Parking structures are excluded from FAR calculations.

Provision of Public Facilities - General Considerations

LU Objective 8.3: All new development and redevelopment will be serviced with transportation, potable water, sewerage, stormwater management facilities, solid waste disposal, and parks that meet or exceed the adopted levels of service established in the Capital Improvements Section.

LU Policy 8.3.1: Public facilities must be provided prior to development that will result in the adopted levels of service being met or exceeded.

LU Policy 8.3.2: Prioritize infrastructure programming based on existing facility deficiencies first, replacement and retrofitting of facilities second, and future facility needs third.

LU Policy 8.3.3: Development within the Temple Terrace Mobility Fee Exemption Area and the Temple Terrace Multimodal Transportation District may be exempt from meeting the adopted level of service established in the Capital Improvements Section as long as impacts are mitigated using the procedures set forth in the Mobility Section.

LU Policy 8.3.4: Promote public/private partnerships among state government, local governments, and the private sector to identify and build needed public facilities and allocate the costs of such facilities among the partners in proportion to the benefits accruing to each.

LU Policy 8.3.5: Support the development of innovative, cost-effective potable water and wastewater treatment techniques, facility designs, and reclaimed water reuse programs which will allow for maximum flexibility in the design and construction of City systems.

LU Policy 8.3.6: Consider the location and timing of new public facility construction in requests for Land Use Plan amendments.

LU Policy 8.3.7: Ensure that the location and timing of new development will be coordinated with the City's ability to



provide public facilities through implementation of growth management measures such as development phasing, programming of public facilities and zoning and subdivision regulations.

LU Policy 8.3.8: Provide incentives for developing land in a way that maximizes the use of existing public facilities that have available capacity to serve the development or that reduce existing deficiencies.

LU Policy 8.3.9: The provision of infrastructure concurrent with development to the extent that facility construction necessary to support development will be available at the adopted level of service concurrent with the impacts of development.

LU Policy 8.3.10: Governmental uses, institutional not-for-profit uses, and public or private utility distribution lines may be considered in any land use plan category subject to the following conditions and limitations:

- a. Within any natural preservation land use plan category, only those uses that are compatible with and enhance the preservation of such environmental lands may be considered;
- b. Gas, electric, cable and telephone utility distribution facilities shall be located only as specifically authorized by their franchise agreement with Temple Terrace;
- c. Water, wastewater or reclaimed water facilities may be considered only if they further the efficient utilization of the City's water, wastewater or and future reclaimed water system and are consistent with the Public Facilities Section; and

- d. All governmental, institutional and utility facilities must be of a design, intensity and scale consistent with the surrounding neighborhood or non-residential development in which it occurs, and it must be compatible with the surrounding existing and future land uses and zoning classifications.

Provision of Public Facilities - Transportation

LU Objective 8.4: All new development and redevelopment will be serviced with roads that meet or exceed the adopted levels of service established in the Capital Improvements Section, except as provided by the TT MMTD.

LU Policy 8.4.1: Maximize arterial capacity by acquiring and/or protecting adequate rights-of-way, but place as much emphasis on arterial character as arterial capacity, especially within or adjacent to the downtown CRA. Rights-of-way acquisition for increased capacity should be balanced by efforts to enhance the interconnectedness of the overall street network.

LU Policy 8.4.2: Restrict direct access to arterial roadways from development projects when access can be provided via a collector facility or internal road system.

LU Policy 8.4.3: Land use planning efforts shall make a distinction between the land uses that may be considered within land areas adjacent to limited access highways but which are not directly accessible to an interchange and those land areas that are directly accessible to an interchange.



LU Policy 8.4.4: Continue utilizing incentives in the City's Land Development Code to promote multi-modal transportation systems including provisions for carpooling, vanpooling, mass transit, and bicycling in development proposals.

Land Development Code

LU Objective 8.5: All development approvals shall be consistent with the development regulations and timeframe outlined in Chapter 163, Florida Statutes.

LU Policy 8.5.1: Development shall not exceed the densities and intensities established within the Comprehensive Plan and shall be consistent with the Plan.

LU Policy 8.5.2: Each Land Use Plan category shall have a set of different zoning districts that may be permitted within that Land Use Plan category as depicted in the "zoning-plan category matrix" of this Plan Section.

LU Policy 8.5.3: Developments will meet or exceed the requirements of all Land Development Code as established and adopted by the City of Temple Terrace, the State of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Annexation

LU Objective 8.6: Diversify and expand the City's tax base through development of a strategic annexation program focused on eliminating enclaves and other unincorporated areas within the Temple Terrace Utility Service Area.

LU Policy 8.6.1: Utilize the annexation provisions pursuant to Florida Statutes Chapter 171 where there are no registered electors to annex non-residential properties.

LU Policy 8.6.2: Utilize the referendum annexation provisions pursuant to Florida Statutes Chapter 171 where there are registered electors to annex residential properties.

LU Policy 8.6.3: Continue to process voluntary annexations for non-residential and residential properties at the request of property owners.

LU Policy 8.6.4: In order to promote orderly urban growth, vacant property within the Utility Service Area shall not be provided city services, including water and sewer service, without annexation or the establishment of an annexation agreement between the City and the property owner.

LU Policy 8.6.5: Extension of the utilities, including water and sewer, will be granted only if landowners requesting service have begun the annexation process or have made prior agreements with the city.

LU Policy 8.6.6: A parcel of land developed within the Utility Service Area using septic tanks shall connect to the City sewage system as sewer lines become available as per Florida Statute.

LU Policy 8.6.7: Provide for public facilities and/or improvements to existing facilities to ensure an appropriate standard is met for areas being considered for annexation.



LU Policy 8.6.8: Annexation of developments which have deficient sewer systems is encouraged. Prior to annexation, a program for sewer system improvements shall be prepared by the City with estimated costs of these improvements to be submitted to City Council at the time of annexation. The owner(s) shall pay the costs of the improvements.

Public School Facilities

LU Objective 8.7: Schools are allowed in all plan categories, except Natural Preservation and Environmentally Sensitive Area designations, and redevelopment and development should be encouraged to be compatible.

LU Policy 8.7.1: Foster partnerships between school districts and neighborhoods.

LU Policy 8.7.2: School redevelopment should be a priority in areas of physical, economic, and social blight.

LU Policy 8.7.3: Development and redevelopment of school sites shall be minimally disruptive to adjacent areas. The physical development pattern and character of the surrounding area shall be assessed for potential impacts, and negative impacts will be mitigated.

LU Policy 8.7.4: The City of Temple Terrace will encourage collocation of parks, libraries, community centers and appropriate related facilities with public schools.

LU Policy 8.7.5: The public school siting process shall also conform to the provisions of the Intergovernmental Coordination and Public School Facilities Section.

LU Policy 8.7.6: The City of Temple Terrace will partner with and assist the Hillsborough County School Board in providing adequate capacity within local public schools impacted by a net increase in dwelling units approved by the City within the CRA, as a result of redevelopment pursuant to DMU-35 and related development orders. This may include such strategies as establishing provisions in the Land Development Code for dedicating private land for new classrooms, setting aside public land for new classrooms, and other creative and innovative techniques which the City and the School Board may agree upon as mitigating the impact of CRA redevelopment on local schools. However, all such partnering and assistance shall conform to the provisions of the Public School Facilities Section and the related Interlocal Agreement.

Credits for Environmentally Sensitive Areas (ESA)

LU Objective 8.8: Credits for Environmentally Sensitive Areas will be provided for development on parcels with significant Environmentally Sensitive Areas and water bodies.

LU Policy 8.8.1: If the Environmentally Sensitive Area or water body exceeds 20% of the total project acreage, then a density or intensity credit shall be given for 25% of the upland (high and dry) acreage. In the case of mixed use developments, the Environmentally Sensitive Area is based on the entire site but maximum number of dwelling units and non-residential acres are calculated based on the respective portion(s) of a project.



Determining the Environmentally Sensitive Area Credit

For the purpose of determining permitted density, water bodies shall be defined to include rivers, lake or pond beds and any other permanently or historically water covered land that occurs naturally at the intended site up to the mean high water level. Man-made water bodies may be considered for environmentally sensitive area credits if there is a specific written agreement by the developer that the man-made water bodies will be developed as conservation or preservation areas in accordance with the Conservation Element and the Hillsborough County Environmental Protection Agency. Man-made water bodies are those water covered lands, either existing or to be created as part of a proposed development including land excavation and lake creation as defined in applicable development regulations.

Formula:

Environmentally Sensitive Credit
 $\text{GRA or GNRA} - \text{ESA (if } >20\% \text{ of total site)} = \text{U}$
 $\text{U} \times 25\% = \text{ESC}$
 $\text{U} + \text{ESC} \times (\text{du/ac or FAR}) = \text{MDU or NRA}$

Legend:

GRA = gross residential acreage
GNRA = gross non-residential acreage
ESA = environmentally sensitive areas acreage
U = upland acreage
ESC = environmentally sensitive credit
du/ac = dwelling units per acre
FAR = floor area ratio
MDU = maximum number of dwelling units
NRA = non- residential acres

Residential Example:

Density Credit in Residential-9
 $100 \text{ GRA} - 25 \text{ ESA} = 75 \text{ U}$
 $75 \text{ U} \times 25\% = 18.75 \text{ ESC}$
 $(75 \text{ U} + 18.75 \text{ ESC}) \times 9 \text{ du/ac} = 843 \text{ MDU}$

Non-Residential Example:

FAR Credit in Community Mixed Use-12 (0.5 FAR)
 $10 \text{ GNRA} - 3 \text{ ESA} = 7 \text{ U}$
 $7 \text{ U} \times 25\% = 1.75 \text{ ESC}$
 $(7 \text{ U} + 1.75 \text{ ESC}) = 8.75 \text{ NRA}$
 $8.75 \times 0.5 = 190,575 \text{ sq. ft.}$

Plan Categories and the Future Land Use Map

LU GOAL 9: To manage growth through reference to the Future Land Use Map, so that growth will be appropriately accommodated in suitable locations and will accommodate projected population and demographics.

LU Objective 9.1: In all actions of the City related to decisions affecting infill, redevelopment, new development, and the achievement of its City Form, as these relate to the goals, objectives, and policies of the this Plan, including as expressed through its Future Land Use Map, the provisions, requirements, limitations, and restrictions in its Plan Categories shall be observed.

LU Policy 9.1.1: Issuance of development orders and permits and the making of City locational decisions shall be in compliance with the applicable provisions, descriptions, and requirements of the following Plan Categories, and used, delineated, or referenced on the Future Land Use Map.



Plan Categories

The following land use categories appear on the City's Future Land Use Map. The land use category descriptions are intended to provide a narrative and standards to guide land use through the overall planning period.

Plan Categories - The Future Land Use Section (LU) and the Future Land Use Map (FLUM) include a series of land use categories characterized as either "Standard" because they tend to be more traditional single-use categories; "Mixed-Use" because they encompass categories that feature or encourage or require a mixture of uses; or "Overlay" because they are non-mandatory categories intended to be used in the locations indicated on the FLUM when property-owners determine that market conditions favor redevelopment that benefits from the increased densities and intensities allowed by the use of the Overlay (otherwise, the underlying land use category applies).

The category descriptions include standards to guide land use through the overall planning period. Any Plan Amendments will require that amended areas conform to the standards prescribed in this Future Land Use Section. The Plan categories are summarized before they are more fully described in the detailed descriptions that follow.

Note: FAR means floor area ratio, and is used to measure intensity of non-residential development.

Standard Categories

1. **Residential-4 (R-4)**, allowing up to four (4) dwelling units per acre; accessory dwelling units (ADUs), aka "granny flats" or "garage apartments", are allowed but do not count toward density limits.
2. **Residential-9 (R-9)**, allowing up to nine (9) dwelling units per acre and neighborhood office/commercial uses up to a 0.25 FAR in restricted locations; accessory dwelling units (ADUs), aka "granny flats" or "garage apartments", are allowed but do not count toward density limits.
3. **Residential-18 (R-18)**, allowing up to eighteen (18) dwelling units per acre and neighborhood office/commercial uses up to a 0.35 FAR in restricted locations;
4. **Commercial (C)**, allowing a full range of commercial and office uses with mixed residential uses permitted;
5. **Office/Institutional (O-I)**, allowing unified as well as isolated office and professional development and limited convenience and business serving commercial uses when incorporated into a larger office project; mixed residential uses permitted;
6. **Research Corporate Park (RCP)**, allowing research and development activities as well as office and limited convenience and business serving commercial uses when part of a larger corporate park development;
7. **Public/Semi-Public (P-SP)**, allowing a wide range of public and semi-public uses subject to compatibility requirements and locational criteria;
8. **Parks, Recreation and Open Space (PROS)**, allowing major recreational and open space uses;



9. **Industrial (I)**, allowing wholesale, distribution, packaging plants warehouse/showrooms, indoor and outdoor storage of products, trucking terminals and intensive commercial uses such as heavy vehicle sales and repairs, indoor recreational uses, flex-space and workshops of various types of products, where appropriate.
10. **Natural Preservation (NP)**, limiting development through the use of federal, state and local environmental regulations.

Mixed-Use Categories

11. **Community Mixed Use-12 (CMU-12)**, allowing mixed use developments of a suburban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate; and serving as a transitional or holding use for agricultural and industrial uses, as required, in annexation areas surrounding the I-75 corridor;
12. **Urban Mixed Use-20 (UMU-20)**, allowing mixed use developments of an urban character in relation to the I-75 corridor, and elsewhere in the City, if appropriate;
13. **Urban Mixed Use-25 (UMU-25)**, allowing mixed use developments of an urban character using new urbanism principles for mixed use in relation to major urban activity centers, where appropriate;
14. **Downtown Mixed Use-35 (DMU-35)**, allowing mixed use developments of an urban character in relation to

the established downtown Community Redevelopment Area (CRA), *aka* the Temple Terrace Redevelopment Area (TTRA).

Overlay Categories

15. **Environmentally Sensitive Area Overlay (ESA-O)**, limiting development through the use of federal, state and local environmental regulations.
16. **Business Intensity Zone Overlay (BIZ)**, allows mixed-use developments along designated multi-modal corridors and at the intersections of designated major transportation corridors to serve the needs of the greater urban-scale market and surrounding residential neighborhoods without degrading those neighborhoods. These areas must be walkable with concentrations of mixed use development using demonstrated strong new urbanism design sections. They must also have good access or connectivity to transit, and have good connectivity to the greater urban area and surrounding neighborhoods using bicycles and sidewalks and other pedestrian friendly amenities. Residential components are encouraged as a component of non-residential structures in this category;



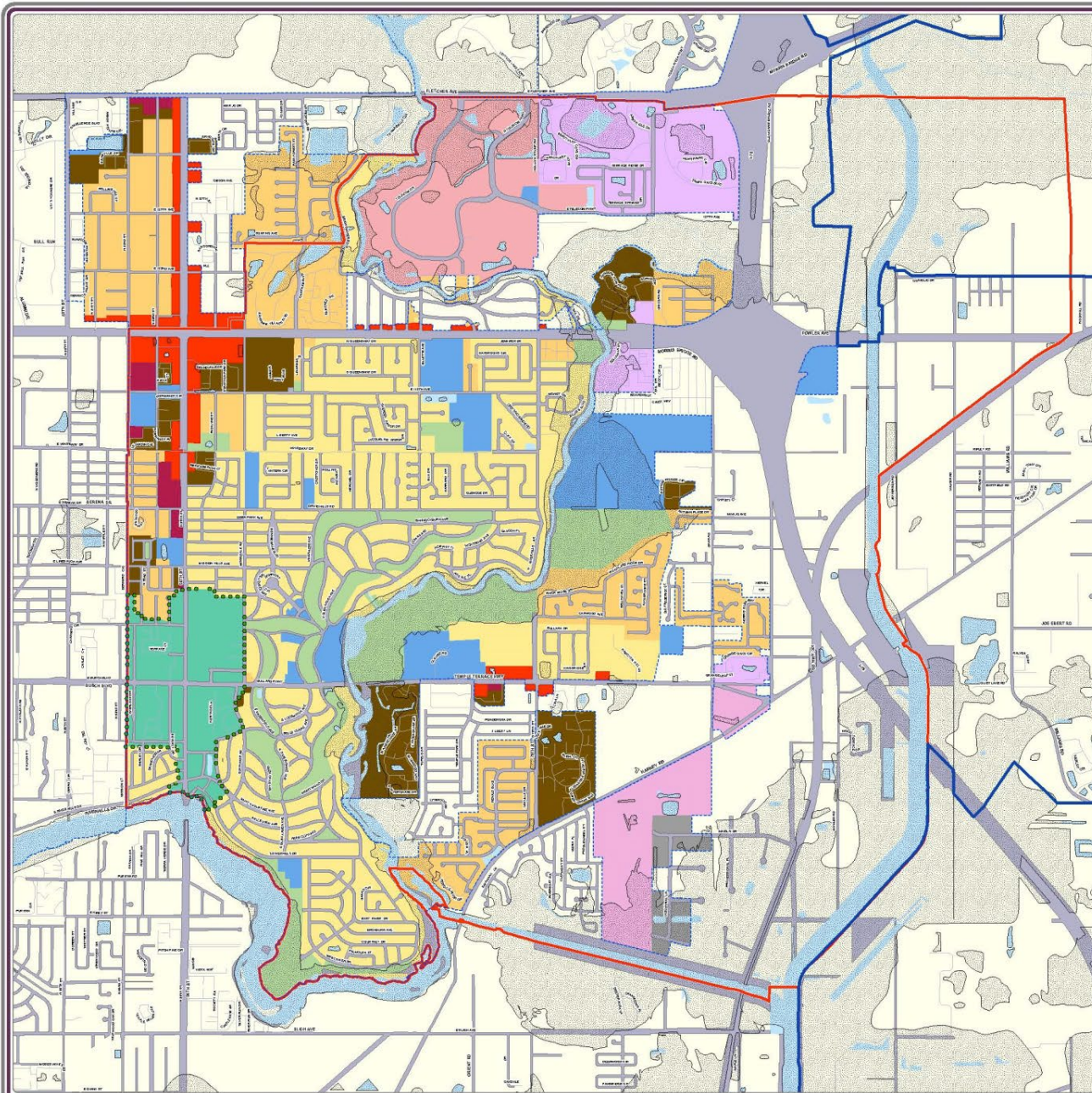
Map Color	Category	FAR	Dwelling units per acre	Additional dwelling units allowed?	Perimeters buffered from other use areas?	Drainage	Design specs	Access to streets	Other
R-4	Residential-4: Single-family homes	N/A	4	Yes	Yes	Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.	Street systems should be designed to discourage through traffic. Use land contour, tree cover, and views in site design to add scenic amenity and diversity.	Arterials should be accessible, but on the periphery of the area.	
R-9	Residential-9: Single family attached and detached homes, other housing and condominiums at medium densities	Neighborhood office/commercial allowed <0.25	9	Yes				Collector and arterial streets should be easily accessible.	
R-18	Residential-18: Townhouses or multi-family dwellings	Neighborhood office/commercial allowed <0.35	18	No				Should be adjacent to or near arterial streets	
C	Commercial: Retail, services, office uses	0.5	N/A	N/A	Yes	Well-drained areas where soils are suitable for structures, streets, and parking.	Tree cover and scenic views are lower priority considerations in these areas than in residential areas, but should still be maximized within the constraints of the project design.	Should be adjacent to arterial streets and accessed primarily by them	Residential areas allowed to use 25-75% of space in conjunction with commercial. Commercial/Non-Residential allowed to be 100% on site, but up to 75% when in the same structure as residential units
O/I	Office/Institutional: Legal, financial, technical, medical services	0.5							
R/CP	Research/Corporate Park: Research/development, light manufacturing, corporate headquarters, technical/medical services, related education	1.0							
I	Industrial: Wholesale, distribution, packaging plants warehouse/showrooms, indoor and outdoor storage of products, trucking terminals and intensive commercial uses such as heavy vehicle sales and repairs, indoor recreational uses, flex-space and workshops of various types of products, where appropriate.	0.65							
P/SP	Public/Semi-Public: Government-owned facilities, hospitals, schools, clubs, recreation, attractions, utility, transportation facilities	0.5	N/A	N/A	Yes, if detrimental to surroundings	N/A	N/A	N/A	
PROS	Parks, Recreation, and Open Space: Existing and proposed parks and recreational facilities.	0.5			N/A	Poorly drained areas can be effectively used as passive recreational space.		Adjacent to arterial streets and accessed primarily by them	
NP	Natural Preservation: Major publicly or privately owned land managed primarily for conservation purposes	N/A	N/A	N/A	N/A	N/A	N/A	N/A	



Future Land Use

Map Color	Description	Max. allowable percentages of Land Use Within Area	Dwelling units per acre/FAR	Street access	Perimeters/ compatibility	Relationship to Natural Resources and Features
CMU-12	Community Mixed Use-12 (CMU-12): Single family, multi-family residential, agricultural, general commercial, office, intensive commercial, light industrial, industrial	All uses: 75%	12/0.5	May be located within the Interstate 75 corridor and bounded by existing or proposed arterial roads. Commercial uses should be clustered at arterial and collector road intersections.	CMU-12 areas shall be transitional, emphasizing compatibility with adjacent land use. Perimeters should be buffered by open space, streets, and/or visual screenings.	Consideration should be given to areas where land contour, tree cover, and views can be used in site design to add scenic amenity and diversity to the residential areas. Tree cover and scenic views are a lower priority for commercial, office, and industrial areas; however, maximum retention of these features should be made when they exist. Land contours, trees, creeks, or other natural features should be considered as buffers to separate land uses within a development project to the maximum extent possible.
UMU-20	Urban Mixed Use-20 (UMU-20): Single family, multi-family residential, agricultural, general commercial, office, intensive commercial, light industrial, industrial	Residential: 75% Commercial: 75%	20/1.0	Strip development with separate individual driveway access for commercial uses to arterials should be discouraged for new development.	UMU-20 areas shall be compatible with and located adjacent to urban land use categories such as Community Mixed Use-12, Research Corporate Park, and Residential-18.	
UMU-25	Urban Mixed Use-25 (UMU-25): Commercial, retail, office, office services, personal and professional services, restaurants, parks, recreation, entertainment, institutional, postal facilities, public/semi-public, medium and high density residential	Residential: 75% Commercial: 75% Industrial: 0%	10-25/2.0	Development sites must be located adjacent to and have direct connection to a significant transportation facility (i.e. an arterial roadway/mass transit) Land Development Code shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.		Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.
DMU-35	Downtown Mixed Use-35 (DMU-35): Commercial, retail, office, office services, personal and professional services, restaurants, parks, recreation, entertainment, institutional, postal facilities, public/semi-public, medium and high density residential	Residential: 75% Commercial: 75% Industrial: 0%	35/4.5	Commercial uses shall be located and designed to take advantage of the proximity of arterial and collector roadways and intersections. Strip development with separate individual driveway access for commercial uses to arterials should be discouraged for new development.	Perimeters should feature transitional development which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening.	Land contour, tree cover, water features, and views should be created or utilized to enhance the urban experience. Site plan controls should ensure maximum retention of these features within the constraints of the project design. Landscaping and streetscape features should be provided and integrated into an overall design, including street tree plantings and landscape medians.



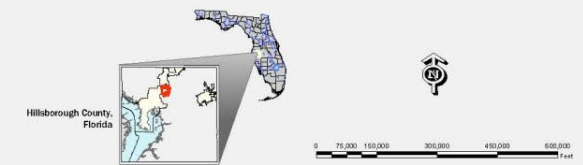


Hillsborough County **TEMPLE TERRACE** **PROPOSED 2025 FUTURE LAND USE** IMAGINE 2040 TEMPLE TERRACE COMPREHENSIVE PLAN

Legend

- TEMPLE TERRACE FUTURE LAND USE**
- RESIDENTIAL-4 (4 DU/ACRE)
 - RESIDENTIAL-9 (9 DU/ACRE) (25 FAR)
 - RESIDENTIAL-18 (18 DU/ACRE) (35 FAR)
 - COMMUNITY MIXED USE-12 (12 DU/ACRE) (5 FAR)
 - URBAN MIXED USE-20 (20 DU/ACRE) (10 FAR)
 - OFFICE/INSTITUTIONAL (5 FAR)
 - DOWNTOWN MIXED USE-35 (5 DU/ACRE) (4.5 FAR)
 - COMMERCIAL (5 FAR)
 - RESEARCH/CORPORATE PARK (1.0 FAR)
 - INDUSTRIAL (85 FAR)
 - PUBLIC/COMMUNITY (5 FAR)
 - PARK/RECREATION OPEN SPACE (5 FAR)
 - NATURAL PRESERVATION
 - RIGHT OF WAY
 - TRANSITIONAL AREA (DUE TO ANNEXATION)
 - WATER
 - CRA & TCEA BOUNDARY
 - ENVIRONMENTALLY SENSITIVE AREAS
 - INCLUDES 100 YEAR FLOODPLAIN, DWH AND WETLANDS
 - BOUNDARY LINES
 - JURISDICTION BOUNDARY
 - URBAN SERVICE AREA
 - TEMPLE TERRACE UTILITY SERVICE AREA

Location Diagram and Reference Information



DATA SOURCES AND LIMITATIONS:
 2025 FUTURE LAND USE: Hillsborough County City-County Planning Commission. Originally Adopted - June 28, 2009. Jurisdictional areas updated by plan amendment. Effective to present.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to Present.

SIGNIFICANT WILDLIFE HABITAT: Hillsborough County Planning and Growth Management. Effective to Present.

WETLANDS: Southeast Florida Water Management District. Wetland features extracted from 2009 Land Use Land Cover.

FLOODPLAINS: Federal Emergency Management Agency (FEMA)

MAJOR ROADS: Metropolitan Planning Organization 2019 Long Range Transportation Plan. See Adopted MPO Long Range Transportation Plan for specific improvements.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission.

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 DATE: 8/26/2015

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For more information about our organization visit website: www.planninghillsborough.org



Residential-4 (R-4)

Description:

These areas should offer people safe, quiet, and attractive environments. The goal of the Residential-4 areas is to allow individuals to enjoy personal space and control their exposure to people and activities outside their home. These areas are located at the core of residential neighborhoods and are the least intensely developed.

Single-family homes on individual lots are the predominant use in these areas, although other housing and development approaches can be integrated at lower densities. Density in the Residential-4 areas is four (4) units or less per gross acre. Neighborhood parks, scenic open space, and certain small scale institutional uses, and public facilities serving neighborhoods are often integral parts of these residential areas. Accessory dwelling units (ADUs), *aka* “granny flats” or “garage apartments”, are allowed but do not count toward density limits.

Relationship to Natural Resources and Features:

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design for scenic amenity and diversity.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from other use areas by open space, streets, and/or visual screening technique.
- Work, trade, and community service activities should be easily accessible via collector and arterial streets. However, arterials should be at or beyond the edge of a

Residential-4 area; collectors in Residential-4 areas should have low density uses as primary destinations in at least one direction of flow. Local street systems in Residential-4 areas should be designed to discourage through traffic.

Relationship to Facilities and Services:

- Public water and sewer service available or programmed for the area.
- Fire protection available within five-minute response time; police and Emergency Medical Services (EMS) access, with regular police patrol provided in developed and developing areas.
- Schools, neighborhood, recreation, and small scale semi-public uses such as churches and home day care facilities integrated into the area and accessible via collector streets.



Future Land Use

Residential-9 (R-9)

Description:

These areas should offer safe, quiet, and attractive environments. The goal of Residential-9 areas is to allow individuals to enjoy personal space in a cohesive neighborhood setting.

Single-family attached and detached homes on individual lots are the predominant use in these areas, although other housing and condominium development approaches can be integrated at medium densities. Densities in Residential-9 areas are nine (9) units or less per gross acre. Community and neighborhood parks, scenic open space, and certain institutional uses serving neighborhoods are often integral parts of these residential areas. Limited commercial uses and public facilities can also be accommodated under controlled conditions that protect the quality of the residential environment, e.g., adult congregate living facilities and day care centers. Accessory dwelling units (ADUs), *aka* "granny flats" or "garage apartments", are allowed but do not count toward density limits.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from other use areas by open space, streets, and/or visual screening techniques.
- Major work, trade, and community service activities should be easily accessible via collector and arterial streets. Collectors in Residential-9 areas should have low-medium density uses (up to nine (9) units per gross acre) as primary destinations in one direction of flow.
- Local street systems in Residential-9 areas should be designed to discourage through traffic.

- Neighborhood office/commercial and semi-public uses designed to serve the immediate neighborhood and developed at intensities up to 0.25 FAR may be allowed in appropriate locations.

Relationship to Facilities and Services:

- Public water and sewer service available or programmed for the area.
- Fire protection available within five-minute response time; police and Emergency Medical Services (EMS) access, with regular police patrol provided in developed and developing areas.
- Schools, neighborhood recreation, and small scale semi-public uses such as churches and home day care facilities integrated into the area and accessible via collector streets.

Relationship to Natural Resources and Features:

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design to add scenic amenity and diversity to the residential neighborhood.



Residential-18 (R-18)

Description:

These areas should offer safe, quiet, and attractive environments. In exchange for less personal space, the area should offer benefits such as better accessibility to work and shopping areas, more common recreational facilities and open space, and housing cost savings.

Housing types are typically townhouses or multi-family dwellings including duplexes on small lots. Densities in Residential-18 areas are eighteen (18) units or less per gross acre. Some types of commercial, institutional, and public uses, e.g., hotels/motels, adult congregate living facilities and day care centers, are limited so they do not distract from the area's primary function of residential use.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from other use areas by open space, streets and/or visual screening techniques.
- Residential-18 areas should border on or be near arterial streets in close proximity to major community trade and service activities and avoid traffic along collectors that pass through lower density areas leading to trade and service activities.
- Local street systems in Residential-18 areas should be designed to discourage through traffic. Points of access should be limited from the area's local street system to collectors or arterials.
- Neighborhood office/commercial and semi-public uses developed at intensities up to 0.35 FAR may be allowed in appropriate locations.

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- Fire protection available within a five-minute response time; on or near regular police and Emergency Medical Services (EMS) patrol routes.
- Schools, neighborhood recreation, and public/semi-public uses accessed via collector or arterial streets. Open space in individual developments should provide some recreational facilities.

Relationship to Natural Resources and Features:

- Areas not subject to flooding and with soil conditions suitable for bearing structures, streets, etc.
- Areas with land contour, tree cover, and views used in site design to add scenic amenity and diversity.



Commercial (C)

Description:

These areas contain activities that offer a full range of retail goods and services, including offices, for residents and businesses of the urban area. They should be developed as cohesive units that offer safe and convenient movement from one activity to another and that afford a pleasant environment for shopping. Residential uses may be included as a component of planned developments or as mixed-uses in the same structure.

Predominant uses in the commercial areas would be those that provide convenience or specialty retail goods and services, including offices, for residents of the immediate area or motorists passing through. Typical establishments would include grocery stores, druggists, cleaners, beauty salons, restaurants, apparel, household goods, minor repair, etc.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and office/institutional areas by open space, streets, and/or visual screening techniques used in site planning.
- Commercial areas should be adjacent to arterial streets and accessed primarily from them.
- Larger commercial centers should be in close proximity to medium density residential areas to facilitate direct access.
- Ultimately, FAR restrictions limit development intensities, as do the application of height limits, setbacks, drainage retention and other development restrictions.
- Non-residential uses are limited to an intensity of 0.5 FAR; and residential uses are limited to densities of nine (9) units or less per gross acre. Residential uses, when used,

may not be the sole use, but must be part of an overall mixed-use project with non-residential uses, and must be combined in the same structure with non-residential uses. Non-residential uses may be the sole use.

Maximum allowable percentages of Land Uses In conjunction with one site:

- **Residential** (*only allowed when within the same structure and in conjunction with a non-residential use; and may not be the sole use on a site*): **up to 75%, but no less than 25%**; with balance non-residential; (*and up to 100% non-residential when non-residential is the sole use*).
- **Commercial/Non-Residential: 100% when non-residential is sole use** on a site; (*non-residential uses may include Office, Institutional, Public/Semi-public, Parks and Recreation uses; and up to 75% when mixed in same structure with residential uses.*

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Separated from schools and recreation areas by other uses or strong open space buffer.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but commercial areas should develop with maximum retention of these features when they exist.



Office/Institutional (O/I)

Description:

These areas contain activities that generally do not entail sale or display of goods and do not require high visibility from highways. They can be developed as cohesive units which offer a range of related business and professional services or as individual uses on the perimeters of neighborhoods. They may include limited commercial uses.

Typical uses in office/institutional areas would include legal, financial, technical, and medical services establishments. Limited amounts of convenience and business service commercial uses can be incorporated into these areas when they are developed as an integrated unit of a larger project. Residential uses at densities up to nine (9) dwelling units per gross acre or less are allowed. Mixed-residential uses are allowed as part of an office or commercial structure.

These uses may be applied to areas as part of a redevelopment or rehabilitation strategy or as an alternative use where existing parcel size or proximity to residential uses would not allow the development of larger scale structures and related more intensive uses and activities. In these instances, office/institutional land use allows small-scale office buildings, home offices, or home-to-office conversions, as well as home and office combination mixed use structures.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.

- Areas should be adjacent to arterial streets and accessed primarily from them.
- Can serve as a transition area between residential and commercial areas or be developed between major streets.

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Office, commercial, and public/semi-public uses developed at intensities up to 0.5 FAR.
- Locations near schools and recreation are not essential.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but office/institutional areas should develop with maximum retention of these features when they exist.



Research/Corporate Park (R/CP)

Description:

These areas provide an opportunity for research, high technology, and similar manufacturing and light warehousing uses. Research/Corporate Parks do not contain activities that entail sale or display of goods, but may require high visibility from highways and locations near employment markets. They should be developed as cohesive units in well-landscaped, park-like settings.

Typical uses in research/corporate park areas would include research and development activities, light manufacturing, corporate headquarters, technical and medical services establishments, and related educational facilities. Limited amounts of convenience and business service commercial uses can be incorporated into these areas when they are developed as an integrated, accessory portion of a large scale project.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.
- Areas should be adjacent to arterial streets and accessed primarily from them.
- Can serve as a separator between residential areas and commercial areas.

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police patrol routes.

- Light industrial, office, commercial, and public/semi-public uses developed at intensities up to 1.0 FAR.
- Locations near schools and recreation are not essential but open space in research/corporate parks should provide some recreational facilities to meet employee needs.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but site plan controls should ensure the maximum retention of these features within the constraints of project design.



Industrial (I)

Description:

These areas provide an opportunity for processing, manufacturing, and assembly of materials which do not create a nuisance, including unreasonable dust, odor, noise, vibration, or glare. Products include but are not limited to food items, furniture, clothing, consumer electronics and home appliances. Typical uses in industrial areas include wholesale, distribution, packaging plants warehouse/showrooms, indoor and outdoor storage of products, trucking terminals and intensive commercial uses such as heavy vehicle sales and repairs, indoor recreational uses, flex-space and workshops of various types of products. Residential development is not permitted except for limited accessory residential uses such as an on-site security guard.

Industrial areas are comprised of predominantly industrial uses but compatible uses and services such as public and quasi-public uses and facilities, restaurants, personal services, convenience retail, recreational facilities, office and business parks, agricultural uses and other related uses that support the industrial area and its employees may be considered. In addition, industrial uses may incorporate accessory office and limited retail uses that support and compliment the industrial use.

Light industrial facilities typically have less environmental impact than those associated with heavy industry. Heavy industrial uses, defined as any facility which emits at least one of the following: 1) 600 pounds or more per year of lead or lead compounds, or; 2) 100 tons or more per year of any other air pollutant subject to regulation under Chapter 403 F.S. or; 3) 10 tons or more per year of any one hazardous air pollutant as

defined by the Hillsborough County Environmental Protection Commission, or 4) 25 tons or more per year of any combination of hazardous air pollutant as defined by the Hillsborough County Environmental Protection Commission, are not permitted.

Relationship to Other Areas of Use and the Street System:

- Perimeters should be buffered from residential and commercial areas by open space, streets, and/or visual screening.
- Areas should be adjacent to arterial streets or collector roadways and accessed primarily from them.
- Access to industrial area shall not be through existing or planned residential areas.

Relationship to Facilities and Services:

- Located at or near public water and sewer trunk lines.
- New development or substantial redevelopment shall connect to public water and sewer.
- Within five-minute fire and EMS response time and on regular police patrol routes.
- Maximum FAR of 0.65 for industrial uses; convenience commercial uses are limited to a maximum 10% of planned development square footage.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable *for structures, streets, and parking*.
- Tree cover and scenic views are lower priority considerations in these areas than in residential categories, but site plan controls should ensure the maximum retention of these features within the constraints of project design.



Public/Semi-Public (P/SP)

Description:

Activities that provide major community service functions vary greatly in character and locational need. A primary consideration in locating these uses is to place each where its intended function for the developed area can be most efficiently and economically accomplished.

Relationship to Other Areas of Use and the Street System:

- Each use should be integrated into an area with locational needs and use characteristics which most closely correspond to that of the public/semi-public use. Examples include government buildings, public schools, public colleges or universities, community centers, public airports, public parking structures, transportation and utility facilities, and other compatible public, quasi-public, or special uses.
- Utilities or maintenance facilities that may create noise, odors, or glare should be effectively buffered from all other uses.
- Public/semi-public uses may be developed at intensities up to 0.5 FAR in appropriate locations.

Relationship to Facilities and Services:

- Educational and civic buildings should have a maximum five-minute fire and EMS response time and be on a regular police patrol route.

Relationship to Natural Resources and Features:

- Public and semi-public buildings should be located in well-drained areas where soils are suitable for structures, streets, and parking.

Parks, Recreation, and Open Space (PROS)

Description:

These areas contain major existing and proposed parks and recreational facilities. Community parks, which exist or are proposed, are also located in proximity to residential areas.

Relationship to Other Areas of Use and the Street System:

- Each park or open space area should be located in relation to its scale to most efficiently serve Temple Terrace's regional, district, and community level recreation and open space needs.
- Parks with active recreational facilities should be adjacent to arterial or collector streets and accessed primarily from them.
- Public/semi-public recreational buildings and facilities may be developed at intensities up to 0.5 FAR in appropriate locations.

Relationship to Facilities and Services:

- Recreation buildings and facilities should have a maximum five-minute fire and EMS response time and be on a regular police patrol route.

Relationship to Natural Resources and Features:

- Poorly drained areas can be effectively used as passive recreational space.



Community Mixed Use-12 (CMU-12)

Description:

These areas provide the opportunity for mixed use developments within the Interstate 75 Corridor, and elsewhere in the City, if appropriate; and may serve as a transitional or holding use for agricultural and industrial uses, as required, in annexation areas surrounding the I-75 corridor. Two purposes are served:

1. To identify a broad range of existing uses characterized by a mixture of residential, commercial, industrial, and agricultural activities that lack an identifiable development trend, and to recognize them as legally conforming uses with the potential for future transition to more compatible uses in the City, until such time as an identifiable trend emerges or is created through a future plan.
2. To provide a flexible transitional area in the eastern portion of the City that will accommodate future development and redevelopment within and suitable to the U.S. 301 and Interstate 75 Corridor, featuring redevelopment of large parcels with mixed uses, limited highway access and high quality professional employment, as envisioned in the City's Visioning documents.

The areas are suburban in character, including intensity and density of land use. New development and substantial expansion of existing uses shall be approved through a planned unit development rezoning process that requires integrated site plans, controlled through performance standards, to achieve developments compatible with surrounding land use patterns, the City's master plan for annexation and for guiding the future

development of areas adjacent to Interstate 75, and the Comprehensive Plan's Goals, Objectives, and Policies.

Permitted uses: Single family, multi-family residential, agricultural, general commercial and office, intensive commercial uses, light industrial and industrial uses.

Maximum Allowable Percentages of Land Use Within the Area:

Residential: 75%

Light Industrial/Industrial: 75%

Other: Agricultural, Commercial (including Office), Institutional, Public/Semi-public, Parks and Recreation: **75%**

Mixed use projects are typical in the Community Mixed Use-12 plan category. Residential densities are twelve (12) units or less with 0.5 floor area ratio or less for commercial, office, or industrial intensities based on gross acreage. Maximum densities and intensities may be considered when all Goals, Objectives, and Policies and applicable development regulations are in compliance, especially related to the proposed development's compatibility with surrounding land uses, existing and/or approved and with the provision of available and adequate public facilities.

Relationship to Other Areas of Use and the Street System:

- Community Mixed Use-12 areas may be located within the Interstate 75 Corridor and shall be bounded by existing or proposed arterial roads.
- Community Mixed Use-12 areas shall be transitional, emphasizing compatibility with adjacent land use.
- Commercial uses shall be clustered at arterial and collector road intersections.



- Strip development with separate driveway access for commercial uses to arterials shall be prohibited.
- Perimeters shall be buffered by open space, streets, and/or visual screening.

Relationship to Facilities and Services:

- Development shall occur as the provision and timing of transportation and public facility services necessary to support Community Mixed Use-12 intensities and densities become available.
- Located at or near public water and sewer trunk lines.
- Within five-minute fire and Emergency Medical Services (EMS) response time and on regular police routes.
- Locations near schools and recreational facilities are not essential, but open space within development projects should provide some recreational amenities.

Relationship to Natural Resources and Features:

- Well-drained areas with soils suitable for structures, streets, and parking.
- Areas should be considered with land contour, tree cover, and views can be used in site design to add scenic amenity and diversity to the residential areas. Tree cover and scenic views are a lower priority for commercial, office, and industrial areas; however, these features should be retained when they exist.
- Land contours, trees, creeks, or other natural features should be considered as buffers to separate land uses within a development project to the maximum extent possible.



Urban Mixed Use-20 (UMU-20)

Description:

These areas provide the opportunity for mixed use developments within the Interstate 75 corridor, and elsewhere in the City, if appropriate. The area shall be urban in character, including intensity and density of land use. New development and substantial expansions of existing uses shall be approved through a planned unit development rezoning process which requires, at a minimum, integrated site plans controlled through performance standards to achieve developments which are compatible with surrounding land use patterns and the goals, objectives, and policies of the Comprehensive Plan.

Mixed use projects are the typical developments within the Urban Mixed Use 20 plan category. Residential densities will be twenty (20) units or less and commercial, office, or industrial intensities will be 1.0 floor area ratio (FAR) or less based on gross acreage. Maximum densities and intensities of use may be considered in situations in which all goals, objectives, and policies and applicable development regulations are being complied with, especially those regarding compatibility of the proposed development with surrounding land uses, existing and/or approved, and with regard to the provision of public facilities, available and adequate.

Maximum Allowable Percentages of Land Use Within the Area:

Residential: 75%

Commercial, including Office, Institutional, Public/Semi-public, Parks and Recreation: 75%

Relationship to Other Areas of Use and the Street System:

- Urban Mixed Use-20 areas shall be bounded by existing or proposed arterial roads.
- Urban Mixed Use-20 areas shall be compatible with and located adjacent to urban land use categories such as Community Mixed Use-12, Research Corporate Park, and Residential 18.
- Commercial use shall be clustered at arterial and collection road intersections.
- Strip development with separate driveway access for commercial uses to arterials shall be prohibited.
- Perimeters shall be buffered by open space, streets, and/or visual screening.

Relationship to Facilities and Services:

- Development shall occur as the provision and timing of transportation and public facility services necessary to support Urban Mixed Use-20 intensities and densities are made available.
- Located at or near public water and sewer trunk lines.
- Within five-minute fire and EMS response time and on regular police routes.
- Locations near schools and recreational facilities are not essential, but open space within development projects should provide some recreational amenities to meet the needs of the residents and employees.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets and parking.
- Consideration should be given to areas where land contour, tree cover, and views can be used in site design to add scenic amenity and diversity to the residential



areas. Tree cover and scenic views are a lower priority for commercial, office, and industrial areas; however, maximum retention of these features should be made when they exist.

- Land contours, trees, creeks, or other natural features should be considered as buffers to separate land uses within a development project to the maximum extent possible.



Urban Mixed Use – 25 (UMU-25)

Description:

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category mandates that, at a minimum, two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

District Requirements:

The following minimum requirements shall apply to every proposed development within the UMU-25 category:

- (1) A minimum land area of twenty (20) acres of usable land is required for designation to ensure that an urban-scale community environment is created.
- (2) A minimum residential density of ten (10) dwelling units per gross acre is required for development within this plan category. In addition, the minimum non-residential development intensity (Floor Area Ratio, or FAR) requirement for this category shall be 0.05 based on total gross site area; and the maximum non-residential intensity (Floor Area Ratio, or FAR) for this category shall not exceed 2.0 based on total gross site area. A maximum residential density of twenty-five (25) dwelling units per gross acre will be permitted.
- (3) Multi-family residential units and non-residential land uses shall be a minimum requirement of development within this plan category; however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use) is strongly encouraged.
- (4) The required non-residential component of the development shall be encouraged to offer employment opportunities for residents of the development; provided, however that employment within the non-residential component shall not be guaranteed for any resident.
- (5) The proposed development site must be located adjacent to and have direct connection to a significant transportation facility (i.e., an arterial roadway and/or a main mass transit line, preferably with a fixed-in-place route).
- (6) Public water and wastewater services are required.
- (7) Fire protection must be available within a five-minute response time and the proposed development site shall be



located on or near regular police and Emergency Medical Services (EMS) patrol routes.

- (8) Schools, neighborhood recreation, and public/semi-public uses must be readily accessible by way of collector or arterial streets.
- (9) A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited.
- (10) Development within this category will require the filing of a site-plan controlled zoning application utilizing a zoning district expressly created to implement the UMU-25 plan category.

Maximum Allowable Percentages of Land Use
Acreage or Total Dedicated Square Footage Within
the Area:

Residential: 75%

Commercial (including office development,
public/semi-public, and other non-residential
and non-industrial uses): **75%**

Industrial: 0%

Relationship to Adjacent Land Uses and Street System:

Along the arterial street frontage of the development site, buildings shall face the street and have modest front setbacks. Any portion of the perimeter of the proposed development that abuts lands designated under the Comprehensive Plan for residential development at a density of nine (9) dwelling units per acre or less shall contain extensive buffering and screening components to ensure a transition between the proposed

development within this plan category and the lower density lands. This category shall not be used to extend strip commercial development along a street. Land Development Code shall ensure a compact, pedestrian-friendly environment for these areas, and provide guidelines or standards for the compatibility of permitted uses.

Relationship to Natural Resources and Features:

The proposed development site should not be subject to recurring flooding incidents and should contain soil conditions suitable for bearing the proposed structures, streets, and other required infrastructure sections. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.

Development Standards:

- (1) *Site and Building Design:* Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development sites and buildings shall achieve the following:
 - a. Centers and edges are well-defined. Public or civic space or civic use shall be an organizing section around which other components within the development are located.
 - b. Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.



- c. The design shall include a pedestrian circulation system to connect the proposed uses and surrounding areas. Primary pedestrian routes and bikeways shall coincide with the internal street system or other public space such as parks or squares, and shall avoid routes through parking lots or at the rear of developments.
 - d. Streets and roads shall be fronted by design features including sidewalks which define and contribute to an urban pedestrian street character. Building design, placement, and entrances shall be at a pedestrian scale and oriented towards streets or other public space such as parks or squares.
 - e. Automobile and non-automobile modes of transportation shall be equitably served by the internal street system. Development shall provide pedestrian- and bicycle-friendly access, and shall connect with required transit facilities to ensure development integration with the surrounding community.
 - f. Crime Prevention Through Environmental Design (CPTED) guidelines shall be incorporated to the maximum extent possible.
- (2) *Parking:* Structured parking within the proposed development is encouraged. All parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character through the following techniques:
- a. On-street parking may be allowed with landscaping that affords traffic calming and produces a comfortable and safe pedestrian environment.
 - b. Parking structures and parking lots shall be screened from streets, sidewalks, and open spaces, and shall be designed to maintain or enhance the street edge.

- c. Parking structures and lots shall be designed with safe pedestrian connections to business entrances and public spaces so as to encourage pedestrian movement between the various components of the development.
 - d. Reduction of paved parking areas shall be required wherever practicable through measures such as provision of shared parking to serve multiple uses and alternative paving materials. Large expanses of pavement shall be discouraged. Reduced ratios of required parking for non-residential uses shall be considered in the Land Development Code.
- (3) *Automobile Access:* Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
- a. traffic calming techniques to maintain safe multi modal transportation;
 - b. an internal, interconnected street grid system;
 - c. maximum use of common access drives; and
 - d. convenient access to transit facilities.

Points of ingress to and egress from the proposed development to arterial and collector streets carrying through traffic shall be minimized. A connector street system shall provide multiple linkages between the development site and local destinations, including neighborhoods, as an alternative to arterial and collector roads, except where such connections are precluded by physical layout of existing development or environmental features or where such connections will be detrimental to the surrounding neighborhood.



Automobile-oriented uses shall have a limited number of driveways, and drive-in or drive-up windows shall be located to minimize conflict with pedestrian and bicycle traffic.

- (4) *Community Green Space:* Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the Land Development Code. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
- (5) Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.



Downtown Mixed Use-35 (DMU-35)

Description:

This plan category is intended to address the City of Temple Terrace's desire to encourage tightly-regulated urban-scale mixed-use developments at limited locations within the City that are oriented to existing or emerging high intensity/density nodes. This plan category promotes for example, a minimum of two (2) land use types - a multi-family residential and a non-residential component - are included and that the proposed development is located along a significant transportation corridor in close proximity to, or that is directly served by mass transit facilities and that allows easy access to the interstate highway system.

In order to ensure protection of the character of the City, proposed developments within this category shall meet strict standards regarding minimum land area, minimum density of the residential component, locational criteria, landscaping/buffering features, a high level of urban services (i.e., public water and wastewater services, police and fire/EMS services), and the degree of integration of the non-residential land use(s) with the required residential component. It is further envisioned that this category will encourage a "live-work" relationship whereby the residents of the development would have the opportunity for employment within the non-residential component of the development.

Purpose:

The Downtown Mixed Use-35 (DMU-35) land use category applies to the City's established downtown Community Redevelopment Area (CRA) and allows for a complementary mix and range of land uses. The purpose of the Downtown Mixed

Use-35 category is to establish, define, promote, and facilitate the redevelopment and enhancement of the City's primary and historical urban center and its traditional downtown central business district surrounding the Busch Boulevard/Bullard Parkway and N. 56th Street intersection. The DMU-35 is intended to foster development incentives through increased densities and intensities but subject to adherence to design guidelines and requirements in order that new development and redevelopment will prevent, replace, and eliminate blight, and the deterioration of physical conditions associated with outmoded, inefficient, non-viable public and private design and development which is unable to serve the long term community interests. The DMU-35 land use category is further intended to implement the downtown and general redevelopment Goals, Objectives and Policies of the Future Land Use Section in that area, as well as to promote the accomplishment of the City's Community Redevelopment Area (CRA) designation for the downtown area and the implementation of redevelopment plans, studies and regulations.

Density/Intensity:

Residential uses may range from single family detached to multi-family, and for purposes of density will allow consideration of a maximum average density of 35 dwelling units per on a gross acre basis within the DMU-35 designated areas within the overall CRA boundary. Densities on individual parcels may exceed this amount so long as the gross density within the overall DMU-35 designated area within the CRA boundary does not exceed 35 dwelling units per gross acre. The preferred residential use is medium to high density multi-family residential or mixed use non-residential with multi-family residential, subject to compatibility with and appropriate transition considerations to adjacent low density residential uses.



A maximum 4.5 FAR is within for the DMU-35 land use category may be permitted for individual projects. Parking structures are exempt from FAR calculations.

Projects may be determined by either density or Floor Area Ratio (FAR), whichever calculation is more beneficial to the development. If FAR is applied to the residential project to attain maximum density potential, development shall be consistent in character and scale with the surrounding built environment.

Permitted Uses:

The Downtown Mixed Use-35 (DMU-35) allows and encourages a mixture and range of uses generally associated with or considered compatible with traditional urban core central business districts, particularly those that are pedestrian friendly, and not necessarily those catering to automobile traffic. Proposed uses within the area encourage the development of a lively, mixed-use, walkable downtown that effectively serves Temple Terrace residents, merchants, visitors, and employees. Uses include: commercial, retail, office and office services, personal and professional services, restaurants, parks, recreation and entertainment venues, institutional, postal facilities, public and semi-public, medium and high density residential and mixed-use structures that combine these uses. Heavy commercial uses associated with automobiles such as gasoline stations, auto repair facilities, and motorized vehicle rentals or sales may be considered but are generally not encouraged. Industrial, warehouse, transportation servicing, storage (inside and outside), manufacturing, general wholesaling, agriculture uses and uses involving high levels or significant concentrations of hazardous materials are not allowed; the notable exceptions

are generally small-scale dry cleaners and photographic developing. These uses are listed for clarification purposes in providing for new development through rezonings pursuant to the DMU-35 category. Existing uses and zonings in place, when the DMU-35 land use category is first applied to the CRA, are considered acceptable and supported by the DMU-35 designation. Improvements to and maintenance of such uses are considered appropriate and acceptable under DMU-35. The strict application of new zoning and new implementing design and development standards created for the CRA under DMU-35 are intended to ensure that new development shall occur pursuant to and in strict compliance with the adopted master plan(s) commissioned, prepared, or submitted and adopted by the City, to achieve the redevelopment of the downtown envisioned by the City over time.

Land use types shall be permitted according to the following schedule, expressed as a percentage of the total area in this plan category. The percentages shall be applied on an area-wide basis within the 225± acre DMU-35 area, but shall not be interpreted to require development with a mix of uses for any single project, although such mixture is encouraged.

Maximum Allowable Percentages of Land Use Acreage or Total Dedicated Square Footage Within the 225± Acre DMU-35 Area:

***Residential:* 75%**

Commercial (including office development, public/semi-public, and other non-residential and non-industrial uses): **75%**

***Industrial:* 0%**



Permitted Zoning:

The Downtown Mixed Use-35 allows consideration of a mixture and range of zoning classifications including site plan controlled districts, or similar zoning expressly developed to implement the downtown redevelopment plan, and subject to any special or overlay zoning districts developed for or applying to the CRA or its parts.

Uses associated with existing zoning, including CG (Commercial General), CO (Commercial Office), R-10 (Single Family Residential), R-7.5 (Single Family Residential), and R-MF (Multi-Family Residential), are expressly allowed as presently applied; boundary adjustments and reconstruction, rehabilitation, or new construction within these existing zoned areas or expansion of these zoning classifications to adjacent parcels, which clearly and demonstrably furthers the intent and purposes of the DMU-35 land use category and the City's downtown redevelopment plan shall be allowed. However, the application of any allowed zoning classifications and site plans and development there under shall be compatible with and in furtherance of the downtown redevelopment plan, particularly in terms of requiring and ensuring compatibility with and transition to adjacent uses, and especially with low density residential neighborhoods adjacent to the DMU-35 area.

Relationship to Other Areas of Use and the Street System:

- Downtown Mixed Use-35 areas should be confined to locations within the City's Community Redevelopment Area (CRA) as shown on the Future Land Use Map.
- Downtown Mixed Use-35 areas shall establish, define, develop and enhance the City's primary and historical urban center core and its traditional downtown central business district with special emphasis on uniformity of

signage, site lighting standards and fixtures, façade treatment, color palette, architectural detail, building placement and orientation, landscaping, pedestrian amenities, and similar detailed design standards by diminishing and transitioning residential densities and non-residential intensities at the edges of the area in a manner that complements and is compatible with adjacent land uses and which creates opportunities for adjacent uses to easily access and relate to the area.

- Commercial uses, including office development and major public and semi-public uses shall be located and designed to take advantage of the proximity of arterial and collector roadways and intersections for vehicular access in a manner that directs or circulates heavy vehicular traffic within or peripheral to the main downtown area and away from local roads and adjacent residential neighborhoods, especially those outside the DMU-35 designated area.
- Strip development with separate individual driveway access for commercial uses to arterials should be discouraged for new development. Proposed commercial development plans for sites abutting an arterial or collector street must include internal vehicle connections from the subject development site to each adjacent site, where applicable.
- Perimeters shall feature transitional development which may include compatible land uses, special street frontage treatments, open space, landscaping, and/or visual screening.
- Opportunities for pedestrian, bicycle, or similar low impact access and circulation should be provided as part of project design. Design techniques should be included that enhance and support pedestrian and bicycle facilities, and provide for connections to adjacent commercial areas and surrounding residential neighborhoods.



- Proposed developments shall provide retail and service uses at the street level to promote a pedestrian-oriented environment. Facades shall be visually penetrable at the street level. Drive-through service windows shall be limited to the side of buildings, or to the rear of mid-block buildings, and accessed via alleys provided they do not substantially disrupt pedestrian activity or surrounding uses. In addition, drive-through service windows shall be accessible by bicyclists.

New developments shall provide no more than the minimum number of parking spaces required for the proposed land use by the underlying zoning district. The following shall also apply:

- On-street parking spaces on the right-of-way between the two side lot lines of the site may be counted to satisfy the minimum off-street parking requirements;
- A commitment to shared parking may be allowed to further reduce the parking requirement;
- Carpool/vanpool parking: New developments with 20 or more employees shall designate at least 5 percent of the employee spaces for carpool or vanpool parking. • Employee carpool/vanpool spaces shall be located closer to the building entrance or the employee entrance than other employee parking with the exception of disabled parking. The carpool/vanpool spaces shall be clearly marked "Reserved- Carpool/ Vanpool Only."

Relationship to Facilities and Services:

- Water and sewer service should be available or programmed for the area.
- Fire, emergency medical services (EMS), and police protection shall be available and adequate

- Public spaces should be provided for leisure opportunities and integrated into overall design. Open space should be designed to provide or enhance the urban experience with unique recreational or pedestrian-oriented amenities.

Relationship to Natural Resources and Features:

- Well-drained areas where soils are suitable for structures, streets, and parking.
- Development and redevelopment should take advantage of existing land contour, tree cover, water features, and views, or should create them, to enhance the urban experience and promote diversity within the site design, especially where they create a scenic amenity, or enhance the transition to and compatibility with adjacent low density residential neighborhoods. Site plan controls should ensure the maximum retention of these features within the constraints of project design.
- Landscaping and streetscape features should be provided and integrated into an overall design, including street tree plantings and landscape medians.



Natural Preservation (NP)

This land use plan category is used to designate major publicly or privately owned land managed primarily for conservation purposes. Typically, these lands are environmentally unique, irreplaceable or valued ecological resources. Some of these lands may be suitable for compatible passive recreational use, such as walking trails, camping and boardwalks in order to ensure the protection of natural resources on site.

If the lands are privately owned, the owner(s) and all other persons having an interest in such lands shall execute an easement, declaration of restrictions or similar instrument restricting the uses of such land to those which are consistent with this land use plan category. Such easement, declaration of restrictions or similar instrument applicable to privately owned land in this land use category shall be recorded in the Public Records of Hillsborough County, Florida.

No residential uses are permitted except for facilities determined necessary to serve a caretaker of the recreational or environmental property. All other development is prohibited in these areas except for compatible passive recreational/educational development. Educational uses should be limited to those which utilize the natural amenities found on the site, i.e. the study of flora, fauna or wildlife.

Environmentally Sensitive Area Overlay (ESA-O)

Description:

These are environmentally sensitive lands which are classified as conservation or preservation areas by the Hillsborough County Environmental Protection Commission and/or Florida Department of Environmental Regulation. In Temple Terrace, these lands generally included those areas within the 25 year floodplain of the Hillsborough River and may include portions of the river's 100 year floodplain. Development in these areas is restricted by federal, state, and/or local environmental regulations.

Relationship to Other Areas of Use:

- Each environmentally sensitive area should be evaluated as development proposals are made. On-site evaluation prior to development and site design review will ensure protection of Temple Terrace's natural systems.
- Environmentally sensitive areas are delineated as an overlay category which modifies the underlying primary land use category through the application of additional development standards.

Relationship to Natural Resources and Features:

- Environmentally sensitive areas can be effectively used as open space buffers.



Bonus Intensity Zone Overlay (BIZ-O)

Description:

The purpose of the Bonus Intensity Zone (BIZ) is to encourage unique, innovative developments of superior quality which promote pedestrian activity by allowing greater intensity of development in appropriate land use categories proximate to multi-modal corridors identified in this Plan. This overlay district applies to projects which may consist of one or more buildings involving one or more property owners. This category is **not** a mandatory overlay category.

The BIZ Overlay allows mixed use developments under the following two circumstances:

1. The current Plan categories respective density or FAR, whichever is more beneficial to the property owner, or
2. When the proposed development demonstrates new urbanism design elements which further the goals and objectives of the Comprehensive Plan and Council policies for additional density and intensity.

Using a new urbanism pattern of development, the proposed development must have good access or connectivity to transit, and have good connectivity to the greater urban area and surrounding neighborhoods using bicycles and sidewalks and other pedestrian friendly amenities. Residential components are encouraged as a component of non-residential structures in this overlay.

Properties designated as **Office Institutional, Commercial, Community Mixed Use-12, Urban Mixed Use-20, and Urban Mixed Use-25** will be considered for the BIZ Overlay. The Residential-18 category may also be considered, but only if

there is a mix of residential and non-residential uses for the site, as allowed within the R-18 land use. To the extent that standard zoning districts can implement the BIZ Overlay requirements, they may be used in connection with the City's site plan process to save time in the development approval process.

Benefits of Bonus Intensity Zone Overlay:

- Allows a mixture of uses under the current Plan categories.
- Allows for a **25% increase in the permitted dwelling units per gross acre** over what is allowed in the existing underlying land use category.
- Allows for a **25% increase in the permitted Floor Area Ratio** above the current maximum allowable in the underlying land use category.

BIZ Overlay Requirements:

The property-owner(s) must request to develop or redevelop their property pursuant to the provisions of the BIZ Overlay through site plan approval by City Council. The BIZ Overlay shall not be used to extend strip commercial development along a street except as an integrated component of the larger development.

The following minimum requirements shall apply to every proposed development requesting the **BIZ Overlay**:

1. Utilize locations within ¼ mile from an existing or planned transit stop.
2. The proposed development site must be located adjacent to and have direct connection to an identified multi-modal corridor.
3. A minimum of two (2) land use types - either multi-family residential, commercial, office, educational, religious, or



recreational components are included in each development proposal however, not every building structure is required to contain two or more uses. Vertical separation of uses (e.g., residential above retail and/or office use, and the incorporation of parking in structures on the second level or above) is strongly encouraged.

4. A minimum usable greenspace of 3% of the gross acreage shall be provided within the development. Minimum usable greenspace is defined as outdoor space designed to relate to the mixed use project and create focal point(s) or public gathering spaces, and not just be remnant space left over after the buildings and roadways have been sited. The minimum usable greenspace of the LDC may be reduced to further the intent of this land use category as determined by City Council.
 5. Along the transportation corridor street frontage of the development site, buildings shall face the street and have modest front setbacks.
 6. Any portion of the perimeter of the proposed development that abuts lands developed with single family residential development shall contain extensive buffering and screening components to ensure a sensitive transition.
 7. Public water and wastewater services are required.
 8. Fire protection must be available within a five-minute response time and the proposed development site shall be located on or near regular police and Emergency Medical Services (EMS) patrol routes.
2. Areas of the development site with topographic relief, tree cover, and scenic views should be utilized in site design to add scenic amenity and diversity to the proposed development.
 3. Provide cross-access easements or other agreements that allow customers to patronize multiple businesses without returning to an arterial road. Most parking should be to the side and rear of buildings instead of in front.
 4. Utilize shared driveways or other means to reduce the number of driveways and curb cuts.
 5. Site and building design and scale shall be managed to ensure compatibility within the surrounding community. Architectural and site design techniques shall be used to define pedestrian and public spaces and to provide a human scale within the proposed development site. At a minimum, development shall achieve the following:
 - a) Development is organized along a density and intensity gradient suitable to the site and integrated with surrounding land uses.
 - b) The Temple Terrace Multi-modal Transportation District Guidelines are used in the development of the project.
 6. Provide safe and secure storage for bicycles. For commercial, employment or institutional projects, bicycle storage areas shall be within 200 yards of the building entrance, and shall have a designated and convenient pedestrian access route connecting the storage area to the building. For residential projects, safe and secure bicycle storage areas shall be provided on-site for a minimum 15% of the residents.
 7. Structured parking within the proposed development is encouraged.

Development Standards:

1. Provide distinctive, superior quality designs.



Future Land Use

8. All structured and surface level parking areas shall be designed to minimize intrusiveness and impacts on the pedestrian character.
9. Automobile facilities shall be designed to provide safe access to the development. Internal traffic circulation systems shall be designed with:
 - a) traffic calming techniques to maintain safe multimodal transportation;
 - b) an internal, interconnected street or parking grid system;
 - c) maximum use of common access drives; and
 - d) convenient access to transit facilities.
10. Landscapes and buffers shall be provided on 10% of the proposed development site, including public open space. Paved areas shall require shading as specified in the land development regulations. Within the required minimum 3% of gross acreage usable common green space areas, supplemental amenities such as a community gazebo, water feature, or other shaded gathering/seating places are strongly encouraged.
11. Surface stormwater management facilities shall be sufficient to serve the functional purpose; shall be designed as an integral part of the development site; and shall serve as a physical or visual amenity that provides usable open space or an aesthetic feature that resembles natural areas, to the maximum extent possible.

Portions of the above provisions may be waived by City Council if it is determined that the application of the provisions is clearly not practical to the site because of its size, shape, or location.



Implementation

Development permit approvals include several local government actions that could result in land development and, thus, development. Therefore, the City's concurrency management system uses conditional development approvals to coincide with various development permits with specific timeframes. This approach allows preliminary development approvals, such as rezonings and subdivision requests, to proceed in tandem with the City's Capital Improvements Program. Development orders that generate immediate impacts, such as building permits, will have a shorter timeframe between permitting and providing necessary facilities and services. Temple Terrace's concurrency management system focuses on the time variation between development orders and impacts. To establish an equitable standard in development permitting, certificates of occupancy are included in the system. To ensure compliance with Chapter 163, FS prior to issuing certificates of occupancy, the City requires the necessary infrastructure to support existing and additional population.

Future Land Use Map (FLUM)

The primary tools of implementation for the Future Land Use Section are the Future Land Use Map, the land use plan categories and the Goals, Objectives and Policies that set the future vision of the City of Temple Terrace. These are followed by other implementation tools that further define the intent of the Future Land Use Map and the land use plan categories for Temple Terrace.

The Future Land Use Map is a graphic illustration of the municipality's policy governing the determination of its pattern of

development to, among other things, achieve the Vision and Strategy of Temple Terrace through the year 2040. The map is adopted for use as an integral part of the Future Land Use Section. It depicts, using colors, patterns, and symbols, the locations of certain land uses and man-made features and the general boundaries of major natural features in the City.

The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions and exceptions of the Future Land Use Section. Additionally, each regulation or regulatory decision and each development proposal shall comply with the overall intent of all applicable provisions within the *2040 Comprehensive Plan for the City of Temple Terrace*.

All land use category boundaries on the Future Land Use Map coinciding with and delineated by man-made or natural features, such as but not limited to roads, section lines, property boundaries, surface utility rights-of-way, railroad tracks, rivers, streams or other water bodies or wetlands shall be interpreted as flexible boundaries as follows:

Boundary Interpretation Provision

In those land use category boundaries on the Future Land Use Map whose location cannot be directly determined from an inspection of the map to coincide with any natural or man-made feature, or where the record clearly indicates that an error was made in the location of the line on the map, the boundary shall be determined by the City Council.



Land Use Plan Categories

The land use plan categories shown on the Future Land Use Map are named according to the predominant land use or maximum level of intensity intended for that category of land use. Other uses may be permitted in any land use category as described within the individual plan category descriptions. Specific locations for other such uses are not shown graphically because to do so would predetermine locations of individual uses, particularly neighborhood-related uses, at a level of detail beyond the scope of the Future Land Use Map. All uses shall be reviewed for conformance with all applicable provisions contained within the *2040 Comprehensive Plan for the City of Temple Terrace* and with applicable development standards of the City.

The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category. Each potential use must be evaluated for compliance with the Goals, Objectives, and policies of the **Future Land Use Section** and with applicable development regulations of the City.

The compatibility of new development in relation to existing development as well as the availability of public facilities and the presence of environmentally sensitive areas are taken into account in determining if the maximum densities permitted can

be achieved. If an area has been identified with a land use plan designation that permits different densities and uses other than its existing uses, it is the intention of the plan to transition that area over time to the densities and uses permitted in the adopted land use plan category. The compatibility of new development in relation to existing development is not necessarily a limiting factor, and compatibility issues should be addressed through more stringent review of site plans and application of site specific Land Development Code, such as buffering, rather than simply making new development compatible with the existing development densities and uses.

Residential Densities

All land use categories allowing residential development may permit clustering of residences within the gross residential density limit for the land use category and subject to any restrictions specifically stated in the Plan, providing that such clustering does not contribute to potential flooding, subject to applicable development regulations including the zoning ordinance of the City.

All land use categories shall permit the consideration of churches, schools, community residential homes and sites for compatible public facilities, when in compliance with the Goals, Objectives, and Policies of the Future Land Use Section and applicable development regulations of the City.

All proposed planned development projects are subject to the Goals, Objectives, and Policies and related provisions of the Future Land Use Section and applicable development regulations, including the provisions of the zoning ordinance of the City.



Application of Residential Densities

Densities are applied on a gross residential basis, which means that each development proposal is considered as a "project". Areas designated by the municipality for redevelopment may also be considered a "project". In applying densities to acreages, certain non-residential, non-mixed-use land use types that fall within a project's boundaries, such as office, commercial, or industrial, are excluded. Also, only those lands specifically within a project's boundaries may be used for calculating any density credits. Density and other calculations may be based on a site plan or the development potential inherent in the requested or existing zoning district, whichever is applicable.

Land Use Plan Map Boundaries

The spatial arrangement of land uses which appears on the Future Land Use map is based on an intensity compatibility concept. This concept is essentially a land use hierarchy which relates use intensities to their location relative to other uses. Recreation, open space, and large lot residential uses, for instance, are among the least intense land uses, while heavy industrial and strip commercial uses, which create extensive, external impacts on the character of an area are among the most intense.

Transitions between uses are emphasized in the land use pattern. Uses which can be compatibly located between high and low intensity uses are considered "transitional" or medium intensity uses. For example, a single-family neighborhood might be separated from a strip commercial area by an office or multi-family development. Open space and buffering also lessens the

friction between differing uses. Environmental lands are often excellent buffers between potentially conflicting uses and the Future Land Use Plan recognizes their value in creating a high quality living and working environment in the City of Temple Terrace.

Individual analysis of the conditions affecting land use locations is necessary to determine plan boundary lines. Major physical features such as streets, railroads, and watercourses have been used wherever possible to divide land use categories on the Future Land Use Map. When such features cannot be used, land use plan categories are divided along existing property lines.

Locational Factors

The following factors are used to locate land uses and their mapped boundaries. These factors are also to be considered in determining appropriate locations for Future Land Use Plan map amendments:

- Street Classification: function, size, carrying capacity, planned improvements;
- Structural Orientation: orientation of buildings to each other and to major and minor streets;
- Availability of Public Facilities: availability of municipal utilities, solid waste disposal, recreational, and school sites;
- Existing Development and Development Potential: stability of the area, development trends;
- Ownership Patterns: single lot or large tract ownership as a guide to determine the scale of potential development;
- Hillsborough River; and
- Temple Terrace Golf Course



Intensities are easily related to other physical characteristics of the community such as the transportation system. Under this approach, land use intensities are related to transportation-based locational criteria in the following manner:

- Minor and major arterials, which provide through traffic routes, form the boundaries of neighborhoods and special use areas;
- High intensity uses, which are heavy trip generators, are oriented toward major streets and transit nodes;
- Local streets provide quiet, safe, low volume traffic which assists in preserving the residential atmosphere of the neighborhoods; and
- Low intensity uses, which generate few vehicular trips, are oriented toward local streets as a way of preserving the residential atmosphere of neighborhoods.

Implementation and Conformance with City Development Codes

The City's land use categories were designed to relate to the existing zoning framework, but also to provide new categories requiring revisions to the City's Code. Temple Terrace's development codes easily reflect framework for the community's goals for neighborhood conservation, community development, downtown redevelopment, historic preservation, environmental protection, and growth management. The Plan's adoption significantly expands the City's existing development codes in the areas of city form, social interaction, and vision and strategy.

Adoption of this Comprehensive Plan requires that new development and redevelopment meet a "concurrency test" for

availability of public facilities and services prior to permitting. The Capital Improvements Section defines and describes in detail the levels of service and concurrency requirements the City will incorporate into its development permitting process or is already reflected in its Concurrency Management Ordinance.

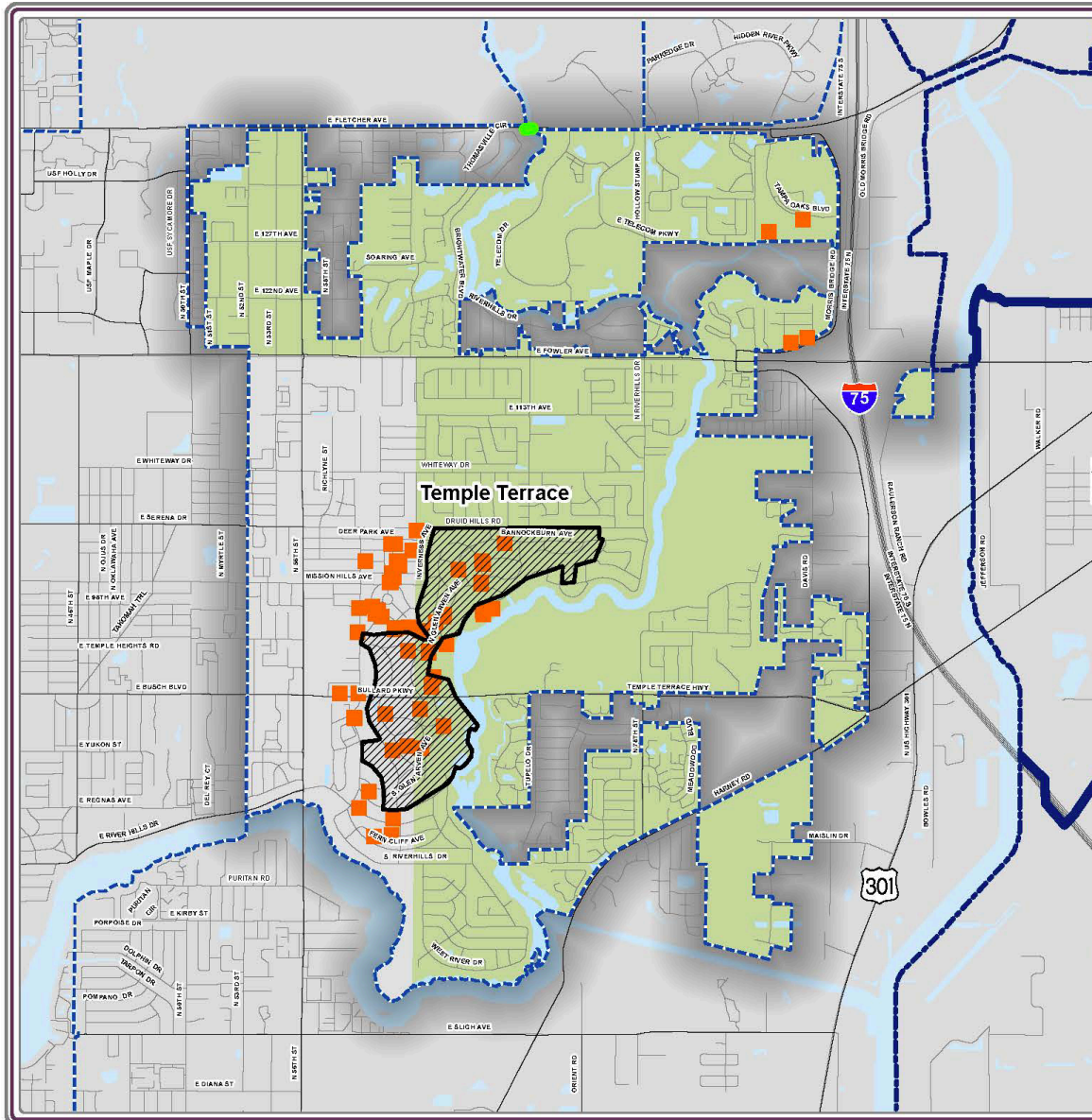
The City coordinates its land use decisions, or available or projected fiscal resources with capital improvements that maintains adopted level of service standards and meets the existing or future facility needs. Prior to issuing development orders, the City determines if the public facilities and their levels of service are sufficient for the population and the proposed development.

"Concurrency" is defined as follows:

No development order shall be issued by the City unless there shall be sufficient capacity of public facilities to meet the standards for levels of service for existing population and for the proposed development in accordance with applicable concurrency laws and regulations.

Chapter 163, FS, defines "development permits" as including all building and zoning permits, subdivision and rezoning approvals, certifications, special exceptions, variances, or any other official action of local government having the effect of permitting land development. The City may not issue development orders or permits that reduce levels of service for public facilities below those established in the Comprehensive Plan.



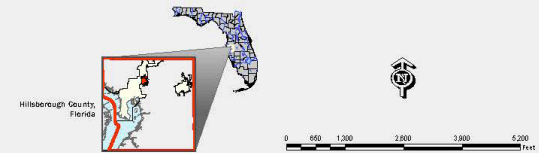


**Temple Terrace
HISTORIC RESOURCES AND SITES**

Legend

- Listed on National Register
- Historic Structures
- Generalized Archeological Site Locations by Section
- Historic Bridges
- Roads and Boundary Lines**
 - County Boundary
 - Jurisdiction Boundary
 - Tampa Service Area
 - Urban Service Area
 - Existing Major Road Network
 - Limited Access Roads
 - Water

Location Diagram and Reference Information



DATA SOURCES AND LIMITATIONS:
 LAND USE/LAND COVER: See Best Available Imagery and Data.
 MAJOR ROADS: See Adopted Metro Long Range Transportation Plan for specific representation.
 POPULATION: The 2010 Census is the most recent data available for the City of Temple Terrace.
 ACCURACY: The data is not intended to be used for any purpose other than for general information only.
 DISCLAIMER: The City of Temple Terrace is not responsible for any errors or omissions in this map.

Author: C.Welsh

Date: 1/12/2015

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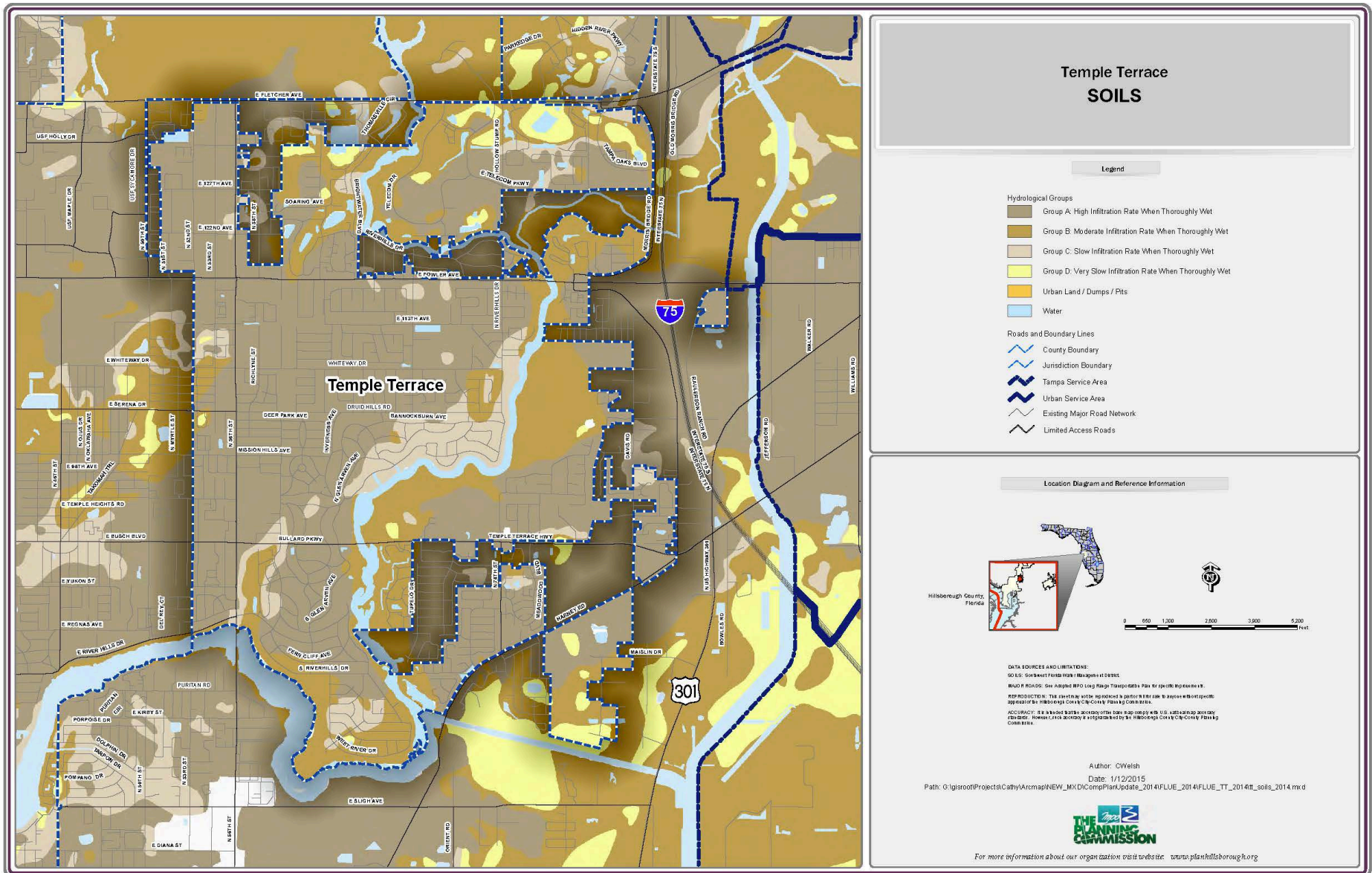


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Future Land Use





Property Rights

Introduction

House Bill 59 (2021), Chapter 2021-195, Laws of Florida, which requires that each local government adopt a property rights element into its comprehensive plan, became effective on July 1, 2021. The inclusion of this element is intended to acknowledge and respect private property rights and to ensure they are considered in the local decision-making processes of the City of Temple Terrace.

Goals, Objectives, and Policies*

PR Goal 1: Acknowledge private property rights to ensure their consideration in the local decision-making processes of the City of Temple Terrace.

PR Objective 1.1: Respect private property rights in the City of Temple Terrace.

PR Policy 1.1.1: The following rights shall be considered in the local decision-making process:

- The right of a property owner to physically possess and control his or her interests in the property, including easements, leases, or mineral rights.
- The right of a property owner to use, maintain, develop, and improve his or her property for personal use or for the use of any other person, subject to state law and local ordinances.

- The right of the property owner to privacy and to exclude others from the property to protect the owner's possessions and property.
- The right of a property owner to dispose of his or her property through sale or gift.

*Strategies for Implementation**

As with other policy statements in the Imagine 2040: Temple Terrace Comprehensive Plan, staff will consider these provisions when advising and formulating their recommendations on land use, zoning and other issues that are to be brought before any governmental entities, including, but not limited to, Temple Terrace City Council.



Mobility

Mobility refers to the ability of residents and visitors to easily travel between locations both within the city and to other local and regional destinations. A well designed mobility system is one that provides a variety of facilities that are legible, safe and aesthetically pleasing. These facilities must support a variety of travel modes including automobile, walking, biking, transit, etc. Successful mobility depends on investing in new facilities and service, but it also depends on successfully managing the existing system to ensure that it works as efficiently as possible.

The major roads in the City are owned by the State and County. They are congested and their capacity will not be increased. Due to its built out nature, and location in close proximity to major regional activity centers, particularly the University of South Florida (USF), the City of Temple Terrace has long been challenged with providing local mobility on major County and State controlled arterial roads serving regional traffic needs. These roadways have not encouraged nor have they incentivized the walkable, mixed-use development desired for Temple Terrace. In order to change this market dynamic, and particularly to encourage the redevelopment of downtown, the City of Temple Terrace has been proactive in developing a policy framework to encourage the development of a more robust and dynamic mobility system. This policy framework, over time, will encourage redevelopment in designated urban nodes while preserving the historic single-family suburban development pattern that is an essential part of what has long made the city a special place for families.

The City of Temple Terrace has long planned for a redeveloped downtown core within the Community Redevelopment Area (CRA) surrounding the intersection 56th Street and E. Busch Boulevard/Bullard Parkway. In addition to the adoption of the CRA Plan to facilitate redevelopment, this area was also designated as a Mobility Fee Exemption Area (MFEA). The MFEA designation allows for an exemption to mobility fees as long as adopted standards are met to facilitate alternative modes of transportation. In 2008, the City adopted a Multimodal Transportation District (TTMMTD) covering the entire incorporated city, which allows for transportation impacts to be addressed through investment in multimodal improvements. These improvements can include increased roadway capacity, improved transit service, and new bicycle/pedestrian improvements.



Mobility Goals, Objectives, and Policies

The Goals, Objectives, and Policies contained in this section represent the policy framework designed to serve as guidance for the transportation decision making process for the next 25 years. These GOP's give direction to decision making, but are meant to be flexible in their execution. They act as an overall policy master plan that, if followed, will help to transform the City through the creation of a more diverse transportation system with multimodal options that will serve all current and future users.

MBY GOAL 1: Provide a safe, efficient, environmentally sensitive, and integrated multimodal transportation system for the movement of people and goods in the City of Temple Terrace.

Capacity

MBY Objective 1.1: Ensure that roadway transportation infrastructure has sufficient capacity to serve development at the adopted level of service standard.

MBY Policy 1.1.1: Continue to monitor the transportation system to identify deficiencies and to prioritize needed system improvements.

MBY Policy 1.1.2: When new development chooses to construct new public roadway facilities, these facilities may be "oversized" if warranted and feasible, to provide additional capacity for future development which must use the same

facility. A repayment or credit mechanism shall be developed to account for the additional cost of oversized improvements. On roadways that cannot be widened further due to constraints, utilize non-roadway widening strategies to meet mobility needs.

MBY Policy 1.1.3: Implement the multimodal transportation improvements as shown in the adopted Metropolitan Planning Organization Cost Affordable Long Range Transportation Plan.

MBY Policy 1.1.4: Strive to maintain the minimum peak hour/peak direction level of service standard on all regulated County and State Roads.

MBY Objective 1.2: Continue to use innovative policy and funding strategies to maintain level of service and encourage multimodal mobility both within the city limits and connecting to neighboring jurisdictions and activity centers.

Mobility Fee Exemption Area

MBY Policy 1.2.1: Pursuant to the Temple Terrace Downtown Redevelopment Goal contained in the Future Land Use Section, the Temple Terrace Mobility Fee Exemption Area (MFEA) has been designated. The MFEA is equal to and the same as the Transportation Concurrency Exception Area (TCEA) and will follow the same guidelines and policies of the Transportation Concurrency Exception Area Ordinance adopted by City Council. The Transportation Concurrency Area (TCEA) Ordinance will remain in effect. Development within the Temple Terrace MFEA may be exempt from mobility fee requirements only as long as the impacts to the transportation system are mitigated using the procedures below.



NOTE: With the adoption of the Temple Terrace Multimodal Transportation District (MMTD), the MFEA will be "sunsetted" and transitioned to a Multimodal transportation district no later than December 31, 2025.

MBY Policy 1.2.2: Developments within the Temple Terrace MFEA will obtain an exemption from mobility fee requirements provided that the standards of the adopted TCEA Ordinance are met.

Multi-modal Transportation District

MBY Policy 1.2.3: All current and future annexed land within the corporate limits of the City of Temple Terrace shall be designated as the Temple Terrace Multimodal District (TT MMTD).

The TT MMTD shall demonstrate financial feasibility through the concurrent adoption of financially feasible plans for bicycle, pedestrian and transit systems that reduce reliance on automobiles for access/mobility and internal circulation. These are included in the City's Capital Improvements Section (CIE), and shall be reviewed and updated annually by ordinance as part of the City's annual capital improvements and budget process.

The TT MMTD shall not significantly degrade the adopted level of service standards for facilities designated as part of the State Highway System (SHS).

- The TT MMTD shall exhibit the following community design Sections, N/A - *FS 163.3180(1)(f)(5) says: Establishing multimodal level of service standards that rely primarily on non-vehicular modes of*

transportation where existing or planned community design will provide adequate level of mobility.

- An interconnected network of streets and paths designed to encourage walking and bicycle use, with traffic calming where desirable;
- A complementary mix and range of land uses, including residential, educational, recreational, and cultural;
- Appropriate densities and intensities of land uses within walking distance of transit stops;
- Daily activities within walking distance of residences and public uses, streets and squares that are safe, comfortable, and attractive for the pedestrian, with adjoining buildings open to the street and parking designed so as not to interfere with all transportation modes.

These are found in the TT MMTD Map Series of this Section and on the Future Land Use Map, especially through its Downtown Mixed Use-35 land use category, which is found within the Community Redevelopment Area (CRA).

The sub-headings a-r below describe the overall policy framework and specific requirements for the TT MMTD.

a. Area of Application and Extent of the TT MMTD

The City of Temple Terrace established the TT MMTD for the purpose of promoting walking, bicycling and transit use and reducing dependence on the personal automobile. Existing areas within the city that are currently designated as a TCEA shall continue to operate under those regulations until such time as the TCEA is eliminated, at which time all properties shall thereafter be regulated under the provisions of the



Temple Terrace MMTD. Existing Developments of Regional Impact (DRIs) within continue to be governed by their approved DRI Development Orders.

b. Organization of Land Uses

The City of Temple Terrace shall modify its land development code and other related documents, standards and supporting plans, and develop, as necessary, appropriate new documents, standards and regulations to implement the TT MMTD to ensure that it provides for an appropriate density, intensity and mix of land uses and identifies specific improvements appropriate to support multimodal transportation geographically within the functional sub-areas of the City.

c. Relationship to Major Thoroughfares

The TT MMTD shall be managed in a manner that maximizes internal circulation and minimizes conflicts on the State Highway System (SHS) and other major arterial roadways which have the primary function of moving high volumes of statewide and regional traffic. Where such roadways are included in the TT MMTD, a minimum of two (2) safe pedestrian crossings should be provided per mile.

d. Transportation Quality/Level of Service

1. The City of Temple Terrace shall coordinate with Hillsborough Area Regional Transit (HART) and the MPO to apply the transit quality of service framework as found in the latest edition of the *Transit Capacity and Quality of Service Manual* (TCQSM) and required as part of the MPO's LRTP.

2. The City of Temple Terrace establishes the following performance targets as minimum quality/level of service standards for transit, bicycle and pedestrian facilities and roadways within the TT MMTD, as follows:

- 80% of all the bicycle and pedestrian facilities within the TT MMTD network shall function at LOS C or better;
- All parcels within ¼ mile of a transit stop should be served by pedestrian facilities operating at LOS C or better;
- 80% of the employees and dwelling units in the TT MMTD will be located within ½ mile of a transit stop; and
- 70% of the employees and dwelling units in the TT MMTD will be located within the service area of transit operating at LOS D or better.

e. Transportation Concurrency

Transportation concurrency in the TT MMTD shall be evaluated based upon financially feasible long-range improvements without regard to the period of time between development or redevelopment and the scheduled implementation of the improvements. Reflecting the purpose of a multimodal transportation district to promote higher density infill and to create a safe, desirable environment for pedestrians, the improvements plan will reflect primary emphasis on bicycle, pedestrian and transit projects.

f. Multimodal Street Design and Operation - The City of Temple Terrace shall implement multimodal street cross-sections, design standards, and operational measures (e.g.,



pre-emptive signals, dedicated bus lanes, etc.) to ensure streets are safe, convenient and appealing for all modes of travel, including transit, automobiles, trucks, bicycles and pedestrians. Strategies shall include marked crosswalks, wider sidewalks, on-street parking, bus turnouts, traffic calming, raised medians, adequate drainage or other appropriate safety enhancements that reduce hazardous conflicts between modes and are consistent with the planned functions of the roadway.

g. Street Network and Connectivity

The TT MMTD shall continue to provide a dense, interconnected network of local and collector streets that support walking, bicycling, neighborhood electric vehicles/golf carts, and transit use, while avoiding excessive through traffic in residential neighborhoods, in accordance with the following:

- The street network shall be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile as measured in the latest edition of the Florida Department of Transportation (FDOT) *Multimodal Transportation Districts and Areawide Quality of Service Handbook*. Where portions of the TT MMTD contain a street connectivity index below 50, the missing links in the street network shall be identified and eliminated where feasible through the development and capital improvement process.
- The TT MMTD shall be subject to a maximum block length requirement to advance connectivity as development and redevelopment occurs.
- Connections of new local and collector streets and driveways with arterial streets shall conform to

adopted access spacing intervals of the agency with jurisdiction.

- The local street circulation pattern shall maximize access to individual lots and activity center destinations (e.g., schools, commercial areas, parks). At the same time, the circulation pattern shall discourage cut-through traffic in residential areas through designs such as curving roads, intersection off-sets, T-intersections, roundabouts, gateway treatments.

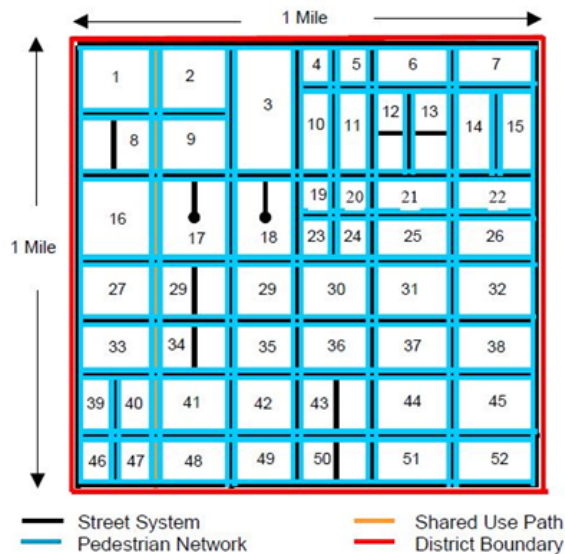
h. Bicycle/Pedestrian Network and Connectivity

The TT MMTD shall require direct bicycle and pedestrian connections within and between residential areas and supporting community facilities and services, such as shopping areas, employment centers, transit stops, neighborhood parks, and schools. The following criteria shall apply:

- The bicycle and pedestrian network shall each be comprised of a system of interconnected and direct routes with a connectivity index of 50 or more polygons per square mile as measured in the latest edition of the Florida Department of Transportation (FDOT) *Multimodal Transportation Districts and Areawide Quality of Service Handbook*.
- At locations within the TT MMTD with a connectivity index below 50, the missing links or gaps in the bicycle and pedestrian network shall be identified and eliminated where appropriate through the development and capital improvements process. Missing links may include locations between cul-de-sacs, through walls or fences, mid-block where block length exceeds 660 feet, or where bicycle pedestrian routes would otherwise be “excessively” circuitous.



Pedestrian Connectivity Index

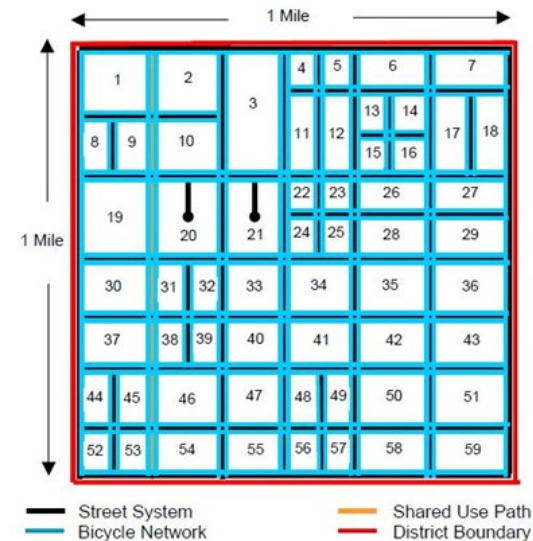


Source: *Multimodal Transportation Districts and Areawide Quality of Service Handbook* (pg 36 – 2003 edition)

- Highest priority for improvements shall be given to locations with high concentrations of pedestrian activity and where connections are needed to ensure easy access between transportation nodes, with particular attention to bicycle and pedestrian access to schools and universities, transit stops and regional greenway or trail systems.

i. Consideration for Schools - Give special consideration to schools and universities and their multimodal needs to provide a safe, accessible environment for students by giving high priority to bicycle and pedestrian facilities within a two-

Bicycle Connectivity Index



Source: *Multimodal Transportation Districts and Areawide Quality of Service Handbook* (pg 36 – 2003 edition)

mile radius of all schools in both new development and redevelopment.

j. Consideration for Demographics

Special consideration shall be given to areas with concentrations of students, seniors, low-income families or others that are more dependent on modes of transportation other than the automobile to provide a safe, accessible environment.

k. Contributions to a Multimodal Network

New developments or redevelopment projects shall contribute to providing a safe, convenient, comfortable and



aesthetically pleasing transportation environment that promotes walking, cycling, and transit use. Appropriate improvements or enhancements to the multimodal network may be required as a condition of development approval. Multimodal level of service standards shall apply to developments in the district for the purpose of concurrency management, with the exception of providing for de minimis and redevelopment credit as provided by law. Require new development in the TT MMTD to pay its portion of such transportation improvements.

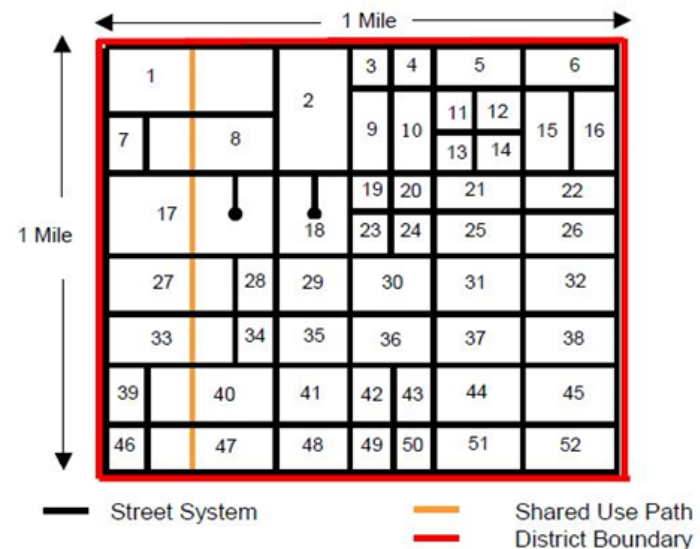
I. Transit

Coordinate with HART and the USF Parking and Transportation Services (USF PATS) to ensure that the TT MMTD is well connected via transit to major trip generators and attractors both inside and outside of the TT MMTD, that transit stops and waiting areas are safe and comfortable, and to enhance intermodal connections.

1. Identified needs shall be reflected in the City's capital improvements program and priority shall be given to funding of improvements that increase the availability, speed, frequency, duration and reliability of transit serving the TT MMTD.
2. Coordinate with HART and the USF PATS regarding the provision of:
 - Transit centers, super stops, and other facilities for the transfer of passengers to and from the TT MMTD via the regional transit system.

- Benches, signage, lights, and covered or enclosed waiting areas for transit stops within the TT MMTD.
- Bicycle parking at transit stops and bicycle

Transit/Automobile Connectivity Index



Source: Multimodal Transportation Districts and Areawide Quality of Service Handbook (pg 36 – 2003 edition)

racks on buses as a means to interface bicycle travel with public transit.

m. Parking Management

Parking shall be limited to discourage single-occupant vehicle commuting and reinforce non-automobile modes, but not so limited as to adversely impact the viability and vitality of the TT MMTD. Within commercial areas, emphasis shall be on short-term parking (e.g., parking duration limits; time-of-day



limits; restricted parking zones) over long-term parking options.

n. Limits on Parking

Maximum and minimum allowances for off-street parking spaces shall be established in the land development code for land uses within the TT MMTD. These shall be reviewed periodically as conditions change to ensure they continue to adequately address parking needs and the availability of transit or other non-automobile modes.

o. Location and Design of Off-Street Parking

Off-street parking areas shall be located and designed in a manner that supports and does not conflict with pedestrian activity. Design features shall consider such sections as the location/orientation (e.g., placement of a majority of the parking field to the side or rear of buildings); the size and scale of the parking field; and strategies such as shared parking, parking credits, and maximum parking limits.

p. Vehicle Trip Reduction/Transportation Demand Management

Transportation demand management strategies shall be incorporated into the transportation planning process for the TT MMTD to alleviate congestion. A range of techniques will be considered, such as vanpool/ridesharing programs, parking management, pricing, transit vouchers, pre-tax incentives, telecommuting, flextime, and/or other appropriate trip reduction strategies. Identify and work with other service providers, as appropriate, including coordination and cooperation with Tampa Bay Area Regional Transportation Authority (TBARTA) Commuter Services and

the New North Transportation Alliance (NNTA), to implement the selected strategies.

q. Design Guidelines

Implement its established design guidelines and standards within the TT MMTD to ensure that new construction and infill or redevelopment will contribute positively to the character and livability of the district.

r. Intergovernmental Coordination

Coordinate with the FDOT, the MPO, HART, Hillsborough County, TBARTA, and other affected agencies and jurisdictions to implement land use, transportation, and parking policies that promote transportation choice and to overcome identified deficiencies in the multimodal transportation network.

MBY Objective 1.3: Community issues and concerns relating to pedestrian safety and neighborhood walkability will be addressed during site plan review and approval by City Council as part of the development review process.

MBY Policy 1.3.1: Require developments to provide, where appropriate, facilities that support alternative modes of transportation such as transit, bicycling, and walking.

MBY Policy 1.3.2: The City shall continue to support and encourage the development of streetscape and median planting programs that improve aesthetics and pedestrian safety especially along designated major corridors including 56th Street, Fowler Avenue, Fletcher Avenue, Busch Boulevard, Bullard Parkway, and Temple Terrace Highway.



MBY Policy 1.3.3: Support the development of landscaped buffer areas that include aesthetic improvements and pedestrian facilities to separate the arterial road network from residential development. The only exception to this is in the downtown Community Redevelopment Area (CRA) and other specifically designated areas on the Future Land Use Map, where urban design strategies shall seamlessly join higher density residential development to appropriately scaled streetscape sections and pedestrian facilities adjacent to arterial roads.

MBY Policy 1.3.4: Consider the use of traffic calming methods such as speed restrictions, traffic control devices, cul-de-sacs (restricting vehicular, but allowing bicycle and pedestrian movements), speed humps, or any combination so designed to provide a safe transportation network in residential neighborhoods.

MBY Objective 1.4: Continue to assess the effectiveness of the Mobility Section by coordinating its implementation with the plans and programs of Hillsborough County, USF, FDOT, MPO, HART, Tampa, TBARTA, and the Tampa Bay Regional Planning Council (TBRPC).

MBY Policy 1.4.1: The issuance of permits for driveway curb-cuts and median openings on the state and county highway system shall be reviewed and approved by FDOT or Hillsborough County respectively during the site plan review stage of development, prior to local government issuing construction permits for development which will impact the state or county highway system.

MBY Objective 1.5: Ensure preservation and protection of right-of-way needed for mobility system improvements.

MBY Policy 1.5.1: Coordinate with HART to identify opportunities for future bus pull-offs or other transit facilities.

MBY Policy 1.5.2: The Land Development Code shall have provisions for the protection of existing and future right-of-way from development encroachments.

MBY Policy 1.5.3 Work with developers to preserve right of way along transportation or other multimodal corridors with planned or proposed improvements consistent with the adopted MMTD map series and/or MPO's Long Range Transportation Plan.

MBY Objective 1.6: Proactively monitor the maintenance needs of transportation infrastructure to ensure safe operating conditions and to avoid costly reconstruction or replacement.

MBY Policy 1.6.1: Maintain existing transportation infrastructure under City jurisdiction to ensure safe operating conditions and to avoid costly reconstruction or replacement.

MBY Objective 1.7: Monitor all transportation and mobility system improvements to assure that designs reduce or mitigate adverse impacts on the natural environment.

MBY Policy 1.7.1: Develop regulations which encourage carpooling, vanpooling, bicycling bike share, and walking as a means of reducing congestion and improving air quality.

MBY Policy 1.7.2: Transportation and other mobility improvements shall be coordinated with public resource agencies to avoid or minimize adverse impacts on the Hillsborough River,



publicly owned lands, wetlands, significant wildlife habitats, and other environmentally sensitive lands, except in the case of overriding public interest.

Complete Streets

MBY Goal 2: Provide safe and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including children, families, older adults, and people with disabilities.

MBY Objective 2.1: Where feasible, integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

MBY Policy 2.1.1: In planning, designing, and constructing Complete Streets:

- Include infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.
- Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.
- Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the

Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.

- Consider street design features and techniques, such as traffic calming circles, additional traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signalization, transit bulb outs, road diets, high street connectivity, and physical buffers and separations between vehicular traffic and other users to promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders.
- Ensure use of additional features that improve the comfort and safety of users:
 - Provide pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.
 - Encourage street trees, landscaping, and planting strips, including native plants where possible, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.

MBY Objective 2.2: Make Complete Streets practices a routine part of Temple Terrace's everyday operations.

MBY Policy 2.2.1: As necessary, develop, restructure, or revise the zoning and subdivision codes, and other plans, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, in order to integrate, accommodate, and balance the needs of all users in all street projects.



MBY Policy 2.2.2: Encourage coordination among agencies and departments to develop joint prioritization, capital planning and programming, and implementation of street improvement projects and programs.

MBY Policy 2.2.3: Encourage targeted outreach and public participation in community decisions concerning street design and use.

MBY Policy 2.2.4: Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work.

MBY Policy 2.2.5: Ensure that all parks and open space can be reached through safe routes for bicycling, walking, and public transportation.



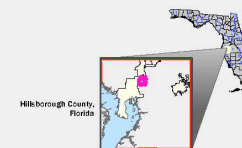
MAP 1

Temple Terrace Comprehensive Plan MULTI-MODAL TRANSPORTATION DISTRICT BOUNDARIES

Legend

- Parks & Conservation
- Temple Terrace Utility Service Area
- Hillsborough County
- Temple Terrace
- Tampa Service Area
- Urban Service Area
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

Location Diagram and Reference Information



DATA SOURCES: Base map, roads, water from Hillsborough County City-County Planning Commission. Parcel lines and data from Hillsborough County Property Appraiser. Wetlands from SWFWMD. Significant Wetlands from Planning and Development Department, based on visible imagery. Only wetlands greater than 40 acres depicted.

MAJOR ROADS: See Adopted MAP 10, Highways Transportation Plan for specific recommendations.

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Author: Roger Mathie

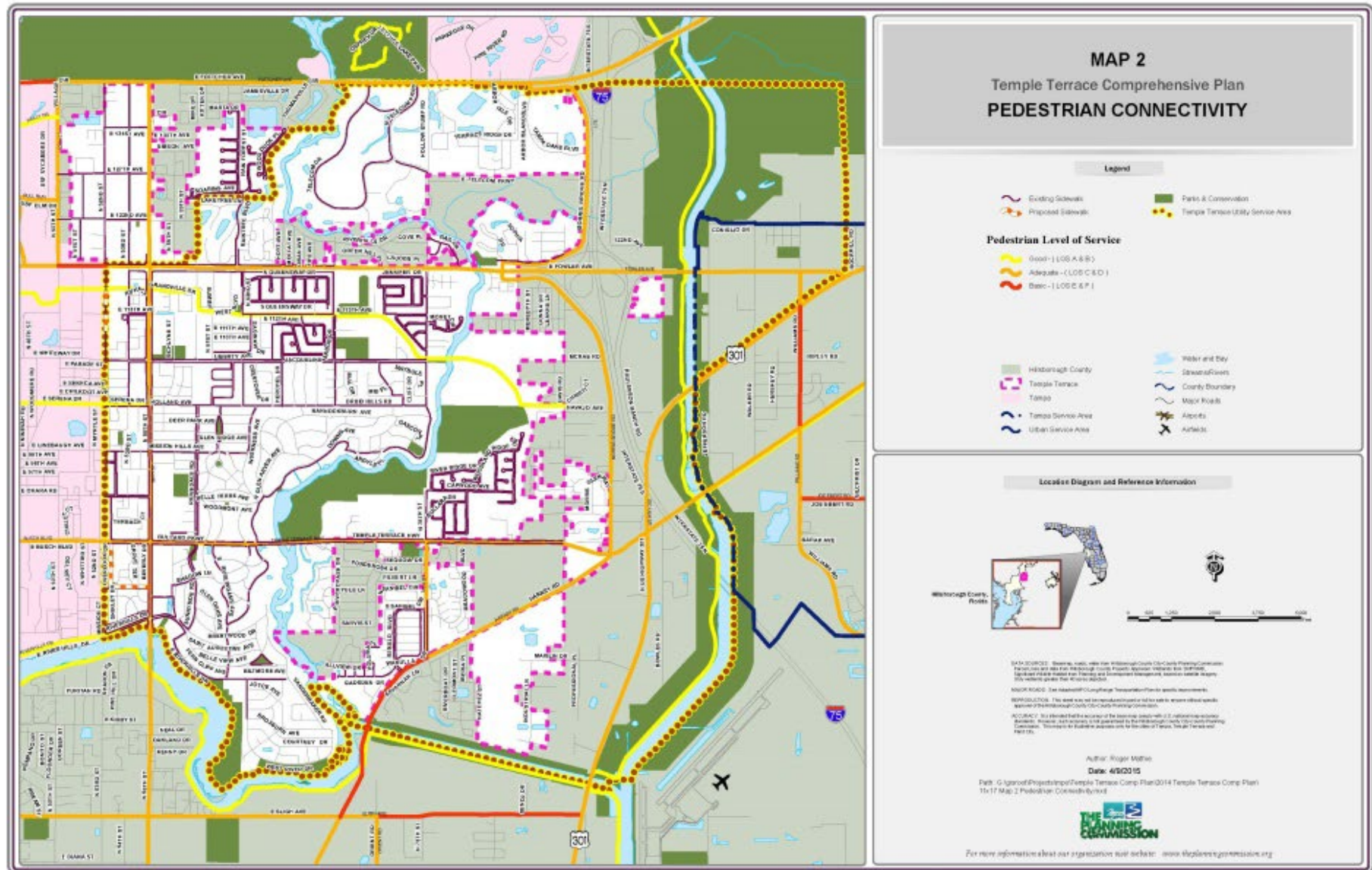
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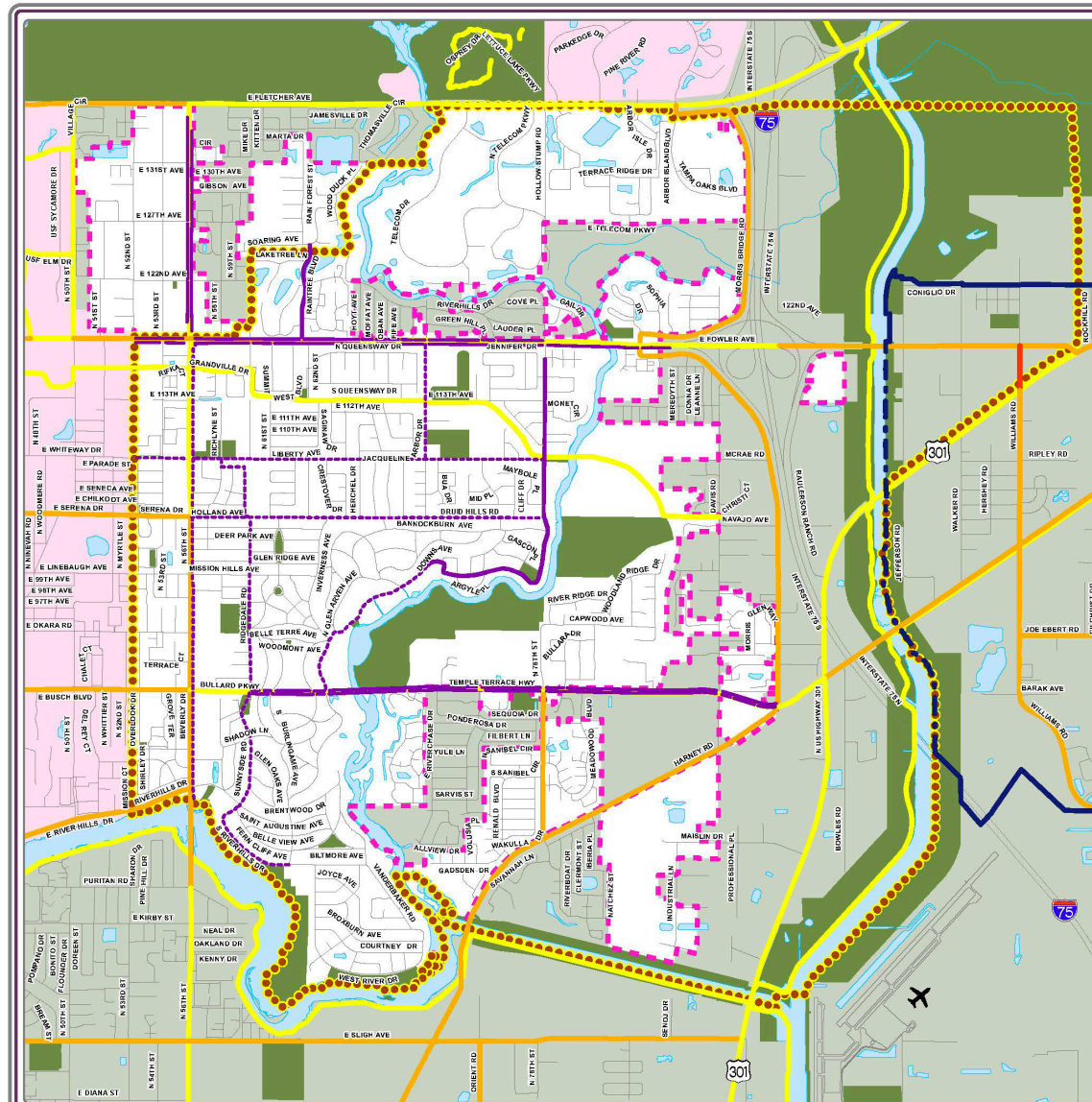
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COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES



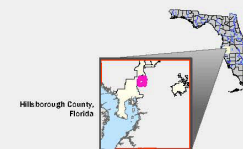
MAP 3

Temple Terrace Comprehensive Plan BICYCLE CONNECTIVITY

Legend

- Existing Bike Lanes
- Shared Bike Lanes
- Parks & Conservation
- Temple Terrace Utility Service Area
- Pedestrian Level of Service**
 - Good - (LOS A & B)
 - Adequate - (LOS C & D)
 - Basic - (LOS E & F)
- Hillsborough County
- Temple Terrace
- Tampa
- Tampa Service Area
- Urban Service Area
- Water and Bay
- Streams/Rivers
- County Boundary
- Major Roads
- Airports
- Airfields

Location Diagram and Reference Information



DATA SOURCES: Streets, roads, water from Hillsborough County City-County Planning Commission. Parcel Lines and data from Hillsborough County Property Appraiser. Pedestrian from SHPMV. Significant Wetlands from Planning and Development Management, based on satellite imagery. City methods greater than 40 acres depicted.

MAJOR INDEXES: See Appendix C Long-Range Transportation Plan for specific improvements.

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Author: Roger Mathie

Date: 4/9/2015

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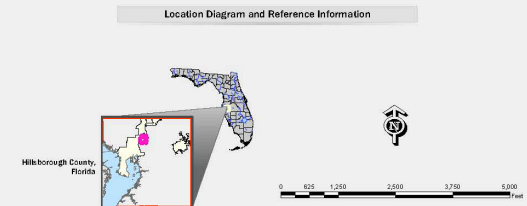
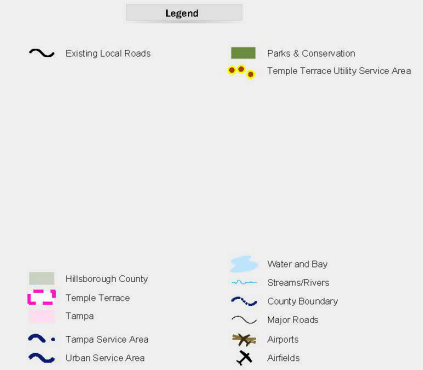
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COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES

MAP 4 Temple Terrace Comprehensive Plan STREET CONNECTIVITY



DATA SOURCES: Existing roads, water from Hillsborough County City-County Planning Commission; Parks, land use data from Hillsborough County Property Appraiser; Hydrology from USFWS; Significant Wildlife Habitat from Planning and Development Management, based on satellite imagery. Only reflects greater than 40-acre habitat.

MAJOR ROADS: See Adopted MPO Long-Range Transportation Plan for specific improvements.

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Author: Roger Matthe

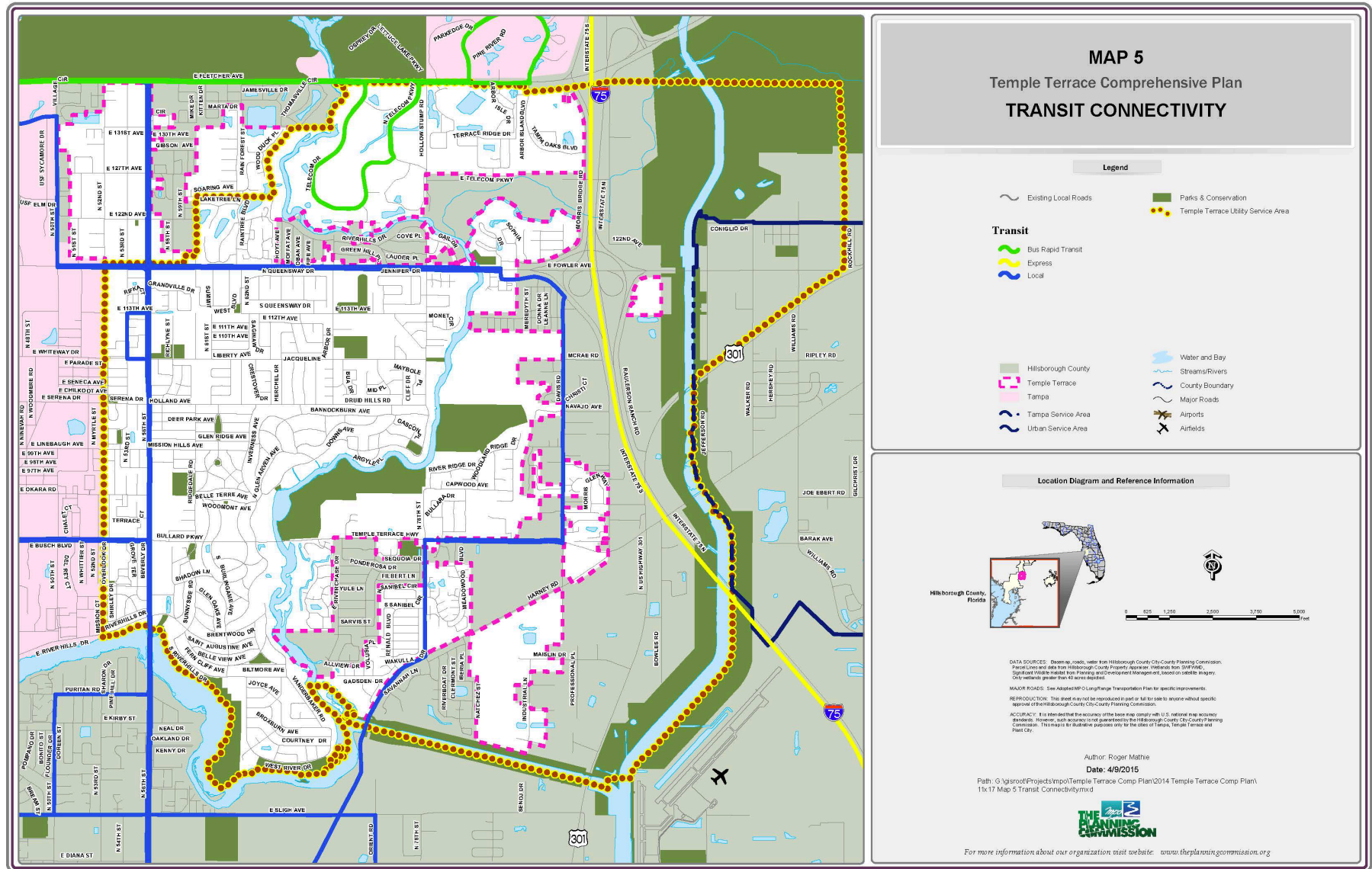
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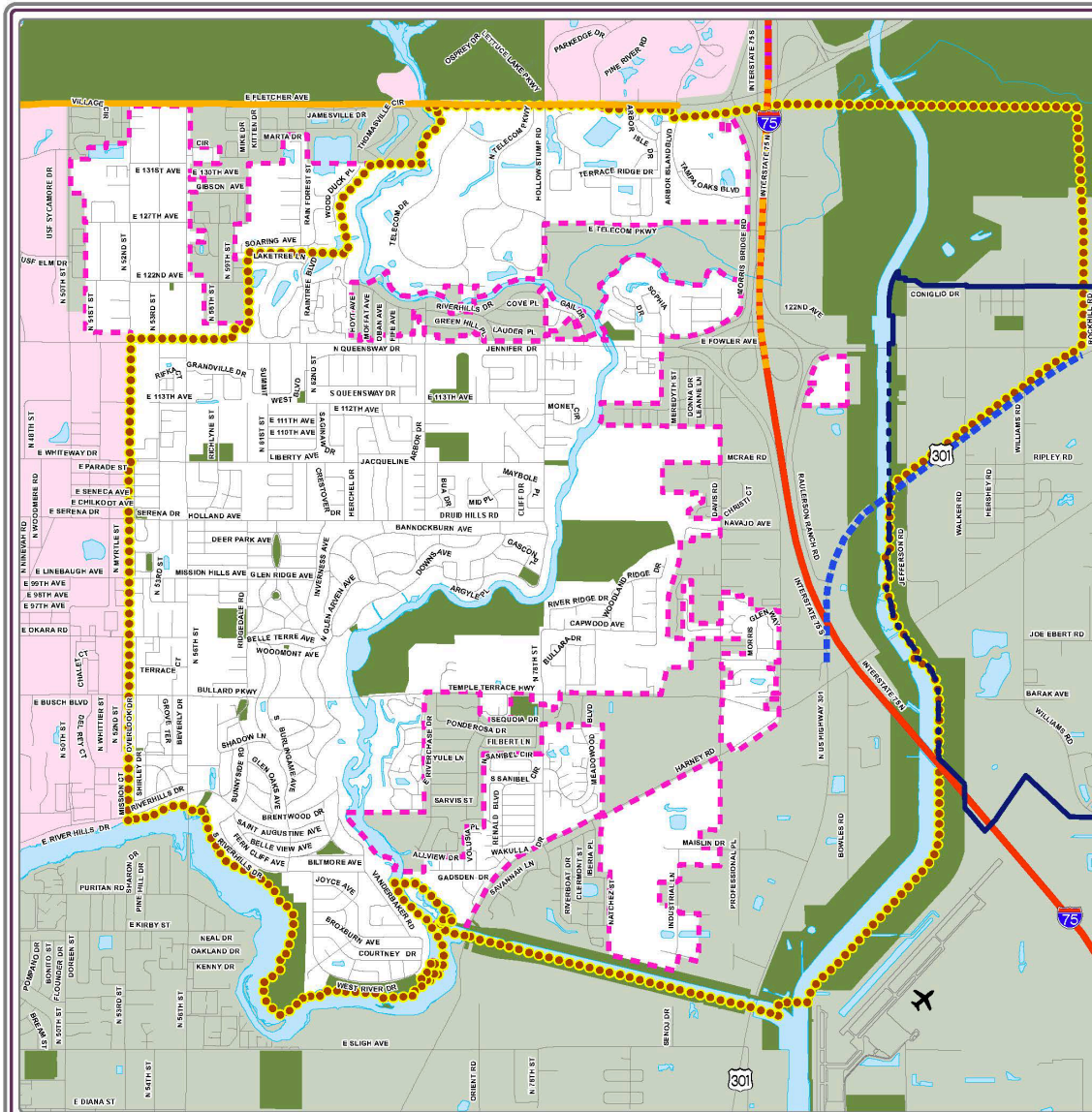
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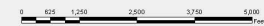
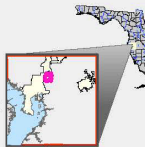
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MAP 6
Temple Terrace Comprehensive Plan
**2040 HIGHWAY COST AFFORDABLE
CAPACITY IMPROVEMENT PROJECTS**



DATA SOURCES: Reopen, roads, water from Hillsborough County City-County Planning Commission; Parcel Lines and data from Hillsborough County Property Appraiser; Wetlands from DFWMD; Significant Wetlands from Tampa and Development Management, based on satellite imagery; Major Roads: See Appendix C Long-Range Transportation Plan for specific improvements.

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Author: Roger Mathie

Date: 4/9/2015

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COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES

MAP 7

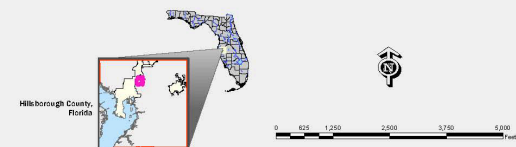
Temple Terrace Comprehensive Plan 2010 FEDERAL FUNCTIONAL CLASSIFICATION

Legend

- | | | |
|----------------------------|-----------------------|-------------------------------------|
| CITY / COUNTY ROADS | STATE ROADS | Parks & Conservation |
| Principal Arterial | Principal Arterial | Temple Terrace Utility Service Area |
| Minor Arterial | Minor Arterial | |
| Rural Major Collector | Rural Major Collector | |
| Rural Minor Collector | Rural Minor Collector | |
| Urban Major Collector | Urban Major Collector | |
| Urban Minor Collector | Urban Minor Collector | |
| Unclassified | Unclassified | |

- | | |
|---------------------|-----------------|
| Hillsborough County | Water and Bay |
| Temple Terrace | Streams/Rivers |
| Tampa | County Boundary |
| Tampa Service Area | Major Roads |
| Urban Service Area | Airports |
| | Airfields |

Location Diagram and Reference Information



DATA SOURCES: Beam up, roads, water from Hillsborough County City-County Planning Commission. Parcel lines and data from Hillsborough County Property Appraiser. Hydrology from SHFWD. Significant flood hazard from Planning and Development Department, based on satellite imagery. Other sources: general from various sources.

MAJOR ROADS: See Adopted MPO Long Range Transportation Plan for specific improvements.

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Author: Roger Matthe

Date: 4/9/2015

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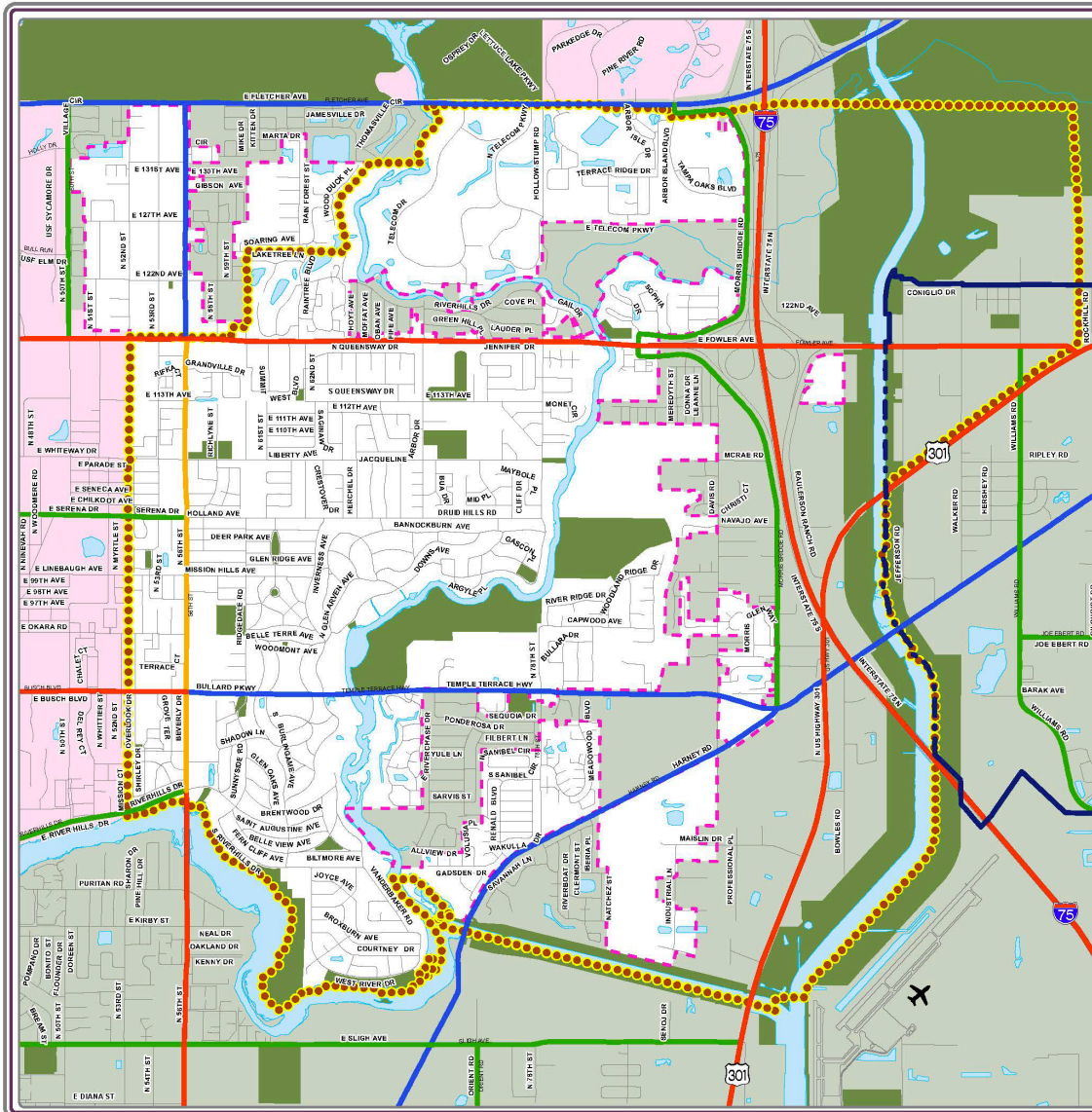


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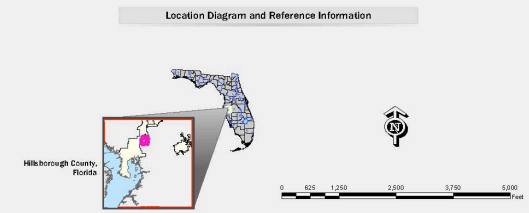
COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES



MAP 8 Temple Terrace Comprehensive Plan 2010 LOCAL FUNCTIONAL CLASSIFICATION

- Legend**
- | | | |
|---------------------|--------------------|-------------------------------------|
| COUNTY ROADS | STATE ROADS | Parks & Conservation |
| Arterial | Principal Arterial | Temple Terrace Utility Service Area |
| Collector | Arterial | |
| Unclassified | Unclassified | |
-
- | | |
|---------------------|-----------------|
| Hillsborough County | Water and Bay |
| Temple Terrace | Streams/Rivers |
| Tampa | County Boundary |
| Temple Service Area | Major Roads |
| Urban Service Area | Airports |
| | Artfields |



DATA SOURCES: Base map, roads, water from Hillsborough County/City/County Planning Commission. Parcel Lines and data from Hillsborough County Property Appraiser. Wetlands from DCFWMD. Significant Wetlands from Planning and Development Management, based on satellite imagery. Only wetlands greater than 10 acres depicted.

MAJOR ROADS: See Adopted MPO Long Range Transportation Plan for specific improvements.

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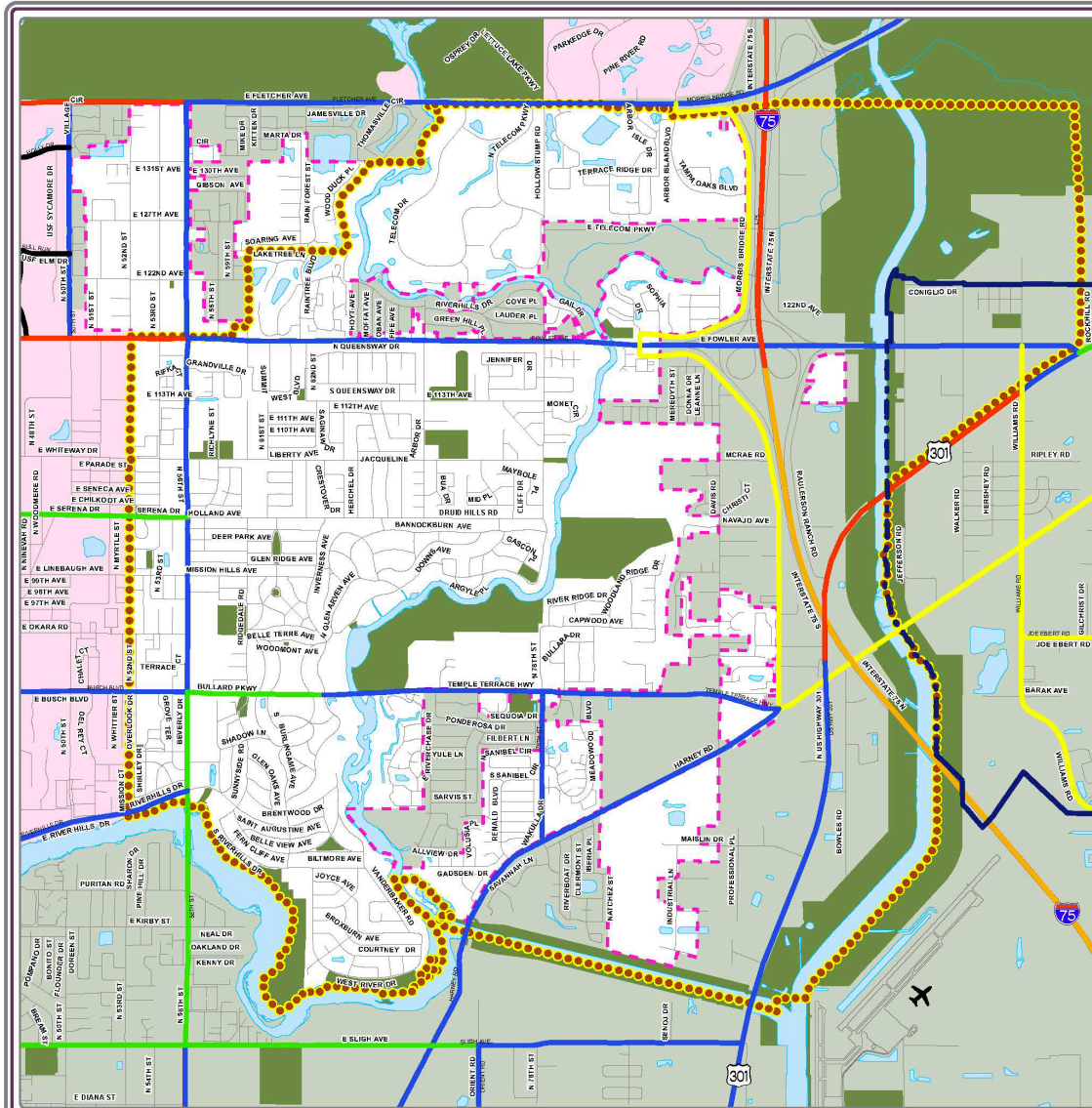
Author: Roger Mathie
Date: 4/8/2015
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THE PLANNING COMMISSION

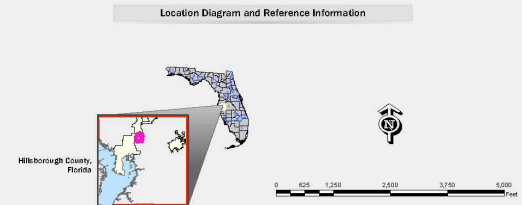
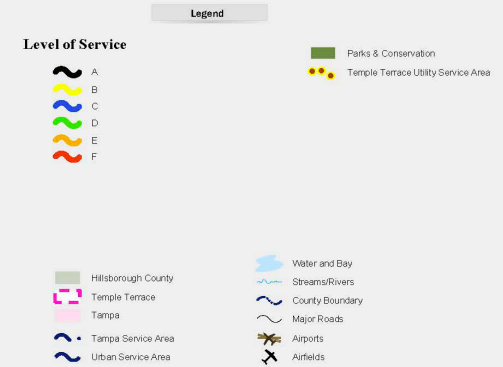
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COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES



MAP 9
Temple Terrace Comprehensive Plan
2010 LEVEL OF SERVICE



DATA SOURCES: Streets, roads, water from Hillsborough County City/County Planning Commission. Parcel lines and data from Hillsborough County Property Appraiser. Wetlands from SWFWMD. Significant Wetlands from Florida Department of Environmental Protection. Based on aerial imagery. Only wetlands greater than 40 acres depicted.

MAJOR ROADS: See Adopted 2010 Long-Range Transportation Plan for specific improvements.

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Author: Roger Mathew

Date: 4/9/2015

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Public School Facilities

Temple Terrace strongly values education. Over 40% of the adult population has a college degree. This is an extraordinary asset set that can be used to further develop the educational quality of life in Temple Terrace. The Public School Facilities Section focuses mostly on the quantitative aspect of kindergarten through twelfth grade education, ensuring there is enough classroom space for all the present and future public school students.

Public Schools Goals, Objectives, and Policies

Coordinate and Maintain High Quality Education

PSF GOAL 1: The City of Temple Terrace shall coordinate with the School Board of Hillsborough County and the Planning Commission to ensure public school facilities are of the highest quality and meet the needs of the City's existing and future population.

PSF Objective 1.1: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to coordinate and base their local governments' comprehensive plans and school facilities plans on consistent projections.

PSF Policy 1.1.1: The City and the School Board shall coordinate and base their plans on consistent projections,

including population projections that are developed in coordination with the Planning Commission, and student enrollment projections (district-wide and by concurrency service areas) that are developed by the School Board with the agreement of the Florida Office of Educational Facilities. The School Board's student enrollment projections shall consider the impacts of development trends.

Growth and Development Trends

PSF Objective 1.2: Staff representatives from the City, Planning Commission, and other local jurisdictions will meet annually to report growth and development trends.

PSF Policy 1.2.1: The City, with the assistance of the Planning Commission, shall report on growth and development trends within the City to the School Board. The School Board will use the information to distribute student enrollment by concurrency service area to make the most efficient use of public school facilities and ensure that Temple Terrace residents have access to local schools. The City will work with the School Board to ensure that student assignments, distribution or redistribution are given to local schools in close proximity to the student's residences.

PSF Policy 1.2.2: Local schools shall be defined as schools that have historically served the Temple Terrace community and that are also currently serving households located within the incorporated boundaries or the City's utility service area including: Temple Terrace Elementary, Riverhills Elementary, Lewis Elementary, Thonotosassa Elementary, Pizzo Elementary, Folsom Elementary, Greco Middle School and Jennings Middle



School and any future elementary, middle or high schools that serve these students.

School Facility Siting and Availability

PSF Objective 1.3: The City and Planning Commission shall work with the School District in its effort to provide for, locate and expand public schools in a coordinated manner ensuring the planning, construction, redeveloping, and opening of educational facilities are coordinated in time and place, concurrent with necessary services and infrastructure, and ensuring compatibility and consistency with the Comprehensive Plan.

PSF Policy 1.3.1: The City and Planning Commission will coordinate with the School Board to assure that proposed public school facility sites are consistent with the applicable land use categories and policies of the comprehensive plans. The City will consider each site plan as it relates to environmental, health, safety and welfare concerns, as well as the effects on adjacent property and the impacts on the surrounding neighborhood. In addition the City will develop with the School Board mutually acceptable guidelines for the selection of future school sites and expansions including, but not limited to, aspects related to:

- a) Acquisition of school sites which allow for future expansions to accommodate future enrollment and other facility needs which promote the City's annexation, development and redevelopment objectives and deemed beneficial for joint-uses, as identified by the School Board and the City; and
- b) Coordination of the location, phasing, and development of future school sites to ensure that site development

occurs in conjunction with the provision of required infrastructure to serve the school facility.

- c) Creative solutions for new and expanded schools including charter schools, siting schools in mixed use projects and in redevelopment areas, the utilization of smaller sites, or adaptive reuse of existing buildings to provide new schools within and adjacent to existing and planned neighborhoods.

PSF Policy 1.3.2: Schools are allowed in all plan categories, except Natural Preservation and Environmentally Sensitive Area designation. School development and redevelopment should be encouraged to be compatible with the area in which it is located and shall be minimally disruptive to adjacent areas. The physical development pattern and character of the surrounding area shall be assessed for potential impacts; negative impacts will be mitigated.

School Siting Procedures

PSF Policy 1.3.3: The City shall evaluate proposals for new schools and expansion to existing schools to determine that capacity within the public facilities system is available concurrent with the impacts of development. Public facilities include sewer, potable water, solid waste, recreation and open space, stormwater drainage and transportation.

PSF Policy 1.3.4: Siting of new schools, reconstruction and expansion of existing schools within redevelopment and infill areas and the City's Community Redevelopment Area may employ innovative and nontraditional approaches to school building construction and site design, including adaptive re-use, smaller sites, taller building heights, shared facilities (including



off-site public or private facilities) and locating school sites off of constrained arterial roadways.

PSF Policy 1.3.5: The location and construction of new public educational facilities or the expansion of an existing site shall only be allowed upon a determination by the Planning Commission that the proposed site is consistent with the adopted Comprehensive Plan and by the City pursuant to the Land Development Code.

PSF Policy 1.3.6: The City and other appropriate agencies shall review the School Board's proposed educational facilities and site plans, and the off-site impacts for consistency with the City's Comprehensive Plan and Land Development Code.

PSF Policy 1.3.7: School redevelopment should be a priority in areas of physical, economic, and social blight.

PSF Policy 1.3.8: The City and School Board will coordinate the timing of on-site and off-site improvements necessary to support each new school or the proposed renovation, expansion or closure of an existing school, and may enter into a written agreement as to the timing, location, and the party or parties responsible for constructing, operating and maintaining the required improvements.

Enhance Community Design

PSF Objective 1.4: The City and School Board shall coordinate school siting and facility design so that schools and neighborhoods serve as community and neighborhood focal points and so they are compatible with surrounding land uses.

PSF Policy 1.4.1: The City shall coordinate with the School Board in order to provide consistency between the City's comprehensive plan and public school facilities programs, such as:

- a) Greater efficiency for the School Board and the City by the placing of schools to take advantage of existing and planned roads, water, sewer, parks, and drainage systems;
- b) Improved student access and safety by coordinating the construction of new and expanded schools with road and sidewalk construction programs;
- c) The location and design of schools with parks, ball fields, libraries, and other community facilities to take advantage of shared use opportunities;
- d) The expansion and rehabilitation of existing schools so as to support neighborhoods and redevelopment and;
- e) Limiting vehicle trips from outside the neighborhood as much as possible and assigning neighborhood students to neighborhood schools.

PSF Policy 1.4.2: School facilities shall be of a design, intensity, and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and be compatible with the surrounding land uses and zoning.

PSF Policy 1.4.3: In the planning, siting, land acquisition, development or renovation of school facilities, evaluation shall include consideration of impacts on the natural environment; annexation goals, design compatibility and location of school site within residential neighborhoods.



PSF Policy 1.4.4: The City and School Board shall encourage the shared-use and co-location of school sites and City facilities with similar facility needs, such as libraries, parks and recreation facilities.

PSF Policy 1.4.5: Elementary Schools shall be located, designed and used as focal points for the neighborhood in which they are located. The City will work with the School Board and the School Support Committee to ensure that student attendance assignments are primarily given to those students residing within the surrounding neighborhood and discourages vehicular trips from outside the neighborhood.

PSF Policy 1.4.6: The City shall afford the School Board representatives the opportunity to participate in the review process of developments adjacent to schools.

PSF Policy 1.4.7: The City, in coordination with the School Board, shall implement the following strategies:

- a) New developments and redevelopment adjacent to school properties shall be required to provide a right-of-way and direct safe access path for pedestrian travel to existing and planned school sites, and shall connect to the neighborhood's existing pedestrian network;
- b) In order to ensure continuous pedestrian access to public schools, priority will be given to cases of hazardous walking conditions per Florida Statutes. Specific provisions for constructing such facilities will be included in the schedule of capital improvements adopted each fiscal year;
- c) Evaluate school zones to consider safe crossing of children along major roadways, including possible speed limit

- reductions, prioritization of sidewalk improvements and other needed safety improvements; and
- d) Coordination with the MPO Long Range Transportation Plan to ensure funding for safe access to schools including: development of sidewalk inventories and a list of priority projects coordinated with the School Board.
- e) Consider joint funding of projects that promote pedestrian and student safety and walkability.

PSF Policy 1.4.8: The City will coordinate with the School Board and the County on efforts to build new school facilities, and facility rehabilitation and expansions, to be designed to serve as and provide emergency shelters.

Land Use and School Facility Coordination

PSF Objective 1.5: Manage the timing of new development to coordinate with adequate school capacity, as determined by the School District of Hillsborough County and ensure that capacity of local schools are adequately maintained for current and future students residing in Temple Terrace.

PSF Policy 1.5.1: The City shall take into consideration the School Board comments and findings on the availability of adequate school capacity in the evaluation of comprehensive plan amendments and Developments of Regional Impacts as provided for in Florida Statutes.

PSF Policy 1.5.2: Where capacity will not be available to serve students from the property seeking a land use change or development of regional impact approval, the City will coordinate with the School Board to ensure adequate capacity is planned and funded to accommodate the future students or that the



applicant has provided adequate mitigation to offset inadequacies in anticipated school capacity. Where feasible, in conjunction with the plan amendment early dedications of school sites shall be encouraged. To ensure adequate capacity is planned and funded, the School Board's long range facilities plans over the 5-year, 10-year and 20-year periods shall be amended to reflect the needs created by the land use plan amendment.

PSF Policy 1.5.3: Due to the limited amount of growth opportunity within the existing incorporated area of Temple Terrace, the City is concerned with the impact of larger adjacent and high growth jurisdictions on local school capacity. The City and School Board shall coordinate through the City of Temple Terrace School Support Committee and other means to ensure that when students' assignments are made, all reasonable efforts are taken to enable Temple Terrace students to be assigned to local elementary and middle schools in close proximity to their place of residency. New development from adjacent concurrency service areas cannot take capacity from another school's concurrency service area if the local school's enrollment plus capacity reserved through school concurrency capacity agreements/certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District's Work Plan as described in this section must also be included when determining the actual capacity of a school. In areas with limited adjacency (where a CSA has only one adjacent CSA) shifting may occur up to 100% FISH capacity.

Implement Public School Concurrency

PSF GOAL 2: The City shall work with the School District of Hillsborough County to support the provision of future public

school facilities to serve new development consistent with the adopted level of service standards while also maintaining adequate capacity for local students in neighborhood schools. This goal will be accomplished recognizing the School Board's statutory and constitutional responsibility to provide a uniform system of free and adequate public schools, and the City's authority for land use, including the authority to approve or deny comprehensive plan amendments, re-zonings or other development orders that generate students and impact the City's school system.

Level of Service Standards

PSF Objective 2.1: The City, through its implementation of the concurrency management system, will work with the School Board in their efforts to ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service (LOS) standards within the period covered by the 5-year schedule of capital improvements and the long range planning period. These standards shall be consistent with the Interlocal Agreement agreed upon by the School Board, and the local governments within Hillsborough County.

PSF Policy 2.1.1: The LOS standards set forth herein shall be applied consistently by all the local governments within Hillsborough County and by the School Board district-wide to all schools of the same type.

PSF Policy 2.1.2: Consistent with the Interlocal Agreement, the uniform, district-wide level-of service standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas identified in the Capital Improvements Section at the following levels:



TYPE OF SCHOOL	LEVEL OF SERVICE STANDARD
Elementary	100% of permanent FISH capacity*
Middle	100% of permanent FISH capacity*
K-8	100% of permanent FISH capacity*
High	100% of permanent FISH capacity*
Special purpose	100% of permanent FISH capacity*

**As adjusted by the school board annually to account for measurable programmatic changes. "Measurable programmatic changes" mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.*

PSF Policy 2.1.3: If there is a consensus to amend any level of service, it shall be accomplished by the execution of an amendment to the Interlocal Agreements for School Facilities Planning and Siting by all parties and the adoption of amendments to the County's and each City's comprehensive plan. The amended level of service shall not be effective until all plan amendments are effective and the amended Interlocal Agreements are fully executed. No level of service shall be amended without a showing that the amended level of service is financially feasible, supported by adequate data and analysis, and can be achieved and maintained within the period covered by the 5-year schedule of capital improvements.

PSF Policy 2.1.4: In the event that a designated concurrency service area (CSA) cannot meet the adopted level of service within the 5-year period covered in the Facilities Work Plan as specified in Policy 2.1.2, that CSA will be identified as backlogged facilities through a plan amendment and interim standards will be developed and will apply. The level of service standard within these designated areas, over the period covered by the 10-year schedule of improvements, will be improved to the district-wide standard.

School Concurrency Service Areas

PSF Objective 2.2: The School Board shall establish School Concurrency Service Areas in cooperation with the City, as the area within which an evaluation is made of whether adequate school capacity is available based on the adopted level of service standards.

PSF Policy 2.2.1: The School Concurrency Service Areas (CSAs) for the City shall be coterminous with the school attendance zones for elementary, middle and high schools as shown on Maps incorporated in the data and analysis of the Public Schools Section for special schools and charter schools, the concurrency service area shall be district-wide.

PSF Policy 2.2.2: Future amendments to the CSAs, other than periodic adjustments to school attendance zones, may be accomplished by the School Board only after review and comment by the local governments within Hillsborough County, as provided for in the Interlocal Agreement for School Facilities Planning and Siting. However, if there is agreement to amend the CSA to establish boundaries other than those that are coterminous with school attendance zones, it shall be accomplished by the execution of an amendment to the Interlocal Agreement by all parties and by an amendment to the comprehensive plan. The amended CSA shall not be effective until the amended Interlocal Agreement is fully executed and comprehensive plan amendments are in effect. No CSA shall be amended without a showing that the amended CSA boundaries are financially feasible.

PSF Policy 2.2.3: Concurrency service areas shall be established and subsequently modified to maximize available



Public Schools

school capacity and make efficient use of new and existing public schools in accordance with the level of service standards, taking into account Temple Terrace's goal of providing quality local schools for local students, minimizing transportation costs, limiting maximum student travel times, the effect of desegregation plans, achieving socio-economic, racial and cultural diversity objectives, and recognizing the capacity commitments resulting from the City of Temple Terrace development approvals for the CSA and for contiguous CSAs.

PSF Policy 2.2.4: Concurrency service areas shall be designed so that the adopted level of service will be able to be achieved and maintained within the five years of the capital facilities plan, and so that the 5-year schedule of capital improvements is financially feasible. Plan amendments are required for changes to the concurrency service area other than modifications to school attendance zones.

PSF Policy 2.2.5: Concurrency Service Areas shall be designed and maintained so that development activity within Temple Terrace can be accommodated as approved by the Future Land Use Section plan categories and commensurate densities. Local school capacity will be protected, by limiting new development from adjacent concurrency service areas from shifting capacity to another school if the school's enrollment plus capacity reserved through school concurrency agreements/certificates is 95% or greater of FISH capacity. In areas with limited adjacency (where a CSA has only one adjacent CSA) shifting may occur up to 100% FISH capacity. Capacity improvements within the first 3 years of the School District's Work Plan as described in this section must also be included when determining the actual capacity of a school.

PSF Policy 2.2.6: The City will coordinate with the School Board to consider how attendance boundaries may be modified to capture or align more closely with incorporated boundaries and other manmade or natural boundaries to help facilitate attendance of students to local schools in close proximity to their residence, and encourage parental support to school activity, support neighborhood identity and interaction, and to reduce transportation impacts to local roads, neighborhoods and reduce trip lengths.

Process for School Concurrency Implementation

PSF Objective 2.3: In coordination with the School Board, the City will establish a joint process for implementation of school concurrency, which includes applicability and capacity determination and availability standards, and school capacity methods.

PSF Policy 2.3.1: The issuance of final subdivision plat and site plan approvals for residential development shall be subject to the availability of adequate school capacity required by Chapter 163 F.S. and the maintenance of adopted Level of Service (LOS) standards.

Applicability Standards

PSF Policy 2.3.3: School concurrency applies only to residential development or a phase of residential development requiring a subdivision plat approval, site plan, or its functional equivalent, proposed or established after the effective date of the Public School Facilities Section.



PSF Policy 2.3.4: The following residential development shall be considered exempt from the school concurrency requirements:

- a) Any lot of record, any lot approved through final plat or those projects having unexpired preliminary plat approval which meets the density and intensity consistent with the underlying zoning as of the effective date of the PSF Section.
- b) Multifamily residential development having received final site plan approval prior to the effective date of the PSF Section, or multifamily projects for which the City has received a complete final site plan application, with the review fee paid-in-full, and that meets the density and intensity consistent with the underlying zoning as of the effective date of the PSF Section.
- c) Amendments to a preliminary or final plat, which were approved prior to the effective date of the PSF Section, and which does not increase the number of students generated by the development based on the student generation rates for each school type.
- d) Amendments to residential development approvals, which were previously approved prior to the effective date of the PSF Section, and which do not increase the number of students generated by the development based on the student generation rates for each school type.
- e) Age restricted 55 plus developments that are subject to deed restrictions prohibiting the permanent occupancy of a resident under the age of fifty five (55). Such deed restrictions must be recorded and must be irrevocable for a period of at least thirty (30) years.
- f) Group quarters that do not generate students, including residential facilities such as local jails, prisons, hospitals,

bed and breakfast, motels and hotels, temporary emergency shelters for the homeless, adult halfway houses, firehouse dorms, college dorms located on campus, and religious non-youth facilities.

Capacity Determination Standards

PSF Policy 2.3.5: The City will adopt a School Concurrency Ordinance which establishes the application procedures and process for evaluating school capacity and making concurrency determinations consistent with the Interlocal Agreement for School Facilities Planning and Siting, and the policies established herein.

PSF Policy 2.3.6: The City may approve a concurrency determination application earlier in the approval process, such as at the time of preliminary subdivision approval or through a development agreement authorized by Florida Statutes 163, if requested by the applicant. The City shall consider the School Board's findings and recommendations on concurrency determinations, allocations of capacity, and appropriate mitigation including proportionate share mitigation commitments.

Availability Standard

PSF Policy 2.3.7: The City shall only approve a subdivision plat or site plan for residential development when:

- a) The School Board's findings indicate adequate school facilities will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site plan for each level of school;



- b) Adequate school facilities are available in an adjacent CSA and the impacts of development shall be shifted to that area; when reviewing new development, new development from an adjacent CSA cannot shift capacity to another school if the school's enrollment plus capacity reserved through school concurrency capacity agreements/certificates is 95% or greater of FISH capacity. Capacity improvements within the first 3 years of the School District's Work Plan as described in this section must also be included when determining the actual capacity of a school. In areas with limited adjacency (where a CSA has only one adjacent CSA) shifting may occur up to 100% FISH capacity; or
- c) The developer executes a legally binding commitment to provide mitigation proportionate to the demand for public school facilities to be created by the actual development of the property subject to the final plat or site plan, as provided in Objective 2.4 and supporting policies.

PSF Policy 2.3.8: In evaluating a subdivision plat or site development plan for concurrency, programmed improvements in years 1-3 of the 5-year schedule of improvements shall be considered available capacity for the project and factored into the level of service analysis provided that the School District has identified a suitable site (pursuant to the terms of the Interlocal Agreement) to construct the project and that the programmed improvement will be in place or under actual construction within three (3) years after the issuance of the subdivision plat or site development plan. Any relevant programmed improvements for which a suitable site has not been identified by the School District (pursuant to the terms of the Interlocal Agreement) or will not be in place or under construction within the first 3 years of the 5-year schedule of improvements shall not be considered

available capacity for the project unless funding for the improvement is assured through School Board funding to accelerate the project, through proportionate share mitigation, or some other means of assuring adequate capacity will be available within 3 years. The School Board may use relocatable classrooms to provide temporary capacity while funded schools or school expansions are being constructed.

Proportionate Share Mitigation

PSF Objective 2.4: The City shall allow for mitigation alternatives that are financially feasible and will achieve and maintain the adopted level of service standard consistent with the adopted School Board's financially feasible Work Plan. Mitigation proposals must be acceptable to the School Board and City of Temple Terrace.

PSF Policy 2.4.1: Mitigation shall be allowed for those developments that cannot meet the adopted level of service standards. Mitigation options shall include options listed below for which the School District assumes operational responsibility through incorporation in the adopted School Board's financially feasible Work Plan and which will maintain adopted level of service standards.

- a) The donation, construction, or funding of school facilities sufficient to offset the demand for public school facilities created by the proposed development.
- b) The creation of mitigation banking within designated areas based on the construction of a public school facility in exchange for the right to sell capacity credits. Capacity credits shall be sold only to developments within the same concurrency service area or an adjacent concurrency service area.



- c) Establishment of a Charter School with facilities constructed in accordance with the State Requirements for Educational Facilities (SREF) and consistent with the School District of Hillsborough County's Prototype Educational Specifications in use at the time of construction.
- d) Establishment of an Educational Benefit District.

PSF Policy 2.4.2: Mitigation must be directed toward a permanent capacity improvement identified in the School Board's financially feasible 5-Year Work Plan, which satisfies the deficiencies created by the proposed development consistent with the adopted level of service standards. Relocatable classrooms will not be accepted as mitigation. In no event shall an improvement be smaller in size than a single classroom. Type 2 Modular Units shall not be considered relocatables for the purpose of proportionate share mitigation.

PSF Policy 2.4.3: Mitigation shall not be required when the adopted level of service cannot be met in a particular concurrency service area if the needed capacity for the development is available in one or more contiguous concurrency service areas and the impacts of the development can be shifted to that concurrency service area. Impacts may not be shifted if the adjacent school's enrollment plus capacity reserved through school concurrency capacity agreements/certificates is 95% or greater FISH capacity. Capacity improvements within the first 3 years of the School Board's Work Plan as described in this section must also be included when determining the actual capacity of a school. In areas with limited adjacency (where a CSA has only one adjacent CSA) shifting may occur up to 100% FISH capacity. Where more than one concurrency service area is available to accommodate student impacts, the School Board

and City shall evaluate how the impacts of that development shall be shifted. Measures to maximize capacity including modifications to concurrency service areas in lieu of shifting development impacts can be considered.

PSF Policy 2.4.4: Mitigation shall be directed to projects on the School Board's financially feasible Work Plan that the School Board agrees will satisfy the demand created by that development approval, and shall be assured by a legally binding development agreement between the School Board, the City, and the applicant which shall be executed prior to the City's issuance of the final subdivision plat or the final site plan approval. If the School Board and City agree to the mitigation, the School Board must commit in the agreement to placing the improvement required for mitigation on its Work Plan during the next scheduled update to the Facilities Work Plan.

PSF Policy 2.4.5: The applicant's total proportionate share obligation to resolve a capacity deficiency shall be based on the following: multiplying the number of deficient new student stations required to serve the new development by the State average costs per student station at the time of construction (as adopted in Ch. 1013.64 FS) for each school type. The State average cost per student station includes school facility construction costs, contract costs, legal and administrative costs, fees of architects and engineers, furniture and equipment and site improvement costs. It does not include the cost of land purchase or lease, extraordinary site preparation costs, hurricane hardening of structures and off-site infrastructure costs that are typically borne by the School District that may be necessary to serve the school. Costs of these items shall be included as part of the proportionate share calculations as appropriate. Pursuant to Section 163 F.S., the applicant's



proportionate-share mitigation obligation shall be credited toward any other impact or exaction fee imposed by local ordinance for the same need, on a dollar-for-dollar basis, at fair market value.

PSF Policy 2.4.6: At the time of initial adoption of this Section, the student generation rates are those found in the Comprehensive Impact Fee Study June 2004. The student generation rates shall be reviewed periodically in conjunction with a review of the School Impact Fee in order to maintain consistency when calculating the impacts of new residential developments on school facilities. Professionally accepted methodologies and current housing and population data will be used to review the generation rates, and, if appropriate, updated.

Monitoring and Evaluation of Public School Facilities

PSF GOAL 3: The City shall strive to continually monitor and evaluate the Public Schools Facilities Section in order to assure the best practices of the joint planning processes and procedures for coordination of planning and decision-making.

PSF Objective 3.1: On an ongoing basis, the Planning Commission shall evaluate the comprehensive plan with the public facilities plans of the school boards in an effort to ensure consistency with the comprehensive plan.

PSF Policy 3.1.1: The City, Planning Commission and the School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities. Amendments to the

Public School Facilities Section shall occur prior to December 1st of each year.

PSF Policy 3.1.2: The Planning Commission is the lead agency responsible for monitoring and evaluation of the Comprehensive Plan. Consistent with the Interlocal Agreement, staff of the Planning Commission, the School Board, the County and municipalities will meet annually to discuss issues related to the effectiveness of implementing the Public Schools Facilities Section and Interlocal Agreement and discuss recommendations for change.

PSF Policy 3.1.3: As a result of the annual meeting described in *PSF Policy 3.1.2*, the School Board staff will lead the preparation of a report which will summarize the effectiveness of the Interlocal Agreement, and summarize any recommendations regarding amendments to the Agreement or related documents proposed in the Joint Meeting. The School Board staff will be responsible for the final preparation of the report and distribution to the elected Chair or Mayor of each local government, the Chair of the Planning Commission, and the Chair of the School Board. The report may also be presented to any of the local government bodies and the Council of Governments (COG) as requested.

PSF Policy 3.1.4: If the annual report identifies the need for any amendments to the Interlocal Agreements or if there are recommendations for other changes related to the coordination of land use and school facilities planning, a meeting with the Council of Governments (COG) shall be requested by the Superintendent of Schools or designee through the appropriate coordinating staff at Hillsborough County. The proposed amendments will be presented to the COG for input and allow



the opportunity for public comment on the proposed amendments before they proceed to each elected or appointed body for review and processing.



Housing

The purpose of the Housing Section is to provide information and recommend standards to guide the City in developing plans and policies in accordance with Section 163 F.S., while demonstrating a commitment to eliminating identified and projected deficits in the housing supply. The Housing Section addresses government activities, and provides direction and assistance to the efforts of the private sector in meeting the housing needs of all residents of Temple Terrace. It is important to keep in mind that the Housing Section addresses needs which have been primarily fulfilled by the private sector while most of the other Sections of this Plan such as those dealing with utilities, fall primarily to the public sector. The City's development regulations (zoning, building codes, etc.) regulate the private sector in the development and construction of housing; but, they do not regulate the type and price range of housing to be provided.

This section deals with the characteristics and conditions of the existing housing stock in the City. The primary source of statistical information was the U.S. Census, 2010 U.S. Census and the 2008-2012 American Community Survey, 5-Year Estimates.

Estimates and projections regarding demographics and housing come from the Hillsborough County City-County Planning Commission based on data obtained from the U.S. Census Bureau, unless otherwise noted.

Housing Data

General Population Trends

- An estimated increase of over 18,593 residents, from 24,541 in 2010 to 43,134 by 2040.
- In 2012, the average household size was 2.5 persons per household. The average family size was 3.35 persons per household. Both the number of single family households and the number of multi-generation family households will increase between now and 2040. The proportions of households by size are anticipated to remain virtually the same through 2040.
- Median household income estimate for 2012 was \$48,192, compared to a statewide median household income of \$47,309.
- Seasonal housing percentage comprises less than 1% of the total housing units.
- The median age is 33.4 years, compared to a statewide median age of 40.8.
- The senior citizen population (over age 55) comprised 21.5 percent in 2012 and should increase significantly by 2040. The percentage of senior citizens statewide was 29.9 in 2012.

Housing Units by Type, Tenure and Occupancy Status

- In 2012, there were 10,946 housing units within City boundaries
- Occupancy rate was 88.2% in 2012,



- As of 2012, 44.5% of all occupied housing were rental accommodations.
- In 2012, 55.5% of all occupied units were owner-occupied.

Housing Affordability

- The median value of owner-occupied dwelling units was \$174,200 according to the U.S. Census 2012 American Community Survey, compared to a statewide median value of \$170,800.
- Nearly 30% of all owners and renters paid more than 30 percent of their household income on housing, thereby qualifying them as cost burdened.
- Over 73% of renters earning less than \$10,000 spent more than 30% of their income for housing.
- Of the 4,237 units tabulated, 45.9% percent fell within the \$500 to \$999 rental range.
- The median rent paid by Temple Terrace households in 2012 was \$988 per month, compared to a statewide median rent of \$987.
- Approximately 1.7% of the rental stock had rent levels below \$300 a month.

Quality of Housing Stock

- Because 28.3% of the housing is less than 25 years old, and built in accordance with demanding building codes, the quality of housing for these units is relatively high. Homeowners have largely maintained a high degree of quality due in part to the 1995 adoption of the minimum housing code which includes a rental permit program with rigorous inspections administered by Fire and Housing Inspectors.

- Less than 1% percent of all units did not have complete plumbing facilities or a complete kitchen.

Future Housing Needs 2015 to 2040

- Over 7,430 additional housing units will be needed to accommodate the anticipated growth based on the current average household size of 2.5 persons per household.
- Rather than being based on historical trends, the necessary mix between single-family and multifamily units to meet projected growth is likely to evolve over time as redevelopment and annexations occur.

Higher densities will be required for the City of Temple Terrace to meet projected growth. This implies a need for a higher proportion of multifamily, mixed-use and other higher-density development, such as cluster homes or zero-lot-line homes. In addition, accessory dwelling units may be a factor in meeting future housing needs.

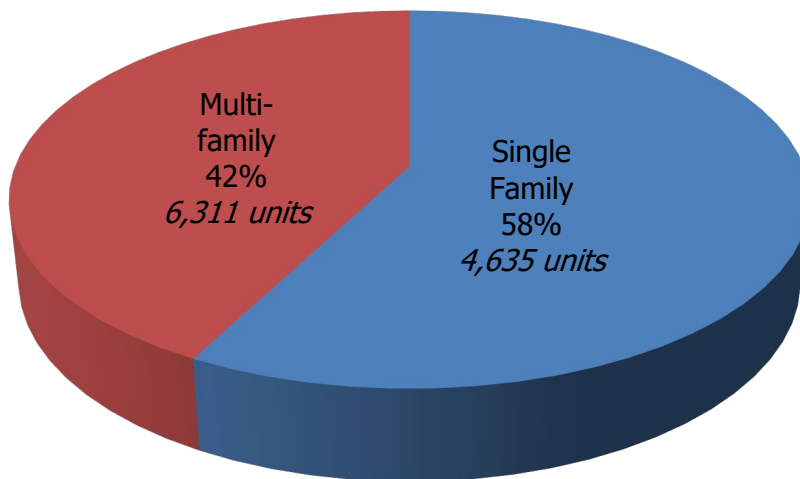


Housing Units by Type, Tenure, and Occupancy

In 2012, as shown in **Figure 1**, there were 10,946 housing units in the City of which 57.7 percent were single-family homes, while 42.4% were multi-family dwellings. Mobile homes and other types of housing were non-existent. More detailed information developed by the City of Temple Terrace which includes the conversion of apartment units into condos, shows a breakdown of 67% SF and 33% MF units.

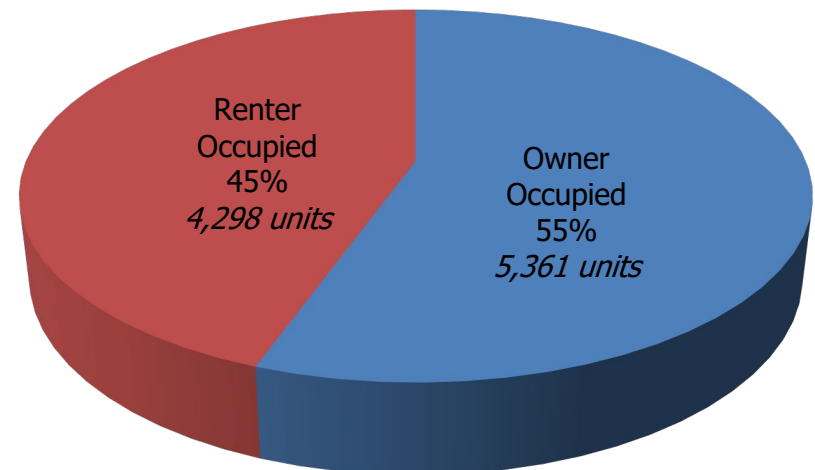
Figure 2 Indicates that of the City's 9,659 occupied units in 2012, 5,361, or 55.5%, were owner-occupied and 4,298 or 44.5% were renter-occupied. By comparison, 61% of all inhabited units were owner-occupied in Hillsborough County, while the figure was more than 68 % statewide.

**Housing Figure 1
Housing Dwelling Units by Type, 2012**



Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates

**Housing Figure 2
Occupied Housing Units by Tenure, 2012**

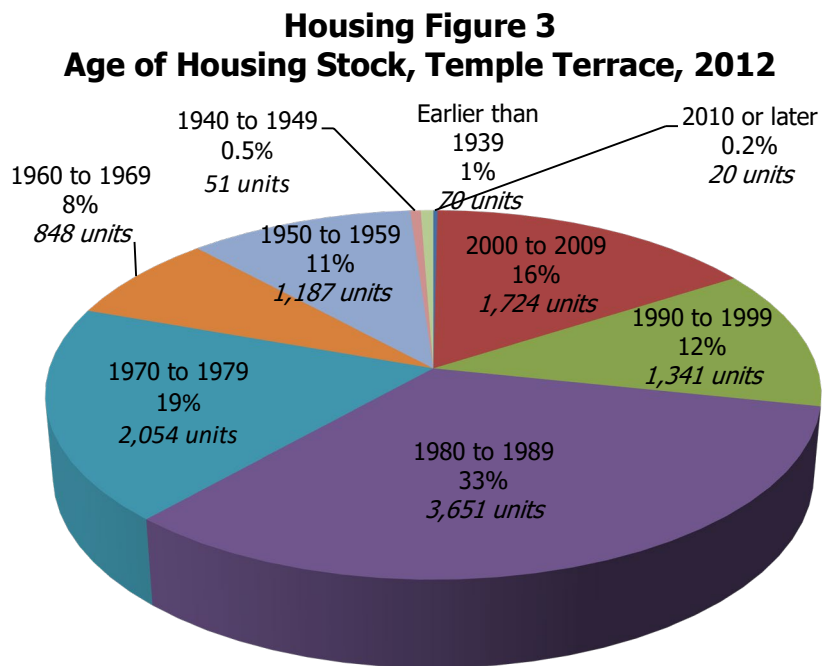


Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates



Age of Housing

Figure 3 indicates the age of Temple Terrace's year-round housing stock as captured in 2012. More than 33 % of the community's dwelling units were constructed between 1980 and 1989, which represents the largest proportion of the housing stock. Nearly 20% of the City's housing stock was built before 1969. These units will increasingly be in need of major repair and rehabilitation perhaps even eventual replacement.



Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates

Quality of the Existing Housing Stock

The quality of the City's housing stock in 2012 is presented in **Table 1**. The criteria used to evaluate housing quality are those employed by the U.S. Bureau of the Census. Measures such as the lack of complete bathroom facilities, kitchens or telephone service, the lack of a water system or means of disposing of sewage are all indicators of substandard housing conditions.

Housing Table 1
Substandard Housing Stock, 2012

Housing Condition	Temple Terrace
Telephone Service	
No Telephone Service	237
Share Units (%)	2.5%
Kitchen Facilities	
Lacking Complete Kitchen Facilities	32
Share of Units (%)	0.3%
Plumbing Facilities	
Lacking Complete Plumbing Facilities	59
Share of Units (%)	0.6%

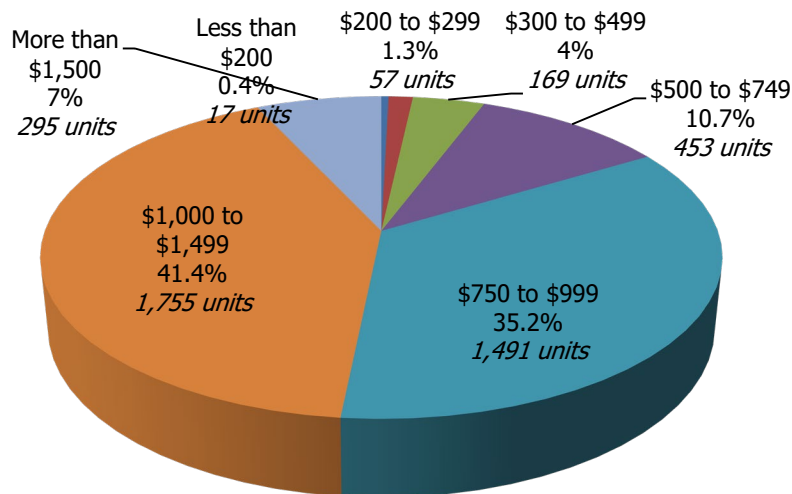
Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates



Monthly Rental Cost

The range of monthly gross rents paid by households in 2012 is presented in **Figure 4**. Gross rent is defined as the contract rent plus an estimated monthly cost for utilities. In 2012, the median monthly gross rent in Temple Terrace was \$988, which was higher than the median rental housing cost for Hillsborough County at \$944. Of the 4,237 units tabulated, 1,612, or 45.9%, fell within the \$500 to \$999 rental range. Only about 1.7% of the rental stock had rental levels below \$300 a month.

**Housing Figure 4
Housing Costs for Households without a Mortgage,
Temple Terrace, 2012**

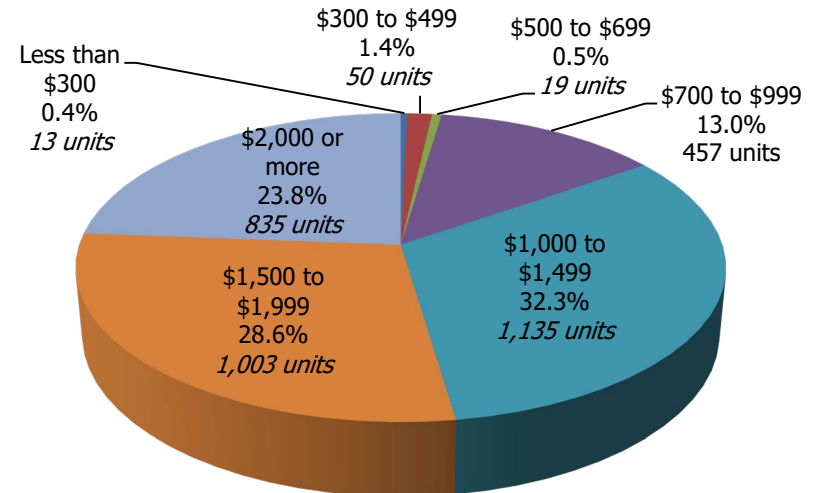


Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates

Monthly Cost of Owner Occupied Units

Sales prices, combined with other housing related costs such as taxes and insurance, translate to monthly costs for homeowners. In 2012, monthly housing costs ranged from \$300 to over \$2,000 for households with a mortgage (**Figure 5**). For households with a mortgage, the most common range of monthly housing costs was \$1,000 to \$1,499 (32.3% of the population). In 2012, according to the U.S. Bureau of the Census, it was estimated that in Temple Terrace the estimated median monthly owner costs for occupied mortgaged and non mortgaged units were respectively \$1,581 and \$478.

**Housing Figure 5
Housing Costs for Households with a Mortgage,
Temple Terrace, 2012**



Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates



Housing Affordability

Housing is generally considered to be affordable if it requires no more than 30% of household income to cover the cost. Households spending more than this amount are deemed “cost burdened.”

Table 2 shows that of the 6,089 homeowners analyzed in 2009 (the latest available year for data), 21.7% paid more than 30 % of their income on housing and were considered cost burdened.

In 2012, almost 32% of all of Florida’s residents lived in rental units, according to the U.S. Census, American Community Survey. Since the rental market constitutes such a significant component of the total housing picture both in the state and Temple Terrace, the issue of affordability is as important in this sector as it is for owner-occupied housing.

Table 3 shows that of the 3,953 renters analyzed in 2009, nearly 35.5% spent more than 30% of their income for housing accommodations and were considered cost burdened.

**Housing Table 2
Household Cost Burden for Owners, Temple Terrace, 2009**

	Amount of Income Paid for Housing (Owners)					
	0-30%		30-50%		50% or more	
	Number	% of Total	Number	% of Total	Number	% of Total
Owner	4,768	78.3	828	13.6	493	8.1

Source: Shimberg Center for Affordable Housing, University of Florida, 2009

**Housing Table 3
Household Cost Burden for Renters, Temple Terrace, 2009**

	Amount of Income Paid for Housing (Renters)					
	0-30%		30-50%		50% or more	
	Number	% of Total	Number	% of Total	Number	% of Total
Renter	2,549	64.5	762	19.3	642	16.2

Source: Shimberg Center for Affordable Housing, University of Florida, 2009



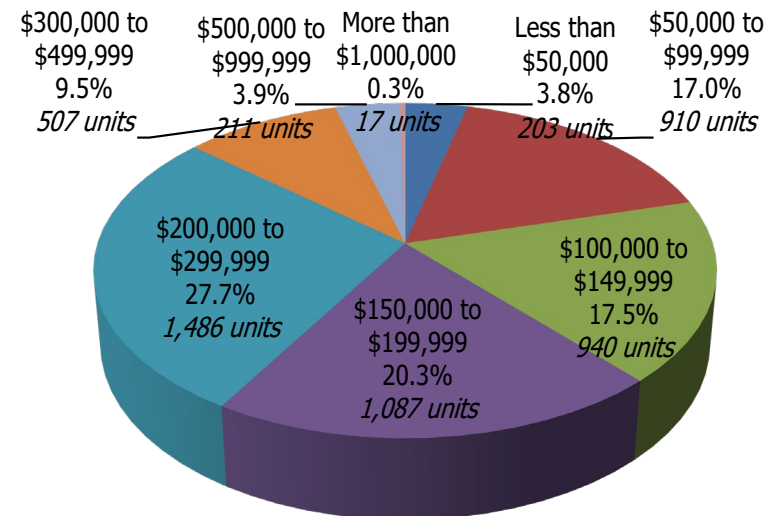
Value of Owner-Occupied Units

The median value of owner-occupied dwelling units in 2013 was \$128,789, lower than that for Hillsborough County's figure of \$137,580. **Figure 6** shows the number of homes in a given value range. Only 3.8% of all owner-occupied housing was valued below \$50,000. The greatest proportion of homes (48 %) was valued at \$150,000 to \$299,999 in the year 2012.

As of 2013, average home sale prices in Temple Terrace reached \$194,160 according to the Hillsborough County Property Appraiser as compiled by the Florida Housing Data Clearinghouse. Temple Terrace's average single family home prices were outpaced by those in Hillsborough County, which averaged \$209,132 in 2013 (a difference of \$14,972). Within the original City limits, only a few vacant parcels remain available for development; and the general consensus is that any growth in the housing stock will be from construction in newly annexed areas, redevelopment within the downtown core and site specific infill.

Single family home sales prices followed a growth trend from the mid-1990s until the Great Recession of 2007 which saw home values decrease drastically. Since 2010 home prices in Temple Terrace have been slow to recover. By 2012, the median single family sales price for homes in Temple Terrace grew from \$163,000 in 2009 to \$165,500 in 2013 marking a slight increase of only \$2,000.

**Housing Figure 6
Value of Owner-Occupied Housing, Temple Terrace,
2012**



Source: U.S. Census, 2008-2012 American Community Survey, 5-Year Estimates



Existing and Future Needs

Short-Term Housing Needs: - Through 2025

The most critical housing needs over the short-term (the present through 2025) are for housing units affordable to those in lower-income groups. These groups are most likely to experience housing cost burden; housing cost burden typically translates into an inability to afford other necessary living expenses such as food, child care, transportation and health care. Thus, addressing this need in both the short- and long-term horizon is particularly important.

Lower-income households are typically served through multiple sources, including older market-rate residences (especially multifamily units), publicly assisted or subsidized units such as those produced with federal Low Income Housing Tax Credits, or tenant-based rental assistance such as the Housing Choice Voucher program (formerly known as Section 8 vouchers and certificates).

Long-Term Housing Needs: 2025-2040

The housing market has changed dramatically since the first Housing Section for the City of Temple Terrace was prepared in the 1980s. Rapidly escalating housing prices and limited rental vacancies were cited by the Hillsborough County Affordable Housing Task Force in its report, *Attainable Housing for Hillsborough County's Growing Economy*, released in October 2006. While the price of housing for sale has declined since late 2007, home purchase continues to be out of reach for many households. In addition, rents for properties in good condition are also out of reach for many residents.

Further, the largest segment of Temple Terrace's single-family housing stock was built in the 1980s. Many of these homes may be in need of rehabilitation at some level in the near future. Maintenance of the existing housing stock while simultaneously providing housing opportunities for new residents at all income levels will be of primary importance for the City of Temple Terrace in fulfilling its goals regarding community and quality of life.

Housing Code Enforcement

The City of Temple Terrace has an active housing code enforcement program. This code is an effective tool in ensuring the preservation of Temple Terrace's housing stock. The City's 1995 adopted housing code partially administered by the Risk Reduction / Housing Division of the Fire Department encompasses both voluntary compliance and formal code enforcement of minimum housing standards. This code also includes a mandatory rental registration and inspection program as well as housing rehabilitation tools utilized to keep what is becoming an aged housing stock in compliance.

Land Availability

The community is over 90% developed with few remaining large parcels available. The downtown redevelopment area will provide additional opportunities for residential development. Infill development is also expected to provide some additional opportunities, as will limited annexation activity. The land area of the City has increased approximately 27% since 1992. Increased densities for redeveloped, infill, and undeveloped



parcels will be necessary for Temple Terrace to meet the needs of anticipated growth.

Infill Housing Development

Traditionally, infill housing has occurred in areas which were close to residential build-out. This has evolved with vacant parcels that were bypassed during the normal course of urbanization due to odd shapes, poor access, ownership problems, changes in zoning and subdivision regulations requirements, conflicts with surrounding land uses, or land damage by some pre-urban use. Infill housing strategies and programs are part of the Goals, Objectives, and Policies within this Housing Section.

Housing Programs for Elderly Residents

Many elders wish to remain in their homes and can be successful in this life strategy through tapping into an array of home-based services that may be appropriate for different people at various stages of the aging process.

A supply of rental housing targeted to lower-income seniors is also part of a healthy community. Some elders may eventually wish to sell their homes, for instance, and live in a rental community. This not only benefits elders by providing them with what may be a more manageable living environment for their individual circumstances, it also can provide new residents opportunities to purchase existing single-family homes that would otherwise be unavailable.

Group or community residential homes and assisted living facilities will be a limited housing type for Temple Terrace and

will be confined to a rather small number of people. Future housing programs should concentrate on innovative methods for assisting the elderly population by supporting them in an independent living environment. Much of this effort can be performed by the City in conjunction with Hillsborough County, and possibly, a non-profit organization charged with assisting the housing needs of the elderly. The City's role will involve education, regulatory reform, and technical assistance to the elderly portion of the population. The following supportive programs should be considered.

A. Accessory Dwelling Units

Accessory dwelling units (ADU's) are completely independent living units constructed on land occupied by a single-family residence. ADU's allow elders an independent living arrangement, but with family or others in close proximity.

ADUs can also create housing opportunities for single professional people, persons with disabilities, and students. ADU's can assist Temple Terrace in increasing its density to keep pace with anticipated population growth, while making the best use of local infrastructure, including transportation.

The Temple Terrace Zoning Ordinance should be modified to explicitly permit accessory dwelling units for various areas of the City. The ordinance should include a minimum square footage requirement and a maximum limit. It should also require full kitchen and bathroom facilities.

B. Shared Housing Program



Another concept which assists the elderly to maintain an independent living environment is “shared housing”. This is an innovative living arrangement where two or more unrelated individuals live in the same residence, each having separate bedrooms. The major difference between shared housing and the other elderly programs is that under this concept, the individuals share common areas.

Shared housing programs can involve either a government agency or a private, non-profit housing corporation. The agency or corporation provides assistance in structuring this communal living environment and assumes the ultimate responsibility for the arrangement.

Temple Terrace should study the most appropriate organizational form in considering this program. One option would be to develop a program under the jurisdiction of Hillsborough County or in a joint venture with the County. Another option for the City would be to form a community-based non-profit housing services corporation.

Necessary modifications to the Zoning Ordinance would be minor compared to the other programs listed previously. These modifications would include additions to the definitions for households and shared housing. A maximum number of individuals allowed in shared housing would have to be specified.

C. Tenant-Homeowner Match Program

A closely related assistance program similar to shared housing is the “tenant-homeowner match program”. The principal difference is that in this program the services to be rendered by

the tenant to the elderly homeowner are more formalized than in shared housing. This is generally stated in an official contract between the two parties. Another difference is that in shared housing, the two parties are usually elderly individuals while the tenant-homeowner match program normally involves either a young single person or a young couple and an elderly homeowner. The tenant, in return for paying a minimum rent to the homeowner, provides such services as yard work, home maintenance, errand running, housecleaning, and sometimes cooking free of charge.

This program would seem to be especially appropriate for Temple Terrace. Since there are many younger householders in the 18-24 age group, they could take advantage of this program by paying almost no rent in return for their services.

The organizational framework for this program would include the same options discussed earlier for the shared housing program. The same regulatory changes to the Zoning Ordinance would also have to be made.

D. Volunteer-Credit Program

This program is intended to help the elderly homeowner maintain his home and independent living environment. The major difference in this program and all the programs discussed previously is that no joint living or additional housing on site would be involved.

This program involves volunteers in the local community to provide yard work, home maintenance and repair, and housecleaning in response to the needs of the elderly homeowners. Volunteers, in return, receive credits from



businesses, fraternal clubs, schools, and colleges entitling them to discounts in stores, special services, reduced club membership fees and lower tuition costs. Credits awarded are based on the amount and difficulty of the work performed by the volunteers. Credits are then presented to participating local businesses and institutions in return for discounts.

This program could be organized and administered as a joint venture between the City, County, or housing services corporation and local Chamber of Commerce. No regulatory changes would be needed to implement this program.

If all or most of these housing programs were implemented by 2025, they could substantially reduce the need for institutionalizing elderly households, reduce the need for assisted living facilities, and maintain a high level of quality in the housing stock of the City.

Housing for Persons with Disabilities

Persons with disabilities make up a segment of the market which has special housing needs. No projection has been made of the special housing needs of this population group. Advances in accessibility have been made since the introduction of the Americans with Disabilities Act of 1990, but many residential structures in Temple Terrace were built prior to this time.

The housing needs of many persons with disabilities can be met through accessibility adaptations. Lower-income persons with disabilities who are homeowners in the City of Temple Terrace may seek assistance with accessibility modifications through Hillsborough County's housing rehabilitation program. Persons with disabilities who are renters are legally entitled to request

that their landlord make reasonable modifications to their dwelling.

The City of Temple Terrace can assist residents with disabilities by providing information on available assistance through Hillsborough County and on ADA compliance requirements for landlords.

Adequate Housing for Lower Income Groups

The projected need for housing affordable to lower-income groups between 2015 and 2040 is an additional 2,974 units. This represents approximately 40% of the anticipated need for a total of 7,435 units to meet the City of Temple Terrace's projected growth during that period.

Some lower-income households are accommodated in Temple Terrace by older, market-rate properties - sometimes through paying full market rent, and sometimes through use of a Housing Choice Voucher (formerly known as Section 8 vouchers and certificates). This highlights the need to continue the City's efforts in code enforcement, as well as its rehabilitation program.

One Low Income Housing Tax Credit property serving elderly residents is within the City limits. This is a modern, well-maintained property built in 1998. Additional development with Low Income Housing Tax Credits can be fostered by both the City and County through outreach to foster appropriate private-sector participation in the creation of this type of rental housing opportunity.



The City's focus on redevelopment and infill housing with a limited amount of annexation activity through the year 2040 provides a prime opportunity for creation of mixed-use, mixed-income areas. These areas would be close to the employment centers provided by the University of South Florida and the surrounding medical centers, as well as numerous office parks to the north and east of the City, thereby reducing transportation costs for individuals and impact on local infrastructure such as streets and roads. Further, it would enhance Temple Terrace's efforts to foster a walkable, sustainable community. Thus, it is anticipated that housing for lower-income groups will primarily occur through rehabilitation of older developments, redevelopment efforts, infill housing, and possibly some limited annexation activity that would allow for new construction of units such as those funded by the Low Income Housing Tax Credit.

The Private-Sector Housing Delivery Process

Removing Impediments

There have been a number of advances in the removal of impediments to private-sector housing delivery since the City of Temple Terrace created its first Housing Section in the 1980s. One impediment continues to be the relative scarcity of developable land within the City limits. Temple Terrace's concerted redevelopment effort will provide a partial remedy to this impediment, as will an aggressive effort to foster infill housing. Limited annexation activity with higher densities than found in past annexations would also contribute to overcoming the impediment of land scarcity. A carefully crafted ordinance

permitting accessory dwelling units can assist the City by increasing density and the number of small, affordable rental units in select areas of the City.

The private sector has broad access to a number of programs available through Hillsborough County that facilitate new construction and rehabilitation of multifamily rental units. Further, extensive down payment assistance options exist at the County level to overcome barriers to homeownership among young households pursuing first-time homeownership.

Density bonuses extended to private-sector developers may also assist in overcoming impediments to private-sector delivery of housing. Density bonuses would not only help the City of Temple Terrace meet the anticipated growth in households projected through the year 2040, it would also further the goal of housing affordability. Higher-density housing typically can be priced lower than housing situated on large lots due to lower costs for land. This regulatory solution requires no public expenditure but has the potential to contribute to the City's goals.

Financing Housing Needs

Numerous options for financing both single-family and multifamily development have been introduced since the 1980s. Many of these options are offered through Hillsborough County's programs, as well as through programs administered by both the Hillsborough Housing Finance Authority and the Florida Housing Finance Corporation. Housing finance options are available to both developers and individuals.



The primary challenge at the present time may be the escalation of foreclosure rates within Hillsborough County, the State of Florida, and the nation as a result of subprime lending activities undertaken in the first decade of this century. In addition, code enforcement activities will assist the City in monitoring any changes in neighborhoods that arise from problems associated with vacant properties undergoing foreclosure. Likewise, aggressive and creative efforts by the City to ensure such properties remain secure and maintained during the transition will minimize the impact to surrounding properties and their value. Early identification of potential problem areas will allow Temple Terrace to take appropriate action to maintain neighborhood quality throughout the City.

Residential Zoning

Temple Terrace must increase density in the coming years to meet housing needs based on projected growth. A re-examination of existing zoning with the intent of making revisions consistent with the City's need for increased density is recommended for implementation in the near future.

The downtown redevelopment effort provides an opportunity for a concerted effort to increase density within the City. Further, efforts to foster infill housing and accessory dwelling unit development will also assist the City in meeting its future growth. Finally, limited annexation activities with higher-density zoning than past annexations will also contribute to the City's successful growth and maintenance of a high quality of life for its residents.

A successful city is one that understands how interconnectedness, sustainability, and regeneration applies to

such things as public places, transportation choices, housing, a healthy economy, and a healthy environment; and then develops or supports strategies and actions reflective of their application.

Aiming for Success – Housing

Temple Terrace is an older, suburban, predominately single family-detached residential community. Its historic original city layout and distinctive Mediterranean revival architecture remain relatively intact.

Traditional suburban values are important – a good place to raise a family; clean neighborhoods; well-maintained housing; safe city. The City is becoming more diverse culturally, ethnically, racially. Residents share the same values but they may use space differently, based on their backgrounds. Elderly people want to be able to stay in Temple Terrace when they leave their single family homes and young people who grew up and left the area want to be able to return to their roots. Different housing types and price levels (affordability) are needed and the mix of housing will change in the future. Downtown redevelopment and redevelopment of the major road corridors are the best areas to introduce different housing types.

These changes are opportunities for the City. There may be a latent demand for housing by elderly and young people. The City can build on that for competitive advantage. For example, the downtown redevelopment project may provide a new urbanism niche that is not available anywhere else in this area of the county.



Housing Goals, Objectives, and Policies

HSG GOAL 1: Provide a variety of adequate housing in order to serve the community's population in an orderly fashion and promote the "vision" of Temple Terrace.

HSG Objective 1.1: Provide opportunities for the private sector to provide 7,435 new dwelling units of various types, sizes, and costs by 2040 to meet projected growth in the number of the City's households and include housing opportunities affordable to low- and moderate-income households.

HSG Policy 1.1.1: Work with the private sector to ensure that overbuilding for any housing type does not occur in the future while ensuring that a diversity of housing types necessary to accommodate a variety of households will be built.

HSG Policy 1.1.2: A full range of services will be provided to assist developers and builders to successfully "infill" housing on vacant parcels.

HSG Policy 1.1.3: Review periodically (at least every five years) building codes, zoning ordinances, and land subdivision regulations to eliminate excessive requirements and add requirements to encourage private sector participation in meeting housing needs. Special attention should be devoted to creating zoning districts and development standards that provide for innovative residential development built upon walkable, transit oriented sustainable principles where appropriate.

HSG Policy 1.1.4: Utilize the Building Permit Inventory and Tracking System to monitor new construction, conversions, replacements, and demolitions.

HSG Policy 1.1.5: Explore ways to increase density through its zoning code such as vertical mixture of uses and permitting accessory dwelling units in appropriate areas.

HSG Policy 1.1.6: Seek out areas appropriate for higher density infill development, such as downtown, commercial centers and corridors, and newly annexed areas.

HSG Policy 1.1.7: Create incentives to spur infill opportunities provided by both the public and private sectors.

HSG Policy 1.1.8: Make provisions in its zoning code for Accessory Dwelling Units (ADUs), such as "granny flats" and "garage apartments", to better enable families to house its young adults and elderly, provide for in-home assisted living, enable the preservation of historic housing, enable homeowners on fixed incomes or limited or declining means to remain in their homes, or to serve such other community need identified by the City. ADUs shall not count toward the computation of density in any land use category in the Comprehensive Plan, in which single-family detached housing is permitted, and zoning provisions shall establish a minimum and maximum square footage compatible with its neighborhood's housing types and sizes.

HSG Objective 1.2: Protect existing neighborhoods and maintain housing standards, promote rehabilitation when necessary, and encourage demolition of those housing units that are not worthy of rehabilitation.



HSG Policy 1.2.1: Continue to implement and enforce the minimum housing code as well as other neighborhood conservation regulations that serve as primary tools for maintaining the existing housing's high quality.

HSG Policy 1.2.2: In conjunction with the minimum housing code, continue to refine a code enforcement program tailored to neighborhood housing issues.

HSG Policy 1.2.3: In conjunction with Hillsborough County and area financial institutions, continue to provide a loan program to assist owners of all multi-family housing complexes to upgrade their properties.

HSG Policy 1.2.4: Continue to develop the overlay zone to maintain, preserve and enhance established and planned residential, commercial, and mixed-use areas.

HSG Policy 1.2.5: Systematically and regularly inspect the housing exterior to maintain a minimum level of quality in the housing stock. Interior housing inspections should be conducted where exterior deficiencies and other code violations have been observed.

HSG Policy 1.2.6: Encourage a greater variety of housing types, occupancy standards, and sizes to diversify, yet maintain compatibility with, single family neighborhoods.

HSG Policy 1.2.7: Continue to improve the zoning ordinance to establish clear development standards and approval procedures.

HSG Objective 1.3: Maintain a code enforcement program that will target substandard homes and residential rental housing for full-scale inspection.

HSG Policy 1.3.1: Continue to promote and expand opportunities for neighborhood groups to take an active role in neighborhood inspection and monitoring.

HSG Policy 1.3.2: Continue the City's Residential Rental Housing Permit Program for single family dwelling units (attached or detached) to ensure safe and quality rental housing.

HSG Objective 1.4: Foster affordable housing opportunities for extremely low, very low, low and moderate income households through collaboration with Hillsborough County, non-profit housing organizations, and community-oriented for-profit development firms.

HSG Policy 1.4.1: Support and cooperate with Hillsborough County on strategies, methodologies, processes, and procedures for the provision of very low income affordable housing units where appropriate based on environmental constraints, compatibility with surrounding land uses and adequate public facilities and services.

HSG Policy 1.4.2: In conjunction with the Hillsborough County Affordable Housing Office and the Hillsborough County Housing Finance Authority and other government agencies, support programs that reduce or eliminate barriers to home ownership for first-time home buyers and low income households. Programs will focus on reducing equity requirements and closing cost fees.



HSG Policy 1.4.3: The City, in conjunction with Hillsborough County and private community based organizations, shall encourage extremely low, very low, low and moderate income first-time homebuyers to use the bond-supported, low-cost home mortgage program by publicizing the program.

HSG Policy 1.4.4: The City, in conjunction with the Hillsborough County Affordable Housing Office and the Hillsborough County Housing Finance Authority, shall pursue federal and state funding sources for the construction or rehabilitation of extremely low, very low, low and moderate income housing.

HSG Policy 1.4.5: Coordinate with the Florida Housing Finance Corporation, the Department of Economic Opportunity the U.S. Department of Housing and Urban Development, and any other state or federal agency responsible for administering programs to improve housing opportunities for extremely low, very low, low and moderate income persons.

HSG Policy 1.4.6: Encourage mixed-income and mixed-use development that makes the most effective use of existing or new infrastructure as a means to facilitate community sustainability and provide affordable housing.

HSG Objective 1.5: Encourage the provision of adequate sites for assisted living facilities and foster care facilities and aid, through appropriate zoning regulations, to establish facilities to meet the needs of persons requiring this type of housing.

HSG Policy 1.5.1: Support the efforts of the Hillsborough County Housing Authority related to group homes, especially for

the elderly and persons with disabilities, by undertaking activities which include, but are not limited to, maintaining non-discriminatory standards and criteria addressing the location of group homes; and providing technical assistance for the establishment of small, (6 people or fewer) community residential homes.

HSG Policy 1.5.2: Adopt or amend, as necessary, ordinances to provide for the zoning of group homes, including homes for the elderly and persons with disabilities.

HSG Policy 1.5.3: Locate group homes and assisted elderly housing within the City to provide for a variety of neighborhood settings, where services and facilities are available and adequate to support this housing type and to avoid undue concentrations in individual neighborhoods.

HSG Objective 1.6: Regularly assess existing public, private, non-profit, and for-profit housing programs, and identify ways to further increase access to affordable standard housing for all citizens regardless of race, sex, age, physical disability, mental disability, or income level.

HSG Policy 1.6.1: Provide fair housing opportunity in housing selection including provisions for full physical disability accessibility and prohibiting discrimination in multi-family rental housing for families with children, in accordance with federal and State regulations.

HSG Objective 1.7: Based on the City's identification of significant historic resources, encourage the appropriate use of these resources while protecting their historic value and character.



HSG Policy 1.7.1: Encourage the rehabilitation process and adaptive reuse, where necessary, of historically significant housing.

HSG Policy 1.7.2: Provide technical assistance to property owners of historically significant housing in applying for and utilizing state and federal assistance programs.

HSG Policy 1.7.3: Work with the Hillsborough County Historic Resources Review Board to provide public information, education, and technical assistance relating to historic preservation programs.

HSG Policy 1.7.4: Allow development of smaller lot sizes through the City's zoning and Land Development Code to give a greater choice in single family housing.

HSG Objective 1.8: Encourage redevelopment activities that do not displace the existing population. When displacement occurs through public action, assure that reasonably located, standard housing is available at affordable costs.

HSG Objective 1.9: Promote energy efficient and sustainable development practices.

HSG Policy 1.9.1: Educate builders and developers to exceed the minimum requirements for energy efficiency of the Florida Building Code by sharing information on available training, tools or literature on resource efficient development.

HSG Policy 1.9.2: Seek partnerships with organizations, such as the Cooperative Extension Service, University of Florida, to educate consumers about emerging practices in energy conservation and sustainable development.

HSG Policy 1.9.3: Start creating incentives for new homes, developments and commercial buildings to become certified under the U.S. Green Building Council's "Leadership in Energy and Environmental Design" (LEED) program, the Florida Green Building Coalition (FGBC), or meet similar standards of development.

HSG Policy 1.9.4: Initiate the use of alternative energy technology for retrofitting existing and renovated City facilities and in the construction of new ones.

HSG Policy 1.9.5: Develop ways to stimulate economic growth of new business, business expansion and development of technology in alternative energy and alternative fuel.

HSG Policy 1.9.6: The City of Temple Terrace shall utilize mechanisms to stimulate the market to develop sustainable housing through incentives such as but not limited to:

- Use of innovative building materials
- Streamline Development Approval/Expedite Permitting
- Density Bonuses
- Parking Reduction
- Setback Reduction and Height Variances
- Allow for smaller lot sizes and flexible lot configuration



Potable Water and Waste Water

Potable Water

The City operates a water treatment and distribution system which serves the entire City and extends beyond its limits north of Fowler Avenue and east of the Hillsborough River. The City's water source is the Floridan Aquifer, a sub-surface source of excellent quality. The water distribution system is composed of a network of pipes and storage tanks which convey potable water from the City's wells and treatment plant facilities to individual establishments.

In the year 2013 the average total population receiving water service from Temple Terrace was approximately 31,061. This is the functional population of the service area computed by the 2013 SWFWMD model. The vast majority of demand is generated by residential development within and outside the City. However, non-residential water use has become significant with increased commercial development.

Existing Conditions

The City currently has two water treatment plants: Whiteway Water Treatment Plant (WTP) and Sunningdale WTP. Water is supplied to the treatment plants by ten wells. In 2013, approximately 1,169 million gallons of water was pumped and treated with an average daily flow of 3.20 MG to distribution. Water pressures from the treatment plants typically range from

55 to 65 pounds per square inch (psi), and the treated water consistently meets or exceeds the quality parameters established and monitored by the FDEP. In 2013, the city had a water per capita demand of 103 GPCD for its entire service area.

Population Projections

Water supply and distribution needs of a community are directly affected by changes in the population within a community. For that reason, population trends must be accounted for in order to thoroughly evaluate the City's water system. The City's water service area population projections are presented in **PW/WW Table 3**.

Water Demand Analysis Methodology

For the purposes of master planning, the population within the City's water service area is considered for analysis, while the population served by the City of Tampa is not. The population served is calculated by the City using the SWFWMD population model. The City's 2013 database shows 6,317 single-family residents, 5,809 multi-family dwelling units, and 712 connections for commercial and industrial uses. The future population projections come from the Planning Commissions Transportation Analysis Zones (TAZ) in and around Temple Terrace and nearly match the Utility Service Area.

Maximum day demand is defined as the largest 24-hour demand during the course of a year. The maximum day demand is a crucial component in the assessment of water storage and pumping facilities. The maximum day demand multiplier is typically expressed as the maximum day demand



divided by the average day demand. Ratios typically range from 1.25 to 2.0, and in Temple Terrace, occur before the rainy summer season. This is due to increased lawn watering, frequent showers, car washing, etc. The impact of maximum day to average day demand ratio is highly dependent upon the characteristics of the individual community water system. **PW/WW Table 1** presents a summary of average day, maximum day, and demand ratios from 2010 to 2013 for the City of Temple Terrace. During this period, the average maximum day to average day demand ratio was approximately 1.52.

**PW/WW Table 1
Historical Water Demand**

Calendar Year	Annual Average Day Demand (mgd)	Maximum Day Demand (mgd)	Demand Ratio
2010	3.28	5.77	1.76
2011	3.29	4.83	1.47
2012	3.35	4.73	1.42
2013	3.20	4.65	1.45
Average Demand Ratio (Maximum Day / Average Day)			1.52

Peak hour demand is defined as the maximum volume of water used within a 60-minute period. Peak hour demand usually occurs concurrently with the maximum day demand. Peak hour

demands typically last for short durations and can be extremely variable. For these reasons, it is common practice to meet these demands with distribution storage rather than supply sources. Therefore, peak hour demand will be considered when evaluating the sufficiency of Temple Terrace's water distribution storage. An analysis of daily pumping records is typically used to determine peak hour demands. The peak hour multiplier is defined as the peak hour demand divided by the average day demand, and typically ranges from 2.0 to 3.0. Based on Temple Terrace's serviceable population, it is estimated that peak hour demand for the City is 3.0 times the average day demand. **PW/WW Table 2** summarizes the City's projected average day, maximum day and peak hour demands. As mentioned previously in this report, future projected water demands are based on proposed population growth and an evaluation of historic pumping records.

**PW/WW Table 2
Projected Water Demand Summary**

Year	Average Day Demand (mgd)	Maximum Day Demand (mgd)	Peak Hour Demand (mgd)
2013	3.20	4.65	9.36
2019	4.23	7.19	12.69
2025	4.64	7.89	13.92

Existing and Future Needs

In determining the adequacy of water supply facilities, the water supply source must be capable of meeting various water demand conditions. At a minimum, the City's well production



should be able to meet the maximum day system demand. Relying on storage to make up any deficit in supply under the maximum day condition is not recommended. However, some communities provide a water supply that meets the maximum day demand, while supplying the additional peak hour demand from storage. It is considered good practice to design a standby capability in water supply source. For instance, if the system has been designed so that the total well production capacity is required to meet the maximum demand, any well that is placed out of service because of contamination or pump maintenance will result in a deficient supply. The City's water supply analysis is therefore based on the existing and future maximum day demands versus the current well production with the largest well out of service. **PW/WW Table 3** summarizes the water supply analysis for the planning period.

**PW/WW Table 3
Water Supply Analysis**

Year	Maximum Day Demand (mgd)	Well Production with Largest Well Out of Service (mgd)	Production Surplus or (Deficit)
2013	4.65	8.86	4.21
2019	7.19	8.86	1.67
2025	7.89	8.86	0.97

Waste Water

The City's collection system is composed of a network of pipes which collect wastewater (also called sewage) from individual establishments and convey it to a central location for treatment. Temple Terrace contracts with the City of Tampa for treatment and disposal of the collected wastewater through the Howard F. Curren Advanced Wastewater Treatment (AWT) Plant (formerly Hookers Point AWT) located on McKay Bay, approximately 7 miles southwest of Temple Terrace's city limits.

In 2013, the population of the City and its wastewater service area is about 32,000. Almost the entire City is sewerage and substantial portions of the City's wastewater service area are also included in the City's collection system. The vast majority of wastewater collection system demand is generated by residential development within and outside the City. Figures 1A and 1B depict the current wastewater collection system.

Wastewater volumes collected by the Temple Terrace system will increase as development occurs in the areas east of the present city limits. By virtue of the interlocal agreement with the City of Tampa, the presently defined service area of the City of Temple Terrace is assured full service over the planning period. Flow limitations are established in the agreement on the gallons of effluent that will be treated by Tampa, which are 2.938 mgd for average daily flow and 6.846 mgd for peak flow. The agreement allows for these flow limitations to be reviewed by the City of Tampa and the City of Temple Terrace to see if any modification to the agreement is needed.



Existing Conditions

Overall, the City's existing wastewater collection system operates at an acceptable level. Suburban scale residential and small commercial developments in the City and service area can generally be served through planned extensions of the City's system. Large scale commercial and industrial developments often require a public-private partnership approach and more elaborate capital project planning by the City.

Wastewater Collection System Description

The Temple Terrace wastewater collection system consists of over 85 miles of gravity sewers with diameters ranging from 4 to 24 inches. The system is comprised of 21 collection areas, each served by a City lift station that flows into three master lift stations. The inflow from each lift station service area is by gravity sewers and/or privately owned lift stations which pump wastewater from the low point in their respective collection areas to either other collection areas or to one of the City's two interceptors with Tampa's system.

Service Area

The City of Temple Terrace is responsible for the collection and transmission of wastewater to the City of Tampa's system for its municipal area and additional lands within Hillsborough County, generally referred to as the service area. The City's service area constitutes a portion of the Tampa 201 Facilities planning area established in the early 1960s when the Hookers Point, now Howard F. Curren, AWT Plant was originally permitted and built. A set of interlocal agreements between the two cities and with Hillsborough County established Temple

Terrace's extra territorial service area during the 1960s and 1970s. The agreement between Tampa and Temple Terrace was approved on August 7, 1962, and amended in February 1976, March 1980 and the latest in June 2008. The latter was adopted by Resolution No.074-08 by City Council on June 17, 2008. That agreement expires in 2043. An agreement with Hillsborough County, approved in September 1977, established a City wastewater service area with slightly different boundaries than that established between the City and City of Tampa. In addition, in 1984 the City approved an ordinance (Number 523) establishing a water and waste water services zone pursuant to Chapter 180, FS.

The City of Temple Terrace's wastewater system serves 3,000 acres of land within the City limits as well as over 4,523 acres in Hillsborough County through these interlocal agreements. The City of Tampa provides wastewater intercepting, treatment, and disposal services for the service area which comprises over 7,500 acres of the City of Tampa's 219 square mile service area. Although Temple Terrace's service area makes up about 7 percent of the total Tampa 201 planning area, it currently accounts for only 3.1 percent, or about 2.938 mgd, of the Howard F. Curren AWT current capacity of 96 mgd. The City's wastewater service areas are mapped in detail on a series of 1":200' City base maps and are kept on file at the Department of Public Works.

Level of Service Standards

Temple Terrace collects wastewater for transmission to Tampa's treatment and disposal system. Therefore, since the City has established a policy of requiring all development in the City to be served by the centralized wastewater collection



system, the quality of treatment of the City's wastewater is a service level established by the City of Tampa. Acceptable levels of service under the City's control then become those which will ensure safe collection and transmission of the City's wastewater to Tampa's system. Levels of service (LOS) have been set on the basis of volume of wastewater generated per capita per day.

The total yearly sewer production for fiscal year 2013 was 724 million gallons or 1.984 MGD. The years' service area had a population of approximately 32,000. Therefore, the approximation of a current LOS is about 61.2 gallons per capita per day. The maximum daily flow during the same time period was about 2.3 mgd. Design standards generally rely on a standard of 60 to 100 gallons per capita per day, which places Temple Terrace's per capita wastewater generation within the normal design standards scale.

Existing and Future Needs

Temple Terrace has maintained its wastewater system to provide service to the maximum number of customers within the City and its service area. The citizens of Temple Terrace are serviced by the present wastewater system shown on **Figures 1A and 1B**. A few isolated developments in the unincorporated service area are served by package or interim treatment plants.

Existing Deficiencies

Today, the City's wastewater deficiencies exist in its pump stations and force mains. The advancing age of many City facilities also makes it critical that steps be taken to rehabilitate and maintain functioning collection systems within the City. In

some cases, total replacement of aging infrastructure will be necessary within the planning timeframe. Infiltration of groundwater into the Temple Terrace system is not a significant issue. Odor problems have developed in some of the sewers which are close to manholes receiving flow from force mains. These types of manholes are more than normally susceptible to odors and chemical deterioration because of the corrosive gases created in the force mains. Odor control measures used by the City have included chemical treatment, flushing and bio-cubes to mitigate any issue. All City manholes are regularly inspected and repaired when needed.

Potable Water and Waste Water Goals, Objectives, and Policies

PW/WW GOAL 1: To efficiently deliver excellent public facilities and services for potable water and waste water that support development and redevelopment in the City, provide for the health, safety and welfare of its citizens, and ensure protection and preservation of the environment.

PW/WW Objective 1.1: To achieve and maintain potable water and waste water facilities that meets or exceeds adopted levels of service for current development and for future development.

PW/WW Policy 1.1.1: Prioritize infrastructure programming based on existing facility deficiencies first, replacement and retrofitting of facilities second, and future facility needs third.

PW/WW Policy 1.1.2: Maintain a concurrency management process to ensure adequate system capacity before permits are



issued, and to update facility demand and capacity information as development orders and permits are issued.

PW/WW Policy 1.1.3: Prepare an annual Level of Service report to assess the extent of current and projected capacities and/or deficiencies within the potable water and wastewater systems for a period of twenty years.

PW/WW Policy 1.1.4: Update the City's master plans for potable water and waste water as needed to provide for a minimum of five years of future growth, or longer as necessary to eliminate deficiencies and to comply with State law and City ordinance.

PW/WW Policy 1.1.5: Begin negotiations with Tampa Bay Water to design and build an interconnect for potable water supply as a backup water source when projected demand is within five years of exceeding capacity.

PW/WW Policy 1.1.6: Prepare an annual Capital Improvements Program to address all existing deficiencies and future needs of potable water and wastewater systems on a comprehensive basis.

PW/WW Policy 1.1.7: Implement projects in accordance with the Capital Improvements Program.

PW/WW Policy 1.1.8: Locate public facilities and utilities to maximize the efficiency of services provided; minimize their cost; and minimize their impacts upon the natural environment.

PW/WW Policy 1.1.9: Cooperate with other jurisdictions, regional entities and state agencies in the development of

innovative, cost-effective potable water and wastewater treatment techniques, facility designs, and reclaimed water reuse programs.

PW/WW Policy 1.1.10: Adequate waste water and potable water facilities shall be in place and available to serve new development no later than the issuance of a certificate of occupancy, consistent with Florida Statutes.

PW/WW Objective 1.2: Manage growth so as to utilize existing potable water and waste water facilities efficiently.

PW/WW Policy 1.2.1: Require all new development and substantial redevelopment to be served by the City's centralized potable water distribution and wastewater collection systems.

PW/WW Policy 1.2.2: Provide incentives for developing land in a way that maximizes the use of existing facilities with available capacity to serve development or minimizes the need for new infrastructure.

PW/WW Objective 1.3: To conserve water resources so as to limit use of primary water sources, to delay the cost of connecting with Tampa Bay Water, to reduce the volume of wastewater treated, and to lower unit costs of delivering potable water and wastewater.

PW/WW Policy 1.3.1: Encourage Florida-Friendly™ yards and appropriate combination of cisterns, grey water systems, green roofs, and Florida-Friendly™ yards on all new and redeveloped City properties.

PW/WW Policy 1.3.2: Encourage through a favorable structure for water and sewer rates and other incentives, the



use of cisterns, grey water systems, green roofs, and Florida-Friendly™ yards on all properties.

PW/WW Policy 1.3.3: Require new developments to participate in recovered water reuse programs when such programs are established in the service area.

PW/WW Objective 1.4: Ensure compliance with all health, safety, environmental and other regulations emanating from federal, state, and local law that pertain to the provision of potable water and wastewater facilities and services.

PW/WW Policy 1.4.1: Coordinate with the Southwest Florida Water Management District (SWFWMD) to assure consistency between the City of Temple Terrace Comprehensive Plan and SWFWMD's Regional Water Supply Plan. The 10 Year Water Supply Facilities Work Plan shall be updated every five years and within 18 months of the update of the Southwest Florida Water Management District's Regional Water Supply Plan.

PW/WW Policy 1.4.2: The City hereby adopts the City of Temple Terrace's 10-Year Water Supply Facilities Work Plan Update by reference into the Comprehensive Plan.

10-Year Water Supply Facilities Work Plan

The following 10-Year Water Facilities Work Plan Update, **PW/WW Table 4**, is adopted pursuant to Florida Statutes.



CITY OF TEMPLE TERRACE 10-YEAR WATER SUPPLY FACILITIES WORK PLAN

Temple Terrace Water Facilities Work Plan	FY 21-22	FY 22-23	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
Water Distribution Pumping System	100,000	25,000	125,000	525,000	25,000	175,000	1,025,000	1,025,000	25,000	225,000
(funding source)	A	A	A	A	A	A	A	A	A	A
Water treatment plant rehab & painting project	125,000	800,000	0	0	0	0	0	0	0	0
Water Distribution Valve rehab project	60,000	60,000	60,000	60,000	60,000	70,000	70,000	70,000	70,000	70,000
Water treatment Well rehab project	25,000	25,000	25,000	25,000	25,000	30,000	30,000	30,000	30,000	30,000
Water treatment Pump rehab project	17,000	17,000	17,000	17,000	17,000	20,000	20,000	20,000	20,000	20,000
Water system storage tank rehab and painting	0	0	0	0	0	100,000	0	0	0	100,000
(funding source)	B	B	B	B	B	B	B	B	B	B
Water Meter improvement / Replacement	100,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000	75,000
(funding source)	C	C	C	C	C	C	C	C	C	C
Water Main Improvements	2,350,000	1,200,000	1,300,000	900,000	500,000	500,000	500,000	500,000	500,000	500,000
(funding source)	A	A	A	A	A	A	A	A	A	A
Water Main Extensions	14,000	15,000	15,000	16,000	16,000	16,000	16,000	16,000	16,000	16,000
(funding source)	C	C	C	C	C	C	C	C	C	C

Legend: Funding Sources
 A. Water/Sewer Fund
 B. Water/Sewer Renewal & Replacement
 C. Water Improvement Fees

Source: Temple Terrace Public Works and Community Development Departments, August 2021. This WSFWP table includes significant water supply capital projects known at the time of plan preparation. For a complete list of capital projects proposed for funding, please see the City of Temple Terrace CIP. Project funding listed beyond FY 22-23 is not confirmed and is subject to approval by the Temple Terrace City Council. Please note that the projects and funding in this table may be modified over time.

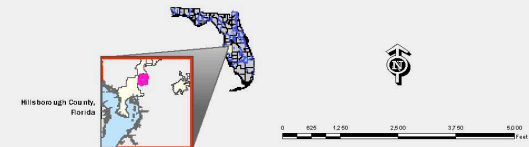


MAP 1
Temple Terrace Comprehensive Plan
POTABLE WATER TRANSMISSION SYSTEM

Legend

- Parks & Conservation
- Temple Terrace Utility Service Area
- Water Lines
- Hillsborough County
- Temple Terrace
- Tampa
- Tampa Service Area
- Urban Service Area
- Water and Bay
- Streams/Rivers
- Major Roads
- Airports
- Airfields

Location Diagram and Reference Information



DATA SOURCES: Base map, county water from Hillsborough County City-County Planning Commission. Parcel Lines and data from Hillsborough County Public Utilities Department (2010/2011). Significant water bodies obtained from Planning and Environment Department, based on available imagery. City website, Greater than 40 acres depicted.

MAJOR ROADS: See All signed MPO Long Range Transportation Plan for possible improvements.

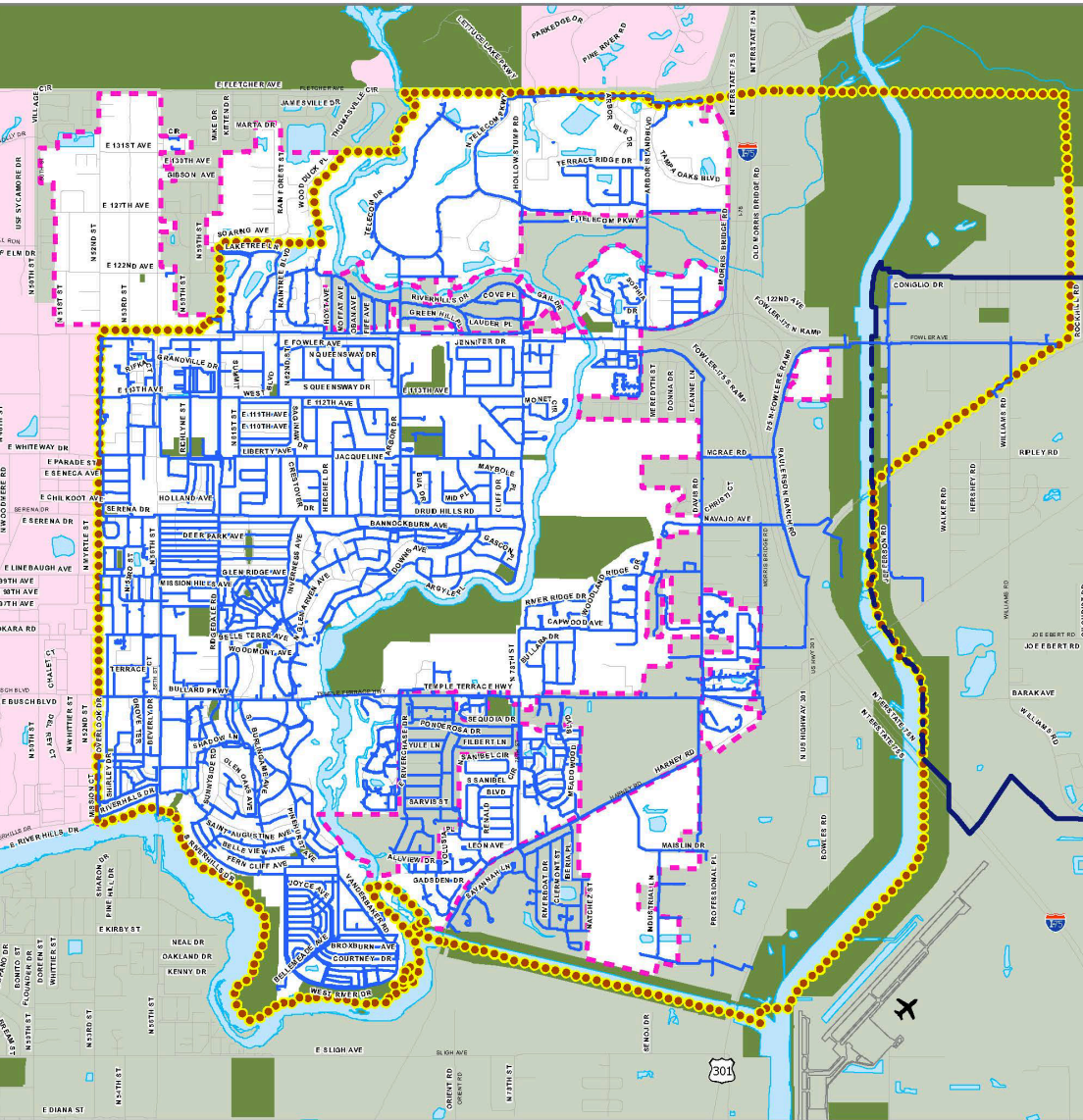
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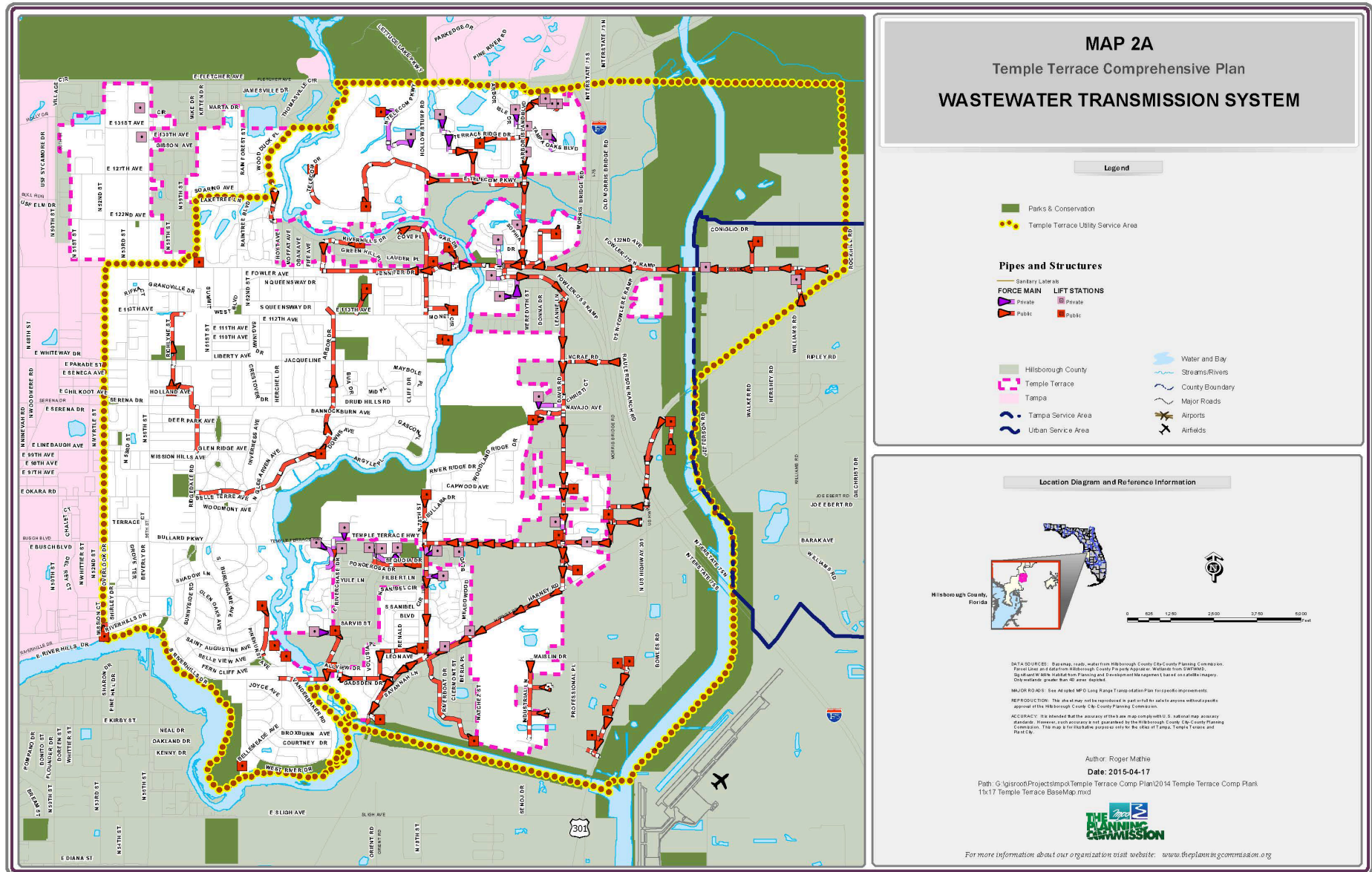
ACCURACY: The Greater Bay Area, accuracy of the data may vary with the 1:25,000 scale map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. The map is for reference purposes only to be used in conjunction with the City of Temple Terrace and Plant City.

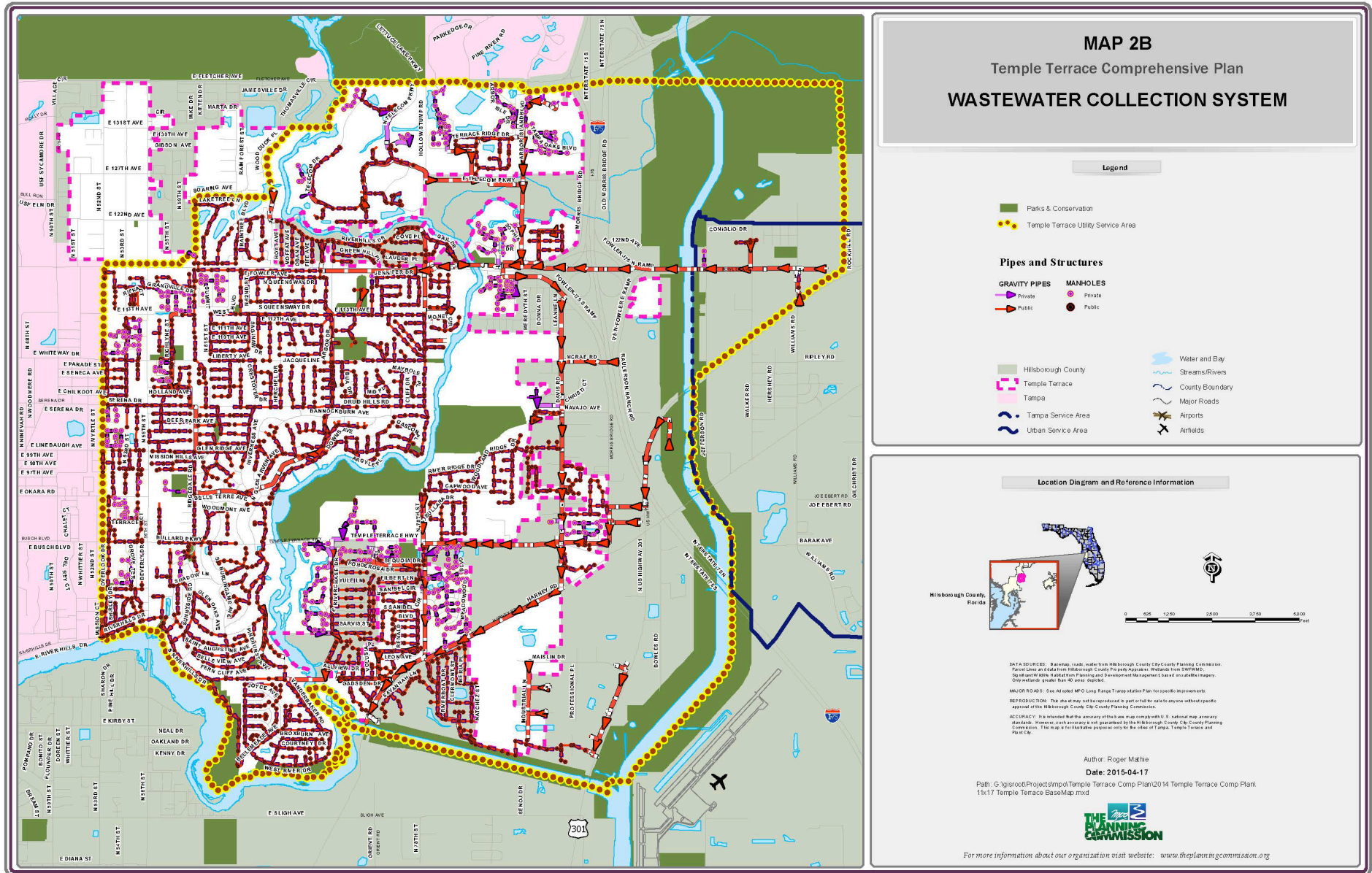
Author: Roger Matthe
Date: 2015-04-17



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Solid Waste

The City of Temple Terrace operates a solid waste collection system with service limited to the municipal area. Solid waste disposal is accomplished through an interlocal agreement with Hillsborough County which allows the City to use the County's landfills and resource recovery facilities. In terms of proportional capacity of the County's solid waste facilities, the City of Temple Terrace currently contributes less than three percent of total processable solid waste.

The Public Works Department collected and transmitted to County facilities over 12,300 tons of solid waste during the 2013-14 fiscal year. Of this material, 6,036 tons were generated by commercial users and 6,289 tons by residential users. The City-wide program includes regular residential and commercial collection, annual pickups, special pickups, yard waste collection and curbside recycling.

Existing Conditions

The City of Temple Terrace accomplishes solid waste disposal through an interlocal agreement with Hillsborough County that expires September 30, 2028. According to the agreement, "no minimum or maximum tonnage or volume requirement will be imposed upon the City." In 2014, Temple Terrace contributed 1.7 percent of the total solid waste processed by the County. It is not expected to exceed 2.0 percent within the 2025 planning horizon.

The County's solid waste disposal system is described in the Solid Waste Element of the Comprehensive Plan for

Unincorporated Hillsborough County. The remainder of this section describes the City's solid waste collection system.

Temple Terrace Solid Waste Collection

The City operates a comprehensive collection program which is designed to provide all City residents and businesses with regular and special solid waste collection service. The following sections describe the Public Works Department's services.

Residential Collection

As of 2014 there were 8,000 residential users, which are primarily single-family residences within the City. These residential users include unannexed areas north of Fowler Avenue and east of the Hillsborough River which have been included in the City's residential collection network through an interlocal agreement with Hillsborough County. Garbage and trash are picked up twice per week at curbside and transported to the Hillsborough County Resource Recovery Facility. Recycling and vegetative yard waste are collected once per week and are delivered to commercial vendors for processing.

Commercial Collection

Most apartment complexes and commercial establishments need containers that require mechanical lifting due to the waste volume they generate. The City currently provides service to 270 commercial users; e.g., apartment complexes and commercial businesses. The rate charged includes the



cost of the dumpster and the cost of providing collection and disposal.

The collection frequency varies and is based on the needs of the establishment being served. Service is provided up to six days a week and involves the use of either a front loading packer or a roll off vehicle. This service generated 6,036 tons of refuse during fiscal year 2014.

Special Pickup

Garbage in prescribed containers or properly bundled is picked up during the regular, twice-weekly pickup. Refuse that does not meet these pre-collection requirements has to be removed by the owner or the owner must request that the City provide a special pickup. One free "Annual Pickup" is available to all residential customers upon request. With "AP" collections, all trash, with the exception of building materials, is picked up regardless of the volume. The cost of this service is included in the operating budget and passed on to the City's residential users in the rate structure. There is a charge for this service for commercial customers as well as for residential customers who use the service more than once per year. This service generates 716 tons of refuse per year and all is transported to a private transfer facility.

Curbside Recycling

In the early 1990's, the City initiated a solid waste curbside recycling program, which includes paper, cardboard, glass, metal cans, aluminum and plastic. The program was aimed at reducing the costs of disposal (predominantly tipping fees at County facilities) to keep user charge increases to a

minimum. The program has been a success in achieving this goal. The curbside recycling pickup resulted in an average of 120 tons per month for Fiscal Year 2014. The commercial recycling (cardboard) pickup resulted in an average of 16 tons for the same time frame.

Current Demand

Levels of Service

Temple Terrace collects solid waste for disposal at the Hillsborough County Resource Recovery and sanitary landfill facilities. Therefore, solid waste disposal is governed by LOS standards established by the County. Hillsborough County adheres to a LOS standard for solid waste of 8.0 pounds of solid waste per capita per day disposition capacity in the Unincorporated Hillsborough County system service area.

The County accepted 12,300 tons of solid waste from the City in 2014. Based on a projected population of 25,337 in 2014, Temple Terrace generated 2.6 pounds of solid waste per capita per day - well below the County's LOS standard.

In 2025, the County projects that Temple Terrace will generate 26,810 tons of solid waste. Based on a projected population of 29,400 in 2025, Temple Terrace will generate 5.0 pounds of solid waste per capita per day—still well below the County's standard.

Furthermore, the County has determined that it has adequate processing and landfill capacity to meet its LOS standard for itself and for the solid waste it accepts from the Cities of Tampa and Temple Terrace.



Solid Waste Goals, Objectives, and Policies

SW GOAL 1: Efficiently deliver solid and hazardous waste collection and disposal system that supports development and redevelopment in the City, provides for the health, safety and welfare of its citizens, and ensures protection and preservation of the environment.

SW Objective 1.1: To achieve and maintain a solid waste collection system that meets or exceeds adopted levels of service for current development and for future development.

SW Policy 1.1.1: Maintain a concurrency management process to ensure adequate system capacity before permits are issued, and to update facility demand and capacity information as development orders and permits are issued.

SW Policy 1.1.2: Prepare an annual Level of Service report to assess the extent of current and projected capacities and/or deficiencies within the solid waste collection system.

SW Policy 1.1.3: Update the City's master plan for solid waste collection as needed to provide for a minimum of five years of future growth, or longer as necessary to eliminate deficiencies and to comply with State law and City ordinance.

SW Policy 1.1.4: Locate public facilities and utilities to: maximize the efficiency of services provided; minimize their cost; and minimize their impacts upon the natural environment.

SW Objective 1.2: To manage growth so as to utilize existing solid waste collection services efficiently.

SW Policy 1.2.1: Require all new development and substantial redevelopment to be served by the City's solid waste collection system.

SW Objective 1.3: Encourage to reduce volume of solid waste and to lower unit costs of delivering solid waste collection services.

SW Policy 1.3.1: Encourage reuse strategies, recycling, composting and trash compacting on all City properties.

SW Policy 1.3.2: Encourage reuse strategies, recycling, composting and trash compacting on all new and redeveloped nonresidential and multifamily properties.

SW Policy 1.3.3: If the solid waste management facility provider(s) is, at some future date, unable to provide disposal capacity and landfill space for City waste generators, increase the rate of citywide re-use, composting and recycling, and prohibit all development until the City can provide alternative landfill service consistent with the LOS standard or contract with another landfill service provider to dispose of the waste.

SW Objective 1.4: In cooperation with Hillsborough County, continue to maintain a comprehensive hazardous waste and emergency response capability that facilitates source reduction and the proper transfer, storage, disposal and recycling of wastes.



SW Policy 1.4.1: Participate in Hillsborough County's hazardous waste collection and disposal programs.

SW Policy 1.4.2: Distribute public education information on the types of hazardous materials as well as their proper use, storage and disposal.

SW Policy 1.4.3: Participate in the County's permanent household waste program to facilitate the safe and convenient collection and disposal of household hazardous wastes.

SW Policy 1.4.4: The City recommends recycling household and commercial hazardous waste products such as oils, solvents, plastics and paints, in development reviews and through other means.

SW Policy 1.4.5: Continue to participate in a comprehensive chemical emergency preparedness program.



Stormwater

Temple Terrace lies in an area of gently sloping terrain within the plain of the Hillsborough River. The mean sea level elevations in the City vary from a maximum of 80 feet in the northwest to a minimum of 20 feet at the river's edge.

Rainfall averages 50 to 55 inches annually, with the majority of rainfall occurring during the summer months. The rainfall that does not evaporate nor run off primarily recharges the surficial aquifer, which varies from several inches to several feet below ground elevation. Although the City is not located in a primary recharge area, small portions of the recharge water also percolate to the Floridan aquifer.

Natural drainage systems are generally comprised of a series of depressions and channels within a drainage basin which allow water from storm events or rainfall to flow into a receiving body such as a river, lake or bay. The drainage basin is defined by topography and is the area into which runoff is directed toward a common major drainage feature.

The City of Temple Terrace lies within the Hillsborough River drainage basin and the majority of the City's stormwater discharges into the river, which ultimately enters Tampa Bay (**SM Figure 1**). Very little direct discharge occurs, however, with the majority of runoff first undergoing filtration processes in one of the City's twenty-two (22) drainage sub-basins (**SM Figure 2**). Larger sub-basins within the service area include the Palm River/Tampa Bypass Canal and the Cow House Creek basins. The City's drainage system serves about 4,732 acres

of land within the City limits as well as additional areas in Hillsborough County and the City of Tampa.

The FDEP's Stormwater Rule is implemented by the Southwest Florida Water Management District (SWFWMD) through a permitting process. The SWFWMD permitting requirements exempt facilities serving individual single-family, duplex, triplex and quadriplex sites; dwelling unit sites less than ten acres in size with less than two acres impervious area and which have complied with local stormwater management regulations or discharge to a permitted regional facility; and agricultural or silvicultural lands with approved management plans.

The City of Temple Terrace has extended the minimum requirements of SWFWMD's permitting guidelines to most new sub-threshold developments within the City. The City's Land Development Code requires additional stormwater management review during the subdivision, site plan approval (which exempts only single-family construction on individual lots) and building permit review processes. The City also participates in the Federal flood insurance program (FEMA) and coordinates development permits with the Hillsborough County Environmental Protection Commission (EPC) by requiring development setbacks, drainage swales, retention/detention ponds, piped systems and other methods of stormwater flow attenuation and treatment as necessary to maintain acceptable levels of water quality. As a matter of policy, City approval of a development request is not granted until all other required Federal, State and local permits are obtained by the applicant.



Existing Conditions

The Hillsborough River, the County's largest river in terms of both flow and basin area, discharges an average of 400 million gallons of water per day into Tampa Bay. Its drainage area includes 650 square miles, some of it in Polk and Pasco Counties (Water Resources Atlas, 1984). Northeast Hillsborough County and Temple Terrace are profoundly influenced by the drainage patterns of the Hillsborough River and its tributaries, which include Blackwater, Trout, Cypress, Clay and Cow House Creeks. This system includes numerous areas of forested wetland and an extensive annual floodplain due to the flat terrain. The portion of the river basin lying in and north of Temple Terrace is one of the most ecologically significant areas in the region. Preservation of these wetlands affords many public benefits including natural flood control and surface water quality improvement.

The Palm River and the Six-Mile Creek, which were channelized in the Tampa Bypass Canal project in the early 1970s, formerly drained much of the northeast part of Tampa and Temple Terrace. The primary functions of these natural rivers, namely conveyance of surface waters from the drainage basin's lands, are now performed by the Bypass Canal system. Because stream-flow volume is controlled by the Canal's extensive lock system, drainage and flooding problems in this area have been minimized.

Overall, the City's existing drainage system operates at an acceptable level. The existing outfalls discharge water generally meeting Class II Standards or better; most meet Class I Standards. These outfalls are also of adequate capacity to discharge high intensity storms without being surcharged

and with no detrimental scouring to the Hillsborough River channel. Additionally, the storm sewers' tributary to the outfalls operates at a level such that minor seasonal flooding occurs in an isolated area in the City (Figure 3). The City has improved some of the stormwater systems that contributed to minor seasonal flooding in the past, such as, S Glen Arven Avenue, N Riverhills Drive at Druid Hills Road, Overlook Drive at Blane Drive, N Riverhills Drive at Whiteway Drive, Glen Burnie and Glen Arven, 52nd Street and the Family Recreation Complex.

The majority of Temple Terrace's drainage subsystems are contained within the City's municipal boundaries, primarily due to the presence of the Hillsborough River and Fowler Avenue as major geographic barriers. Sub-basins 5, 10, and 11 are shared with the City of Tampa. In these sub-basins shared with the City of Tampa, any new facilities or correction of existing deficiencies will be coordinated with Tampa. As the City continues to annex, it will also continue to inherit the drainage systems and system deficiencies which exist in the unincorporated area of Hillsborough County.

Levels of Service

Identifying an appropriate Levels of Service (LOS) for drainage in a developed community such as Temple Terrace requires careful consideration of the community's expectations for this type of public infrastructure. To identify a LOS which addresses the community's drainage concerns, the Department of Public Works and Engineering reviews citizen complaints relating to drainage. A review of drainage-related complaints shows that temporary flooding occurs infrequently.



Although LOS could be set on the basis of water quality and/or volume discharged to receiving waters, thereby addressing the community's concerns regarding environmental quality, a measure which focuses primarily on the incidence and severity of flooding was identified as the most responsive LOS the City could implement in its future planning and permitting activities. The "development standards" section of this sub-element describes the design storm LOS established by the City which is based on the Southwest Florida Water Management District's standards. With this in mind, the City has identified the following general criteria for use in drainage system analysis:

Acceptable LOS

This LOS allows some minor flooding of yard and street areas that occurs for limited lengths of time and that poses no threat to buildings and other structures. Overland flow of off-site stormwaters, surcharging of the stormwater collection system, and ponding of confined waters will occur in limited areas. In other instances, all stormwater will be captured by the collection system and street storage conditions will be absent.

The impacts of this LOS are primarily nuisance flooding problems related to temporary impassability of streets and minor yard flooding by brief periods of stormwater inundation. Flooding of major roadways is limited to the outer lanes and does not prevent travel. Minor roadways may flood but not sufficiently to make travel impossible or to flood vehicles using the roadways or that are parked in driveway and yard areas. Yard flooding will generally be limited to less than half of the front yard setback area. The hydraulic grade line is near the inlet throat and stormwater may pond for up to 20 minutes at

the inlet. Environmental impacts resulting from rapid flushing of stormwater to receiving water bodies pose no threat to the public health, safety, and welfare or to the ability of natural systems to return to normal following the storm event.

Unacceptable LOS

This LOS includes flooding of yard and street areas as well as some structural flooding. Overland flow of off-site stormwater, surcharging of the stormwater collection system, and ponding of confined waters combine to create significant flooding hazards on the street system. The impacts of this LOS relate to both road impassability and the potential for damage to structures by periods of stormwater inundation.

Flooding of major roadways precludes the use of outer traffic lanes and travel in inner lanes is difficult. Minor roadways may flood sufficiently to make travel impossible and to flood vehicles using the roadways or that are parked in driveway and yard areas. Yard flooding can be total and may extend into the structure. The hydraulic grade line is well above the inlet throat for extended periods of time. Environmental impacts resulting from rapid flushing of stormwater to receiving water bodies may pose a threat to the public health, safety, and welfare or to the ability of natural systems to return to normal following the storm event.

Development Standards

New developments are regulated to ensure that post development runoff does not exceed pre-development discharge volumes and rates. The Land Development Code has established a design LOS which requires on-site



detention/retention basins and other structural solutions as are determined to be necessary to achieve this objective.

The City has adopted the stormwater quantity and quality design standards included in the Southwest Florida Water Management District's, Environmental Resource Permit, Basis of Review document.

Existing and Future Needs

Today, few drainage problems exist. Those that exist can usually be traced to pre-1980's developments which were built prior to enactment of the current regulatory framework. The advancing age of many City facilities also makes it critical that steps are taken to rehabilitate and maintain functioning systems. In some cases, existing drainage outfalls contribute to the degradation of certain receiving waters. Steps to improve water quality, such as drainage facility retrofitting, have occurred to ensure continued acceptable levels of water quality and to limit contamination of sinkholes, such as the installation of five (5) CDS (Continuous Deflection Separation) units.

The Land Development Code requires that new stormwater systems be designed within the parameters of the sub-basin's discharge capacity and that improvements to existing systems be made with sub-basin characteristics in mind. In some cases, development of new systems or redesign of existing ones will help alleviate drainage problems in other portions of the sub-basin and result in an overall improvement in the LOS.

Stormwater Goals, Objectives, and Policies

SM GOAL 1: To efficiently deliver an excellent drainage and stormwater treatment system that supports development and redevelopment in the City, provides for the health, safety and welfare of its citizens, and ensures protection and preservation of the environment.

SM Objective 1.1: To achieve and maintain a drainage and stormwater treatment system that meets or exceeds adopted levels of service for current development and for future development.

SM Policy 1.1.1: Attain or exceed the following Levels of Service standards for the City's drainage and stormwater treatment facilities for the storm return frequency and adequacy of available outfalls:

- No positive outfall - 100-year storm event
- Positive outfall - 25-year storm event.

SM Policy 1.1.2: Prioritize infrastructure programming based on existing facility deficiencies first, replacement and retrofitting of facilities second, and future facility needs third.

SM Policy 1.1.3: Maintain a concurrency management process to ensure adequate system capacity before permits are issued, and to update facility demand and capacity information as development orders and permits are issued.



SM Policy 1.1.4: Prepare an annual Level of Service report to assess the extent of current deficiencies within the drainage and stormwater treatment systems.

SM Policy 1.1.5: Ensure that suitable lands and/or easements are available for the provision of necessary drainage and stormwater treatment facilities.

SM Policy 1.1.6: Continue inspection, maintenance, renovation, and replacement programs which will ensure the continued optimal operation of all existing stormwater facilities.

SM Policy 1.1.7: Continue to remove sediments from retention/detention ponds, and remove silt and vegetation from ditches and storm sewers to ensure the design capacity of existing facilities is maintained.

SM Objective 1.2: To manage growth so as to utilize existing stormwater facilities efficiently.

SM Policy 1.2.1: Require that post-development runoff not exceed 25-year, 24-hour peak discharge of the pre-developed conditions.

SM Policy 1.2: Encourage multi-use facilities in which stormwater detention/retention areas are combined with an open space/recreation Plan.

SM Objective 1.3: Reduce the volume of stormwater runoff, to ensure reasonable protection from flooding, to prevent degradation of receiving water quality, and to lower the unit cost of managing and treating stormwater runoff.

SM Policy 1.3.1: Continue participation in the National Flood Insurance Program.

SM Policy 1.3.2: Encourage use of low impact development and the latest technologies to reduce stormwater runoff and/or improve water quality, such as, green roofs and cisterns.

SM Policy 1.3.3: Require that the retention or detention facility provide treatment of the runoff from the first one inch (1") of rainfall or as an option for projects or project subunits with drainage areas less than 100 acres, the first one-half inch (1/2") of runoff.

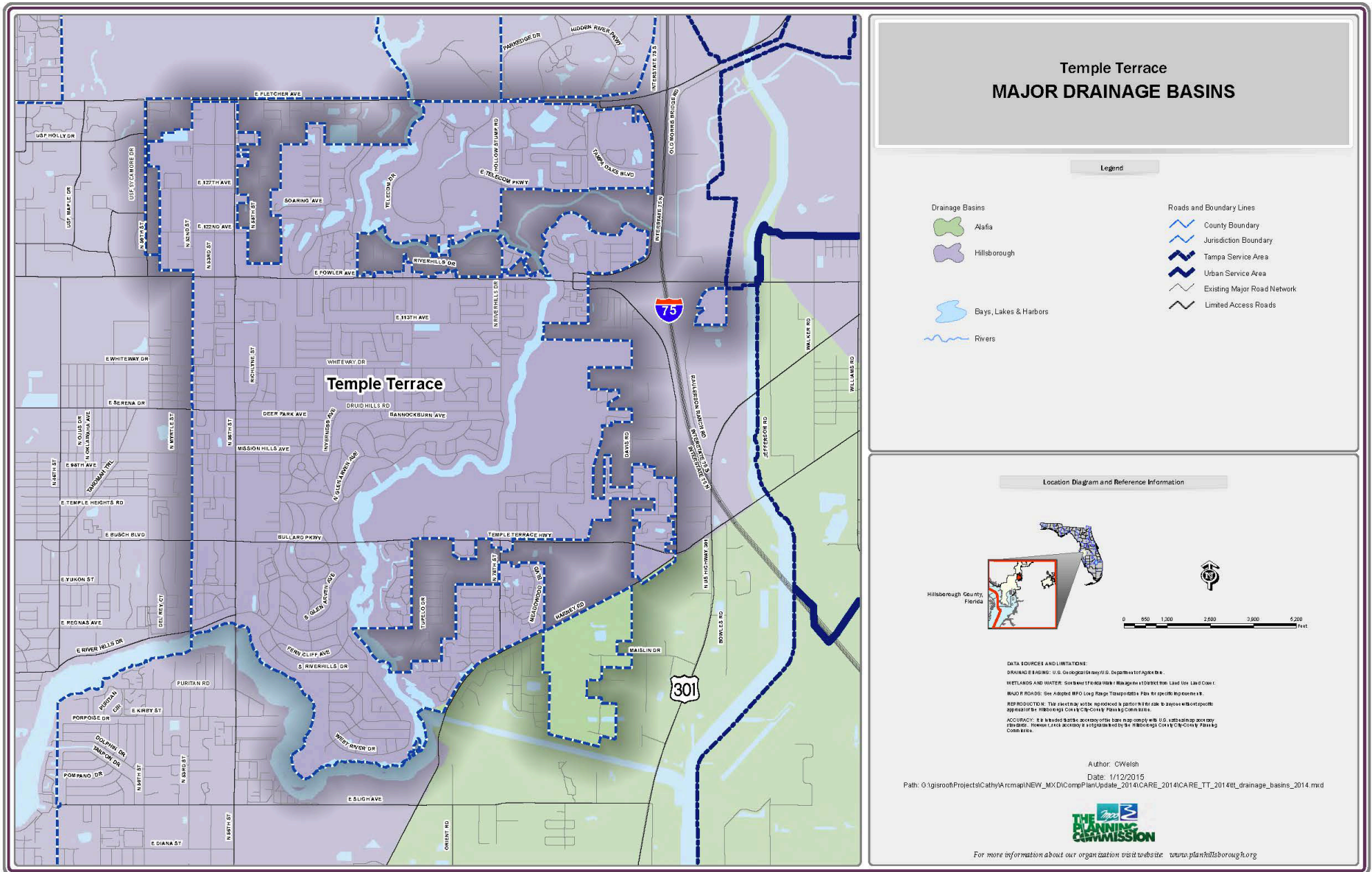
SM Policy 1.3.4: Stormwater discharge facilities which directly discharge to Florida Waters shall include an additional level of treatment equal to 50%) of the treatment criteria specified in SW Policy 1.3.3 above.

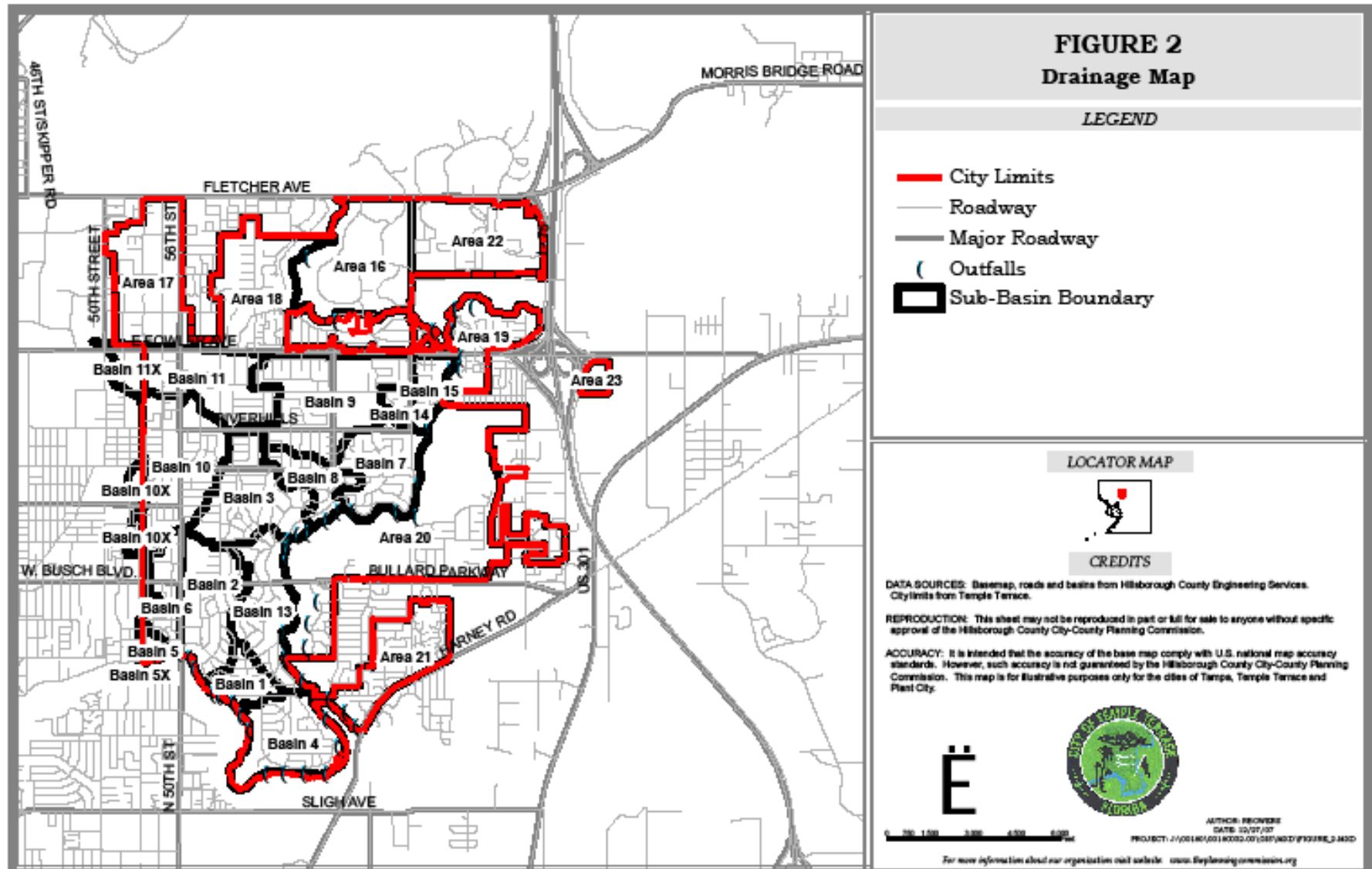
SM Objective 1.4: To ensure compliance with all health, safety, environmental and other regulations emanating from federal, state and local law that pertain to the provision of stormwater treatment facilities and services.

SM Policy 1.4.1: Utilize the Southwest Florida Water Management District's (SWFWMD's) Basis of Review stormwater management systems design standards for stormwater quantity and quality as basis for City's LOS standard.

SM Policy 1.4.2: Beautify retention/detention facilities where improvements can be made without suffering a loss of hydraulic capacity.







Natural Spaces:

Understanding our environment and natural resources.

Managing, conserving and protecting our environment and natural resources require the collective vision of the people whom make Hillsborough their home. We shall conserve and preserve our open space and natural resources and ensure these areas will be appreciated for future generations. To achieve these goals Hillsborough's collective energy should be focused appropriately to define what will be a lasting legacy – our environmental resources. Those of us who are vested in Hillsborough care about our natural resources and their conservation, preservation and stewardship. It is important to maintain this diversity, while being the economic and cultural epicenter of Florida's West Coast.

A key component of our *Natural Spaces* is the relationship between quality of life, economic development, and natural environments. Understanding, and strategically managing, this ongoing relationship is critical to improving our quality of life and economic vitality. The diversity of our built and natural environment creates a range of opportunities for residents to enjoy and recreate. These natural resources and recreational amenities create a community that attracts and retains the workers who will empower and energize our economy. Our community must be committed to ensuring our unique natural resources are maintained for future generations to enjoy, and integrate this goal into the decision making process of growth management.

This Comprehensive Plan can serve as a tool to evaluate new development requests, direct capital improvement expenditures, preserve and conserve natural habitat and environmental resources, and provide guidance in public policy in a way that ensures that Hillsborough continues to be the community that it's citizens desire.

In this Chapter the framework for environmental protection will be established in the goals, objectives, policies and strategies that will create the "Natural Spaces" in which our community can thrive and continue to grow as the center of the Tampa Bay Region along Florida's west coast. This Chapter is composed of three sections which set forth the policy directions for Conservation, Recreation and Coastal Management.



Recreation and Open Space

The City's parks, open space, trails, and recreation facilities play an important role in the physical, mental, social, and environmental health of Temple Terrace. They strengthen the body and assist in maintaining physical well-being. They provide the visual relief and relaxation that refreshes and restores the frame of mind. They create opportunities for personal interaction and provide alternatives to crime. They improve air quality, reduce urban runoff, and decrease the effects of urban heat islands.

The purpose of the **Recreation and Open Space Section** is to provide the City with opportunities to enhance recreation and open space areas while designating adequate and appropriately located recreational facilities to meet the needs of the anticipated population.

Inventory and Analysis

The City's Leisure Services Department provides many recreational facilities which serve the needs of residents and non-residents in the surrounding areas. Historically, there has been a high demand for outdoor recreational activities in this City due to the favorable year-round climate.

The City has invested wisely in neighborhood parks and community parks, both active and passive. In the past, the City, private developments, clubs, and volunteer service

organizations have provided for the community's smaller recreational needs by providing neighborhood, community, and district parks. Hillsborough County and various federal funds have provided the large regional parks; i.e., Lettuce Lake Park.

Parks are gathering places and help to promote social interaction and establish social bonds helping to achieve connections throughout the City. As the population of the City grows, so does the demand for additional recreation facilities. Identifying the impact generated by these new residents is important in assessing the needs which the Leisure Services Department will be expected to meet in the future. In determining when and where to improve or add to current or proposed recreation facilities, the Leisure Services Department takes into consideration public demand, population growth through developments and annexation, and attendance and use of these facilities by the public. Surveys are taken of local residents before major changes are made.

Park Classifications

For the purpose of this Plan, park classifications are used to help inventory the existing supply of parks and recreation facilities in the City. The park classifications used herein are based on State of Florida guidelines as well as national standards. The following synopsis examines park classes in order of size and relative recreational opportunity.



Neighborhood Parks - Small park areas usually under 5 acres that serve neighborhood recreational needs. These parks generally provide playgrounds, small courts, and open space for use by all age groups. Small passive parks with walkways, benches, and landscaping are also represented in this class. Currently, in the City there are 15 neighborhood parks covering a total of 20.3 acres.

Community Parks - These are primarily active recreational areas usually over 15 acres in size that serve multi-neighborhood recreational needs. These parks are user-oriented with facilities such as playgrounds, lighted multi-purpose courts and ball fields, recreation centers, and, if size permits, picnic and passive areas. At present, there are six community parks with a total of 119.91 acres citywide. Examples are Riverhills Park, Omar K. Lightfoot Center and Park, and the Family Recreation Complex.

(For the purpose of establishing level of service standards and projecting future needs, Neighborhood and Community Parks have been combined into a single category, serving residents within a 1/2 mile radius. Neighborhood/Community Parks serve the same recreational needs within Temple Terrace due to the nature and size of the community.)

District Parks - Generally resource-oriented areas over 100 acres in size that serve an urban area of up to 50,000 persons and are destination or “drive to” parks. While active uses such as ball fields and courts are a major focus, picnicking, boating, nature trails, and bicycling are also commonly provided. District Parks primarily serve residents within a 5-mile radius or an area the size of an entire municipality. There are currently three parks in this classification totaling 268.4 acres;

a golf course, owned by the City but privately run covering 165 acres, a youth sports complex used for league play at just over 27 acres, and a mostly passive 108 acre riverfront nature preserve.

Regional Parks - Major parks, usually over 500 acres in size that may attract users from all areas of Hillsborough County. A large natural resource base is generally required for non-intensive passive uses such as camping, nature study, picnicking, boating, fishing, etc. Sports areas and special facilities may be included where the needs are justified and no significant impact on the natural resource base will occur. These parks are also destination-oriented and primarily serve residents within a 10-mile radius. Currently, there is one regional park near Temple Terrace — Lettuce Lake totaling 121.8 acres and under the jurisdiction of the Hillsborough County Parks and Recreation Department.



**Recreation and Open Space Table 1
Temple Terrace – Parks and Recreation Complexes**

NAME	LOCATION	ACREAGE	AMENITIES	TYPE
Golf Course	Glen Avenue	132.69	Golf course	District Park
Riverfront Preserve	Temple Terrace HWY	108.00	Nature Preserve	District Park
Youth Sports Complex	US 301	27.71	5 baseball, 4 soccer fields	District Park
Billy Graham Gardens	N. Riverhills Drive	0.20	Historical Marker	Neighborhood Community
Biltmore Park	Biltmore Avenue	2.10	Oldest City Park	Neighborhood Community
Bonnie Brae Park	Bonnie Brae Blvd	2.50	Fitness Playground	Neighborhood Community
Broadway Outfall Park	Broadway Avenue	2.80	Interpretive Exhibits	Neighborhood Community
Bullard Pond	Sunnyside Road	0.51	Fountain	Neighborhood Community
Fairmont Circle	Fairmont Circle	0.61	-	Neighborhood Community
Family Recreation Complex	6610 Whiteway Drive	31.75	Multi-Field, Multi-sport Complex	Neighborhood Community
Lynwood Park	E. 113 th Avenue	1.01	Fitness Course	Neighborhood Community
Omar K Lightfoot Senior Center	10901 N. 56 th Street	6.50	Senior Center,	Neighborhood Community
Overlook Park	Overlook Drive	0.16	-	Neighborhood Community
Railway Park	N Riverhills Drive	1.17	River View	Neighborhood Community
Ridgedale Sports Complex	9715 N 56 th Street	21.00	5 Baseball Fields	Neighborhood Community
Riverhills Park	S. Riverhills Drive	10.93	River Access	Neighborhood Community
Scout Park	Belle Meade Avenue	30.49	Scout Camp Site	Neighborhood Community
Rotary Park	8000 E. Fowler Avenue	3.92	River Access	Neighborhood Community
Serena Park	Serena Drive	0.97	Native Species Exhibit	Neighborhood Community
University Townhomes Park	N 53 rd Street	0.50	-	Neighborhood Community
West River Preserve	West River Drive	12.24	Picnic Pavilion	Neighborhood Community
Woodmont Building	Woodmont Avenue	0.25	Historic School	Neighborhood Community
Woodmont Park	Woodmont Avenue	1.90	Gardens	Neighborhood Community
Dog Park	Harney Road	2.50	<i>(future development)</i>	Neighborhood Community
North Riverhills Park	N Riverhills Drive	3.30	<i>(future development)</i>	Neighborhood Community
Pleasant Terrace Park	5309 E 122 nd Avenue	0.30	Butterfly Garden	Neighborhood Community
Riverside Park Phase 1	201 S Riverhills Drive	5.90	Playground and Memorial	Neighborhood Community





Level of Service Standards

The following proposed Level of Service standards and are based upon previous and forecasted facility usage within the City.

Rational and Methodology

The methodology used to identify and analyze the existing and future needs in this Section is based on the proposed Level of Service standards for Parks and Recreation facilities in Temple Terrace. The proposed standards use two variables — acreage and population. The existing park acreages were supplied by the Leisure Services Department. Two types of parks - neighborhood/community and district - were analyzed based on the proposed standards.

To identify existing park deficiencies, 2015 population estimates were applied to the standards by using the following formulae:

$(2015 \text{ Temple Terrace pop. estimate}/1,000) * 4.5 = \text{acres needed to meet the standard for neighborhood/community parks in 2015.}$

$(2015 \text{ Temple Terrace pop. estimate}/1,000) * 5 = \text{acres needed to meet standard for district parks in 2015.}$

The result was an acreage figure that was compared with the existing parkland for each park category to identify existing acreage deficiencies or surplus population figures for 2005 were calculated by The Planning Commission.

The projection of future needs was also based on the proposed Temple Terrace park standards. Park and recreation needs were projected for the planning horizon: 2015 to 2040.

Existing Needs

The City of Temple Terrace currently meets all level of service standards for park acreage. The City has 5.56 acres of neighborhood / community designated park lands per 1,000 residents and 10.64 acres of district designated park lands per 1,000 residents.

**Recreation and Open Space Table 2
Temple Terrace Standards And Needs**

Population (within City Limits)		25,230	26,663	27,887	30,026				
	Proposed LOS	Existing	TOTAL DEMAND			TOTAL NEEDS			
Park Class Acres	Standard	2015	2020	2025	2040	2015	2020	2025	2040
Neighborhood Parks /Community Parks (140.21 acres)	4.5 acres/ 1,000	5.56	5.26	5.03	4.67	0	0	0	0
District Parks (268.40 acres)	5.0 acres/ 1,000	10.64	10.07	9.63	8.94	0	0	0	0



Future Needs

The City of Temple Terrace is projected to meet its proposed level of service for park acreage during the projected planning period. The City is projected to have 4.67 acres of neighborhood / community designated park lands per 1,000 residents and 8.94 acres of district designated park lands per 1,000 residents in 2040 if no new lands are dedicated or lost.

Between 2015 and 2025, it is projected that the City's additional needs for recreational facilities will include:

- Three (3) softball fields
- One (1) multi-purpose court
- One (1) playground
- Trails
- Bicycle lanes and multi-use trails

In the future the City should strive to locate parks in underserved areas, such as east of the river and north of Fowler Avenue. Special attention to the placement of these new parks and how they will be connected is paramount. It is the goal of the City to one day link the parks system throughout the City through use of a trail system. By doing so greatly increases the mobility options of the residents. The City will need to continue to increase its trail system through land purchases careful planning when annexing new lands into the City. The City may use its Multi-modal Transportation District as a funding source for development and construction of the trail system.

The prevailing cost and availability of new park lands within the urbanized area is expected to increase and become fewer and further between over the planning horizon. The City

expects to increase density and intensity within its downtown redevelopment area, along its corridors and targeted annexation areas this will in turn result in an increase in both population and employment within the City. experience new challenges that will need insightful solutions to continue to deliver an excellent parks and recreation system.

Recreation and Open Space Goals, Objectives, and Policies

The Land

RO GOAL 1: Provide adequate and appropriately located recreational facilities and open spaces to all residents concurrent with demand to preserve and enhance the “vision” and character of Temple Terrace.

RO Objective 1.1: Continue to acquire and maintain parkland and open space to meet or exceed the adopted level of service standard of the Comprehensive Plan.

RO Policy 1.1.1: Maintain the adopted level of service standard of 4.5 acres of neighborhood/community parkland for each 1,000 residents.

RO Policy 1.1.2: Maintain the adopted level of service standard of 5.0 acres of district park land for each 1,000 residents.

RO Policy 1.1.3: No parkland shall be diverted to other uses except in cases of overriding public interest, in which case it will be effectively replaced.



RO Policy 1.1.4: Methods such as tax incentives, density transfers, impact fees, homeowner associations, park dedication, and fund allocations shall be researched, and, where appropriate, implemented to assist the City in acquiring and developing recreational facilities.

RO Objective 1.2: Continue to coordinate with all levels of government, non-profit providers, and private sector landholders to provide increased available public recreational lands through joint utilization agreements and the development review process, including but not limited to, rezonings and subdivision reviews.

RO Policy 1.2.1: Maintain current inventory of public recreational lands.

RO Policy 1.2.2: Consider the use of subdivision reviews, planned unit developments, developments of regional impact (DRI's), and other mechanisms to provide private recreation space.

RO Policy 1.2.3: Consider strategies that enhance multiple use opportunities on City owned lands.

Open Space and Aesthetics

RO GOAL 2: Establish and preserve an appropriate open space system to protect public health, safety, and welfare and assure retention of aesthetic and environmental amenities.

RO Objective 2.1: The City's provision of public open spaces shall be consistent with the Goals, Objectives, and Policies of

related Sections of the *2040 Comprehensive Plan for the City of Temple Terrace*.

RO Policy 2.1.1: Consider extending public facilities into undeveloped areas when "open space" in overall development has been clearly described.

RO Objective 2.2: Enhance activities intended to preserve the community's supply of trees and other plant material.

RO Policy 2.2.1: Periodically update local tree and landscape ordinances.

RO Objective 2.3: Pursue multiple uses of open spaces whenever compatible throughout the life of the Plan.

RO Policy 2.3.1: Suitable open spaces shall be developed and supplied with furnishings (benches, picnic tables, shaded areas, etc.) to allow public use and enjoyment where appropriate.

RO Policy 2.3.2: Open spaces demonstrating unique natural features; scenic vistas; and/or cultural; historic, and archaeological resources shall be publicly accessible and developed with leisure facilities where appropriate, where such access does not detract from or diminish the resource and only if environmental quality is maintained or enhanced.



Facilities and Programing

RO GOAL 3: Provide and maintain diverse parks, recreation facilities, and activities of high quality for all residents.

RO Objective 3.1: Optimize the usefulness of all existing and future recreation sites and facilities to assure efficient and effective service delivery to the greatest extent possible while also ensuring equitable and geographical distribution of recreation facilities and services to meet all residents' needs.

RO Policy 3.1.1: Continue the use of cooperative agreements with public and private schools, non-profit agencies, other jurisdictions and agencies, churches, and the private sector to assure facilities for active indoor and outdoor opportunities year-round.

RO Policy 3.1.2: Maintain current master plans for its existing recreation sites based on recreation trends of the community.

RO Policy 3.1.3: Continue to periodically review and modify its ordinances, rules, and regulations for recreation and open space areas.

RO Policy 3.1.4: At least every five years assess the ability of existing sites and facilities to meet the changing needs of the population to be served.

RO Objective 3.2: Continue to strive to provide accessible existing and future recreation sites through park renovations, when feasible, and adequate planning for new sites.

RO Policy 3.2.1: Centrally locate new park and recreation facilities in the area to be served where reasonable.

RO Policy 3.2.2: Coordinate present and future recreation sites that are interconnected with existing and planned transportation systems.

RO Policy 3.2.3: Provide for bicycle and pedestrian access to parks and recreation facilities where feasible, especially in the case of neighborhood serving sites.

RO Policy 3.2.4: Consider including bicycle lanes on all roads in future roadway plans.

RO Policy 3.2.5: "Retrofit" all existing sites to Americans With Disabilities Act standards, where reasonably possible, as the opportunity occurs and funding is available.

RO GOAL 4: Develop new funding sources for expansion of parks and recreation facilities and make use of available funding sources in the provision of quality recreation and open space opportunities.

RO Objective 4.1: Actively seek outside funding sources, including fees and charges, to augment existing general fund sources.



RO Policy 4.1.1: Use the Florida Recreation Development Assistance Program (FRDAP), Land and Water Conservation Fund (LWCF), Hillsborough County's Environmental Lands Acquisition and Protection Program (ELAPP), and all potential funding sources.

RO Policy 4.1.2: Continue to use its Fee and Revenue Policy to guide future decision-making on what services will and will not be subject to user fees.

RO Policy 4.1.3: All acquisitions of and physical improvements to park and recreational facilities expected to cost more than \$5,000 shall be included in the 5-year **Capital Improvement Section**.

RO Policy 4.1.3: Projects included in the Capital Improvement Program shall be arrayed in rank order with relative priority being determined by a multi-faceted set of criteria including, but not limited to:

- a. quantity and quality of existing recreation facilities and open space in the area to be served; e.g., safety concerns, maintaining existing resources and investments, etc.
- b. population density.
- c. key socio-economic indicators.
- d. access to private recreational lands and facilities.
- e. natural, historic and cultural resource opportunities.
- f. citizen input.
- g. needs of special populations.

RO Policy 4.1.4: A separate list of unranked leisure project needs shall be maintained by the City to supplement the

Capital Improvement Program and to take advantage of unexpected or specialized funding opportunities.



Environmental

The purpose of the **Environmental Section** is to provide a plan and policy direction for the preservation, conservation, and management of the City's natural assets.

These assets combine to give the City its unique identity and must be holistically acknowledged, protected and built upon in all forms of decision-making. Only when all are factored into decisions, and taken into account when acting, can the City and its citizens be assured that the best interests of the City are being appropriately addressed, and its distinguishing features preserved and projected into the future.

The objective of the **Environmental Section** is to ensure that the air, land, water, and living resources of Temple Terrace remain an asset to the quality of life of all existing and future inhabitants.

Twelve issues are addressed in this section of the Comprehensive Plan through Goals, Objective, and Policies. Those issues include the following:

Air Quality: Maintaining or improving the quality of the City's air is an important factor in maintaining the quality of life of the City's residents. The Tampa Metropolitan Area enjoys overall good air quality and rarely experiences days that are considered unhealthy.

The Environmental Protection Commission of Hillsborough County (EPC) is delegated the local environmental agency responsible for enforcing air quality regulation throughout the

City and Hillsborough County. Not only does the EPC regulate permitted industrial sources, but it also implements rules associated with smaller commercial and residential pollution sources relating to excessive dust, odor, open burning, noise and asbestos. In addition, the EPC also maintains several air monitoring stations throughout Hillsborough County to provide the public with daily air quality information and to determine compliance with national and state air quality standards. EPC notifies the public through issuance of air quality advisories when the local air quality is a concern. The EPC is created by Florida Statute and is not administered by or directly responsible to the County or the City. Therefore, this Plan does not mandate the EPC to implement the Plan's provisions, but seeks a cooperative agreement between the City and EPC to ensure that the Plan is implemented and enforced.

Wetlands and Floodplains: In past decades, a significant percentage of the City's and County's original wetlands and floodplains were drained, filled, dredged, and/or channelized, thus reducing or eliminating their natural functions of providing water quality treatment and productive, diverse fish and wildlife habitat. Federal, state, and local wetland protection laws have slowed significantly the destruction and alteration of wetlands and floodplains.

Surface Water Resources: In the past, surface water quality in Temple Terrace has been degraded due to unregulated water uses and adjacent land uses. The most prominent sources of water pollution have included point source discharges of domestic wastewater and urban and upstream agricultural runoff. State and local laws aimed at controlling these sources of pollution have resulted in improved local water quality. However, the Hillsborough River



and other surface water bodies do not always meet State standards. Better compliance with existing point and non-point source regulations and more stringent regulations for stormwater discharges should be considered.

Soil Resources: With few exceptions, the City's soils can be generally characterized as fine sand that are relatively nutrient poor. Because there is minimal topographic relief, natural erosion has not been a problem. However, temporary soil erosion during land clearing can result in localized erosional problems if BMPs and erosion control measures are not followed. In utilizing soils for development activities, proper planning is imperative to ensure suitable soil for a given land use and to avoid depletion of valuable soil resources.

Hazardous Materials: By interlocal agreement with Hillsborough County, the Tampa Bay Regional Planning Council, and the Florida Department of Environmental Protection, EPC is responsible for keeping an inventory of Temple Terrace small quantity hazardous waste generators. The City's fire department is also active in hazardous materials emergency programs.

Flora and Fauna: Due to its subtropical climate and variable hydrology and geology, Temple Terrace and the Hillsborough River corridor support a wide variety of plant and animal species. However, the rapidly growing human population and its associated urbanization have resulted in a substantial loss of natural wildlife habitat.

Environmentally sensitive areas protected in Temple Terrace are freshwater marshes, wet prairies, hardwood swamps, cypress swamps, natural shorelines, and Class III Waters and Preservation Areas, including Class I Waters and critical

habitat in accordance with the Federal Endangered Species Act for threatened or endangered species and species of special concern.

The Florida Fish and Wildlife Conservation Commission (FWC), in coordination with the U. S. Fish and Wildlife Service and various state and local entities, has jurisdiction and authority to manage listed and non-listed species and their habitats.

Natural Preserves: Historically, the majority of the environmentally sensitive or ecologically important land in Temple Terrace was privately owned. Public education is needed to protect pristine natural lands; to develop more creative mechanisms for acquisition, preservation, protection, and management of natural preserve lands; and to develop economic incentives to maintain private lands for wildlife benefits. Significant and essential wildlife habitats should be identified for public purchase and/or improved public and private management.

Land Uses: In the past, land use decisions were based primarily upon socio-economic and demographic factors with little consideration given to preserving or conserving the land's natural attributes. As a result, urban land uses were often allowed to replace or permanently alter environmentally sensitive lands and natural systems. With a better understanding of the ecological impacts, it is clear that the land's natural carrying capacity must be considered carefully in land use decisions if natural attributes and the environment will be preserved for future generations. Temple Terrace shall preserve or conserve valuable natural resources while allowing for orderly economic growth and development.



Water Conservation: Potable water is currently supplied to City residents through a single source - the City's public wellfield system - located within City boundaries. The sole supply of water to this source is rainfall minus losses through evapotranspiration and run-off. This source appears to meet all current and near-future demands. Public education will be critical to the success of all future water conservation efforts.

Groundwater Resources: Temple Terrace is underlain by a multi-layered freshwater aquifer which includes the surficial and Floridan Aquifer systems. Development in areas of high recharge/contamination potential may pose unacceptable threats to the aquifer's long-term water quality. Excessive development in areas of high potential contributions to aquifer recharge may, through unmitigated increases in total impervious surfaces, reduce the amount of water available to replenish groundwater resources. The proliferation of improperly sited, constructed, and maintained septic tanks, underground storage tanks, and other potential sources of groundwater pollution common in urban and suburban areas inside and outside the City limits, may pose a significant cumulative threat to the quality of potable groundwater supplies. EPC has jurisdiction over most discharges to groundwater in Hillsborough County and Temple Terrace. FDEP maintains jurisdiction over major discharges such as deep-well injection. The FDEP has delegated to the EPC the Underground Storage Tank (UST) and the State Underground Petroleum Environmental Response (SUPER) Act programs.

Sustainable Development: Key components of the City's overall commitment to make economical use of public dollars and protect the environment are improving energy conservation and efficiency and engaging in resource efficient sustainable development practices. With rising costs and

increasing demands for energy and natural resources, seek to reduce energy use and manage development in a more resource efficient manner. The City can motivate employees, residents and businesses to become more energy efficient and to apply sustainable construction practices. Acting to conserve energy and become resource efficient saves public money and benefits the environment.

The Hillsborough River: The Hillsborough River corridor is one of the City's most significant natural resources. The City's natural ambiance and unique character are directly attributable to the River corridor and its natural floodplain. The Hillsborough River is a primary focus of the City's recreational activities and many of its public lands are along the River and the Tampa Bypass Canal. Protecting the River and its natural attributes and benefits is crucial to preserving the City's character.

Environmental Goals, Objectives, and Policies

ENV GOAL 1: Preserve, conserve, restore, and appropriately manage the natural resources and maintain or enhance environmental quality for present and future generations.

Air Quality

ENV Objective 1.1: Promote compliance with pertinent air quality standards by the following policies and practices.

ENV Policy 1.1.1: When planning transportation system improvements, cooperate with the Florida Department of



Transportation, the Metropolitan Planning Organization of Hillsborough County, and other agencies in the transportation planning and funding process to consider and give priority to traffic flow improvements that reduce air pollution concentrations, particularly in areas where ambient standards are violated.

ENV Policy 1.1.2: Promote programs that implement employer-option transportation control measures that reduce peak hour vehicle use, such as flexible work hours, employer-based car-pooling, and compressed work weeks.

ENV Policy 1.1.3: Support the enforcement of the Rules of the EPC relating to air pollution, including Chapter 1-4 Open Burning and Chapter 1-10 Noise, as amended.

Water Quality

ENV Objective 1.2: Work with the environmental agencies to comply with water quality discharge standards by establishing the following policies and practices.

ENV Policy 1.2.1: It is the intent of the City of Temple Terrace to limit stormwater discharge to the Class I surface water of the Hillsborough River wherever and whenever it is technically and economically feasible.

ENV Policy 1.2.2: Encourage the use of new, affordable stormwater management technology, such as pollutant filters and sub-surface infiltration/storage, as well as low impact development techniques in order to minimize the impervious surfaces in new developments, and to minimize pollutant loads due to stormwater runoff.

ENV Policy 1.2.3: Monitor emerging state-of-the-art stormwater treatment technology and Best Management Practices (BMPs) and shall cooperate with the Southwest Florida Water Management District to ensure that water quality objectives are met through the most appropriate and effective methodologies.

ENV Policy 1.2.4: Support public education programs, particularly those aimed at home owners and small businesses, which address the surface water quality impacts of improperly managed lawn litter and fertilizer/herbicide/pesticide applications.

Wetlands

ENV Objective 1.3: Work to avoid any net loss of the ecological values of functions of natural wetlands by implementing the following policies.

ENV Policy 1.3.1: Through the land use planning and development review processes, and in cooperation with the Environmental Protection Commission (EPC), continue to conserve and protect wetlands from detrimental physical and hydrological alteration.

ENV Policy 1.3.2: Restrict, through its Land Development Code, the channelization or hardening of natural stream courses.

ENV Policy 1.3.3: Pursue alternative means of financing surface water quality improvements and wetland restoration strategies through Federal and State grant programs, low-



interest loans, and special local revenue districts and private sector contributions where appropriate.

ENV Objective 1.4: Continue to prevent net loss of the 100-year floodplain storage volume. Promote the protection and conservation of natural wildlife habitat attributes within the 100-year floodplains of major rivers and streams, in part by implementing the following:

ENV Policy 1.4.1: Encourage clustering to preserve open space to protect floodplains.

Soil Resources

ENV Objective 1.5: Conserve valuable soil resources and implement the following policies and practices:

ENV Policy 1.5.1: Continue to evaluate and consider, during the land use planning and development review process, studies addressing conditions that lead to the formation of sinkholes. The City may require sub-surface investigations of soil stability in areas suspected of sinkhole activity.

ENV Policy 1.5.2: During the land use planning and development review processes, evaluate and utilize soil capability analyses for flood hazard, stability, permeability, and other relevant soil characteristics when planning for and permitting new development.

Wildlife

ENV Objective 1.6: Protect significant wildlife habitat and prevent further net loss of essential wildlife habitat, particularly in the Hillsborough River corridor.

ENV Policy 1.6.1: Assist Hillsborough County and the Florida Wildlife Commission in identifying and mapping natural plant communities determined to provide significant wildlife habitat. Areas of significant wildlife habitat shall be “environmentally sensitive” on the Future Land Use Plan Map or a map overlay.

ENV Policy 1.6.2: Coordinate with the FWC and other local agencies and governmental units in identifying, mapping and protecting areas of essential wildlife habitat.

ENV Policy 1.6.3: During the land use planning and development review processes, Consider the effects of development on significant wildlife habitat to protect wildlife corridors from fragmentation. Restrict development activities that adversely affect areas identified and mapped as significant or essential wildlife habitat, by means including, but not limited to, data from the FWC. If development activities are proposed in these areas, require site specific wildlife surveys and other field documentation to assess potential impacts and include recommendations of the FWC as conditions of development. The City may require the preservation of wildlife corridors within developments to ensure regional species viability and diversity.

ENV Policy 1.6.4: Consult, coordinate with, and consider the recommendations of the Florida Department of Environmental Protection, the FWC, and the U.S. Fish and Wildlife Service to ensure the protection of wildlife and wildlife habitat. Ensure that development is directed away from areas of protected



wildlife and wildlife habitat and that all land use decisions involving lands containing or impacting wildlife or wildlife habitat include adequate strategies such as the preservation of endangered species and the protection of their habitat and the preservation or mitigation of threatened and species of special concern.

ENV Objective 1.7: Populations of threatened, endangered, and special concern species shall be protected by ordinance and their habitats protected by appropriate land development regulations.

ENV Policy 1.7.1: Consult with the FWC to determine land development approvals that would impact threatened, endangered or special concern species and their essential habitats.

ENV Policy 1.7.2: Recommend to land owners specific management and recovery strategies for key listed species as they are developed by the FWC and the U.S. Fish and Wildlife Service.

ENV Policy 1.7.3: Cooperate with the U.S. Fish and Wildlife Service, the Florida Wildlife Commission, and the Florida Department of Environmental Protection to implement recovery programs for threatened, endangered, or special concern species.

ENV Objective 1.8: Continue encouraging the protection of Conservation and Preservation areas, applying environmentally friendly landscaping principles in new developments, and recommending the use of native plants. Further, the City

recommends eliminating exotic nuisance vegetation on public and private properties.

ENV Policy 1.8.1: Cooperate with the U. S. Department of Agriculture and the Florida Department of Environmental Protection in eliminating exotic or invasive nuisance plant species.

ENV Policy 1.8.2: Continue to require the use of native plant species in the landscaping of new development projects.

ENV Policy 1.8.3: Develop and distribute a recommended native plant listing and other educational materials to increase public awareness of the need to utilize native plant species in the developed landscape.

ENV Policy 1.8.4: Continue to require protecting, preserving, and conserving areas defined in the Land Development Code and encourage the use of existing native vegetation in new development projects.

ENV Policy 1.8.5: Continue to protect, through its Land Development Code, Preservation Areas and Conservation Areas from activities which would significantly damage the natural integrity, character, or ecological balance of said areas, except in cases of overriding public interest.

ENV Policy 1.8.6: Continue to cooperate with Hillsborough County to conserve, appropriately use, and protect unique vegetative communities and corridors common to both jurisdictions, such as the Hillsborough River floodplain.



Preserve Areas

ENV Objective 1.9: Ensure the proper protection and management of its natural preserve areas for wildlife habitat and other public benefits, by facilitating the development of management plans for natural preserves and implementing the following policies and practices:

ENV Policy 1.9.1: Cooperate in, and encourage the development of, a permanent source of funding for ELAPP.

ENV Policy 1.9.2: Monitor and consider using a comprehensive environmental land acquisition and protection study that identifies environmental protection alternatives to fee simple purchase and will promote the use of these alternatives. The alternatives may include, but not be limited to, conservation easements, transfer of development rights, and long-term leases. The results of the study should be used to protect lands through appropriate land development regulations and other programs.

ENV Policy 1.9.3: Continue its existing policy to support and encourage public acquisition of natural preserve lands in proximity to Temple Terrace under federal, state, and regional programs including, but not limited to, the Conservation and Recreation Lands (CARL) and Save Our Rivers (SOR) programs.

ENV Policy 1.9.4: Seek recommendations from the U.S. Fish and Wildlife Service, the FWC, the Florida Department of Environmental Protection, the Southwest Florida Water Management District, and Tampa Bay Water to develop management plans for publicly owned natural preserves.

ENV Policy 1.9.5: Assess the potential for compatible multiple uses of publicly owned natural preserves, to provide passive recreation, wildlife habitat, watershed protection, erosion control, water quality maintenance or enhancement, aquifer recharge protection, or other natural functions to maximize the values of public land.

ENV Policy 1.9.6: Discourage more intense land uses on ecologically valuable lands that have qualified for acquisition by state, federal, regional, or local land management agencies, to the extent consistent with sound land use principles and practices.

ENV Policy 1.9.7: Through the land use planning and development review process, restrict incompatible development activities adjacent to publicly owned or managed natural preserves, to the extent consistent with sound land use principles and practices.

ENV Objective 1.10: Coordinate proper management of natural preserves within its boundaries.

ENV Policy 1.10.1: Promote public education on the benefit of natural preserves to decrease human intrusion into natural preserves designated for limited public access.

ENV Policy 1.10.2: Where feasible during the acquisition of ecologically important lands, Give priority to acquiring the optimal acreage needed to maintain the integrity of the natural plant communities or ecological units involved and to establishing a system of interconnected or contiguous wildlife corridors.



ENV Objective 1.11: Continue to regulate land use for all projected growth to protect the attributes, functions, and amenities of the natural environment.

ENV Policy 1.11.1: Cooperate with the Southwest Florida Water Management District and EPC in an effort to evaluate existing scientific studies, with the objective to scientifically determine environmentally safe construction setback and buffer distances from wetlands, floodplains, and water bodies (e.g., the St. John's River Water Management District, Wekiva River study). By 2016, use the results of this evaluation to consider the amendment of its Zoning Code and other appropriate land development regulations if such setbacks and buffer distances are determined to be warranted.

ENV Policy 1.11.2: Protect environmentally sensitive lands and will require developments with environmentally sensitive lands and essential wildlife habitat to move activity away from such areas and provide techniques, adequate buffers, and open space as amenities to the development along with other techniques for protecting the City's natural heritage.

ENV Policy 1.11.3: In the development review process, require the preservation of representative examples of existing upland native plant communities as defined in the Land Development Code to provide for the continuation of the City's natural heritage.

ENV Policy 1.11.4: Consider alternative engineering and building techniques by which to provide adequate drainage to a site while still protecting the natural vegetation, in order to reduce the destruction of natural vegetation caused by the fill

often required for drainage improvements and shall modify its land development regulations accordingly.

Groundwater

ENV Objective 1.12: In future growth scenarios promote compliance with groundwater quality standards and maintain or improve current groundwater quality conditions by implementing the following policies and practices.

ENV Policy 1.12.1: Use Florida Aquifer Vulnerability Assessment (FACA) for future land use planning and development review purposes.

ENV Policy 1.12.3: Under the supervision of EPC and FDEP, continue to implement and fund investigations and necessary clean-up actions for all groundwater pollution sources for which the City is responsible.

ENV Policy 1.12.4: Protect groundwater by implementing wellfield protection regulations.

ENV Policy 1.12.5: Protect the potable water wells regulated by the FDEP in Florida Administrative Code Chapter 62-521, as amended. These wells serve at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents. The protection measures will apply within a 500 foot radial setback from the potable water well. The potable water wells and the potable water well protection areas shall be shown on a map adopted as part of the Future Land Use Map series.



ENV Policy 1.12.6: Cooperate with state and local environmental regulatory agencies to ensure maximum compliance with the Underground Storage Tank program and the State Underground and Petroleum Environmental Response (SUPER) program, especially in areas of high recharge/contamination potential.

ENV Policy 1.12.7: Cooperate with the Southwest Florida Water Management District to ensure that excessive consumptive use of groundwater or excessive drainage do not significantly lower water tables or surface water levels or reduce base flows.

ENV Policy 1.12.8: Prohibit the use of deep-well injection as a method of effluent or waste disposal except when the capacity for receiving injection is sufficiently large and the disposal has no adverse effect upon existing or potential potable water aquifers.

ENV Policy 1.12.9: Support and participate in the Southwest Florida Water Management District's regional water supply planning efforts to assure coordination between the Regional Water Supply Plan and the City's 10-Year Water Facilities Work Plan.

ENV Objective 1.13: Meet potable water demands under all future supply and demand scenarios; continue to explore alternative options to meet future demand through by conservation, reuse, and groundwater supply enhancement; and prevent significant environmental degradation due to excessive groundwater withdrawals.

ENV Policy 1.13.1: Estimate and communicate groundwater and surface water supply and demand projections. comply with SWFWMD's "safe yield" groundwater withdrawal limitations as determined through the appropriate application of water budget equations and site specific data.

ENV Policy 1.13.2: Support the efforts of the City of Tampa to implement a wastewater reuse program that maximizes advanced secondary or tertiary treated sewage effluent usage for residential and recreational irrigation provided the reuse is environmentally acceptable, economically feasible, and no threat to public health.

ENV Policy 1.13.3: Enforce the Southwest Florida Water Management District water conservation measures and programs, through its land development and building codes.

ENV Policy 1.13.4: Cooperate with the Southwest Florida Water Management District in the Quality Water Improvement Program (QWIP) through the identification, capping, or reconstruction of abandoned artesian wells.

ENV Policy 1.13.5: With assistance from the Southwest Florida Water Management District, develop a local comprehensive water conservation program, which includes public education, enforcement of specific building code requirements for water saving devices, as well as measures and requirements for controlling potable water consumption.

ENV Policy 1.13.6: Not permit activities that substantially lower the water table to the significant detriment of upland and wetland vegetative communities.



Hillsborough River

ENV GOAL 2: Ensure proper management and conservation of the natural environment and make the Hillsborough River cleaner, safer, and more attractive.

ENV Objective 2.1: Require all development and redevelopment to meet environmental regulations and be consistent with the Environmental Section. Specified coordination efforts assist in achieving ecosystem management for the Hillsborough River basin.

ENV Policy 2.1.1: Regulate land use and development in all areas subject to flooding by prohibiting all development within the 100-year floodplain which does not strictly conform with the City of Temple Terrace Flood Hazard Ordinance.

ENV Policy 2.1.2: Coordinate the review and approval of development proposals with applicable federal, state, and local environmental agencies.

ENV Policy 2.1.3: As they are adopted, forward programs, rules, procedures, and policies to governments and agencies with jurisdiction over the River, thereby promoting cooperation and minimizing conflict.

ENV Policy 2.1.4: Support, coordinate, and manage the Hillsborough River with the Florida Department of Environmental Protection and the Southwest Florida Water Management District.

ENV Objective 2.2: Maintain the water quality criteria of the River for its use as a source of drinking water and for

recreational activities by meeting FDEP water quality criteria appropriate to Class I waters for this section of the River. In cooperation with SWFWMD and FDEP, improve the water quality using established Class I water quality criteria as a base line to develop additional recommendations that further protect the water quality in the Middle Hillsborough River.

ENV Policy 2.2.1: Newly constructed drainage outfalls along the River should be designed with detention basins rather than concrete conduits that place stormwater directly into the River. Stormwater from detention basins shall flow into the River through vegetated swales, whenever possible.

ENV Policy 2.2.2: The developer of any project along the River shall treat the stormwater before it enters the River in accordance with Florida Department of Environmental Protection Rule, Chapter 62-25, FAC and Southwest Florida Water Management District Rules 40 D-4, at a minimum.

ENV Policy 2.2.3: Reduce the amount of fertilizers and pesticides applied near the Middle Hillsborough River by promoting application methods that minimizes water contamination in accordance with product label recommendations or the Florida Department of Environmental Protection, Department of Health and Department of Agriculture and Consumer Services recommendations.

ENV Policy 2.2.4: Initiate an informational program to advise residents of the impacts to the River that may result from careless or over-use of fertilizers and pesticides near the River or drainage ways that direct storm water runoff to the River.



ENV Policy 2.2.5: Provide informational material to the public regarding the importance of keeping gutters and drains clean and clear of natural debris such as leaves, grass clippings, and trash so that the drainways can effectively remove storm water and minimize additional pollution where storm water is directed to the River. Encourage periodic gutter and drainage clean ups.

ENV Policy 2.2.6: Conduct a program of shoreline maintenance that includes removing noxious invasive plant species from publicly controlled lands and planting native vegetation that complies with environmentally friendly landscaping principles.

ENV Policy 2.2.7: Through educational programs, encourage removing from private lands along the River noxious invasive plant species and planting native vegetation that complies with Florida Friendly Landscaping principles.

ENV Policy 2.2.8: Continue to coordinate with state and federal agencies to implement and enforce EPA Law #5, Rivers and Harbors Act of 1899, as amended, regarding water pollution and regulations that prohibit raw sewage discharge into the River and its tributaries.

ENV Policy 2.2.9: Continue to prohibit solid waste landfills, hazardous waste dumps, and other potentially hazardous uses in proximity to the Middle Hillsborough River.

ENV Policy 2.2.10: Maintain formal coordination with the Hillsborough County Health Department whereby local health officials will notify the public of any occurrence on the River

and its tributaries that cause a threat to the public health, safety, and welfare.

ENV Policy 2.2.11: Maintain a contingency plan to mitigate the effects of raw sewage discharges to the River and its tributaries.

ENV Policy 2.2.12: Prevent potential contamination by effluent disposal within the drainage basin by requiring advanced treatment and viral reduction of all effluent entering City drainage sub-basins.

ENV Policy 2.2.13: Continue to develop and implement a water reuse program that will encourage use of recovered water.

ENV Objective 2.3: Reverse the trend toward hardened shores and channelization. New construction of vertical seawalls is prohibited. Design standards for allowable rip-rap placement will be maintained in conjunction with the Tampa Port Authority and Southwest Florida Water Management District as part of the City's Land Development Code.

ENV Policy 2.3.1: Initiate a program of shoreline improvements to publicly controlled lands. Publicly owned or controlled lands shall be improved by restoring vegetated River banks and gradually replacing deteriorated seawalls and rip-rap with native vegetation that complies with Florida Friendly Landscaping principles. Planting over rip-rap is permitted with proper preparation of the River bank to prevent erosion and ensure healthy vegetation. Promote private restoration projects that apply these same techniques and provide assistance where practical.



ENV Policy 2.3.2: In cooperation with the Tampa Port Authority, continue to prohibit construction of new vertical seawalls and promote the elimination of existing vertical seawalls by replacing same with natural slopes, rip-rap, and wetland vegetation along the River banks. Existing vertical bulkheads should be modified to include a sloped or vegetated bank as the existing bulkheads are repaired or replaced. Over-the-water structures and rip-rap material shall meet design criteria specified in the City's Land Development Code.

ENV Policy 2.3.3: Support and participate in monitoring the River's shoreline conditions by directing personnel to report to the appropriate authorities any illegal or unsafe conditions observed in the course of assigned duties. Examples could include unsafe structures such as derelict docks, non-permitted water construction, dumping trash and debris, or wildlife harassment.

ENV Policy 2.3.4: Continue to cooperate with the Southwest Florida Water Management District to ensure:

- random field checks of surface water management system as-builts to ensure construction complies with permit standards;
- monitor the operation and maintenance of surface water management systems; and
- monitor and assess destruction of desirable natural system buffers along the Middle Hillsborough River.

ENV Objective 2.4: Support the control of boat traffic, the enforcement of water safety laws, and elimination of public nuisances.

ENV Policy 2.4.1: To maximize public safety, protect wildlife and its habitat and reduce River bank erosion, the *Slow Down/Minimum Wake* zone upstream (north) of the 56th Street Bridge shall be posted and enforced. In the vicinity of boat ramps or as conditions warrant, *Idle Speed/No Wake* zones shall be posted and enforced. In the vicinity of moored vessels, *Idle Speed/No Wake* zones shall be posted and enforced.

ENV Policy 2.4.2: River traffic shall be monitored and boating laws of the State of Florida, Hillsborough County, the City of Tampa, and the City of Temple Terrace will be strictly enforced. Authority for cross-jurisdictional boat regulation enforcement by the City of Temple Terrace, the City of Tampa, and Hillsborough County will continue through interlocal agreement.

ENV Policy 2.4.3: Any form of water skiing on the River shall be prohibited east and north of the 56th Street Bridge.

ENV Policy 2.4.4: At public access points, provide sign information on laws created to minimize use conflicts and public nuisances along the Hillsborough River.

ENV Policy 2.4.5: Motorized craft shall yield to non-motorized craft when there is no conflict with navigation laws. require that all watercraft operate within the same regulations with exceptions as provided by the City.

ENV Policy 2.4.6: Continue the regulation of noise that is excessive, loud, disturbing, and unnecessary, created by watercraft.



ENV Policy 2.4.7: Through written communication with Hillsborough County, encourage aquatic weed control where navigation of the Middle Hillsborough River is restricted by undesirable vegetation. Support the use of mechanical aquatic weed removal where possible and financially feasible.

ENV Policy 2.4.8: In recognition of the designation of a portion of the Hillsborough River that flows within or along the City's jurisdictional limits as a State recreation trail (canoe), from Fletcher Avenue, southerly and downstream to Riverhills Park, not take any action which will impair its use as designated by the State.

ENV Objective 2.5: Develop regulations, programs and design standards that minimize the impact of urban encroachment upon the River banks and preserve the river as a natural resource through the City's Land Development Code, easement dedications, and protection of adjacent natural resources along the Middle Hillsborough River.

ENV Policy 2.5.1: No new overhead utility corridors will be approved within 250 feet of the River, unless underground placement is clearly demonstrated to be environmentally or technically unsound. The construction of utility lines is permitted in existing, approved corridors and rights-of-way.

ENV Policy 2.5.2: To maximize open-space and minimize environmental alteration and visual intrusion along the River, water-oriented uses along the River bank shall be clustered where possible.

ENV Policy 2.5.3: Within 150 feet of the River, all existing parking lots and other impervious surface areas, loading

docks, and service areas shall be screened from the River by dense planting of vegetation in accordance with Florida Friendly Landscaping principles. Native vegetation planting is encouraged where feasible.

ENV Policy 2.5.4: As specified in the City's Land Development Code, setbacks/buffers for buildings along the Middle Hillsborough River shall require a minimum 50-foot setback/buffer from any FDEP or EPC jurisdictional line or 150-foot buffer from the River, whichever is greater.

ENV Policy 2.5.5: No lands shall be designated for industrial land uses within 500 feet of the River.

ENV Policy 2.5.6: Construction of over-water structures along the Middle Hillsborough River shall not be allowed except for docks, boardwalks, public bridges, and structures that benefit the public or where property ownership includes submerged lands. Structures will be subject to construction standards set forth in the City's Land Development Code.

ENV Policy 2.5.7: Opaque, non-living buffering in rear and side yards is prohibited within 50 feet of the River.

ENV Policy 2.5.8: No underground or above-ground storage tanks for non-potable liquids will be permitted within 250 feet of the Middle Hillsborough River shoreline. Compressed gases for general use and liquids for standard heating devices are permitted under this Objective.



ENV Policy 2.5.9: Sewage collection and treatment and potable water supply systems must be designed, located and constructed to prevent infiltration and outward contamination.

ENV Policy 2.5.10: Septic tanks and drainfields shall not be installed within 250 feet of the Middle Hillsborough River and its tributaries.

ENV Policy 2.5.11: Land disturbed by development shall be the minimum amount possible. Those areas not to be disturbed should be protected by adequate barriers as defined by the Florida Department of Environmental Protection. Native vegetation shall be retained and protected.

ENV Policy 2.5.12: Erosion and sedimentation control devices should be installed between any disturbed area and water bodies, watercourses, and wetlands before development occurs.

ENV Policy 2.5.13: Land cleared for development, but upon which construction has not commenced, shall be protected from erosion by appropriate techniques designed to stabilize the soil.

ENV Policy 2.5.14: Wetlands and other natural water bodies should not be used as a stormwater control system or sediment trap for development unless approved by FDEP, SWFWMD, and EPC.

ENV Policy 2.5.15: Apply the provisions of the Hillsborough River Overlay Corridor Study.

ENV Objective 2.6: Continue to implement the adopted construction, reconstruction, and placement standards for seawalls, rip-rap, ramps, docks, and other private, over-water structures.

ENV Policy 2.6.1: The number of docks in single-family zoning districts shall be limited to a maximum of one per parcel. In addition to Tampa Port Authority and EPC limitations, the decision to approve a dock permit shall consider safety, noise, and bottom shading.

ENV Policy 2.6.2: As public boat ramps are improved, design revisions shall incorporate means to reduce pollution and runoff into the River. The construction of new ramps shall be prohibited unless designed to serve the public interests.

ENV Policy 2.6.3: Only permit construction on the river by contractors licensed and bonded for marine construction. Continue to require marine contractors to be licensed pursuant to inter-local agreement with Hillsborough County.

ENV Policy 2.6.4: Make available to the public marine construction standards adopted in the City's Land Development Code and participate in the multi-jurisdictional development and distribution of a pamphlet detailing proper marine construction.

ENV Objective 2.7: Maintain public access and continue to provide information relative to the River.



ENV Policy 2.7.1: Provide public parking for vehicles and trailers at public access sites sufficient only to provide safe access to the water.

ENV Policy 2.7.2: Public boat launching facilities shall have maintained trash receptacles to promote keeping the Hillsborough River Corridor clean.

ENV Policy 2.7.3: Coordinate with land owners, sanitation departments, and interested volunteers to schedule periodic River clean- up days.

ENV Objective 2.8: Preserve wildlife habitats and archaeological resources.

ENV Policy 2.8.1: As part of the development review and approval process, the developer of any project on property along the Hillsborough River shall provide recommendations of the Florida Fish and Wildlife Conservation Commission for preventing or minimizing impacts upon fish and wildlife resources.

ENV Policy 2.8.2: Review applications for draining and clearing wetlands and hydric hammocks within 500 feet of the River and its tributaries jurisdictional wetland line for compliance with the Comprehensive Plan and the City's Land Development Code and in conjunction with EPC, SWFWMD, and FDEP.

ENV Policy 2.8.3: The creation and acquisition of conservation easements along the Middle Hillsborough River and its tributaries, as per Florida Statute 704.06, as may be

amended, will be required as part of the City's Land Development Code.

ENV Policy 2.8.4: Archaeological sites along the Hillsborough River shall be evaluated in terms of State of Florida or federal criteria to determine eligibility for listing on the National Register of Historic Places. Eligible sites shall be either preserved or excavated and documented prior to destruction.

ENV Policy 2.8.5: To obtain permits for development or redevelopment in the River Corridor, specific site reviews must identify critical habitat and plans for preserving of habitat. Coordinate such activities in the permitting process. Consider the impact of projects in relation to the potential reduction of non-jurisdictional habitat and may require mitigation for such reductions.

ENV Policy 2.8.6: Support a SWFWMD policy that states flooding within the lower Hillsborough River Flood Detention Area shall be minimal and consistent with flood control objectives.

ENV Policy 2.8.7: EPC, SWFWMD, FDEP, and identify specific pollution problems adversely affecting wildlife, game, and fish populations and establish and implement programs and regulations to reverse and eliminate identified adverse pollution sources in coordination with each other.

ENV Objective 2.9: Continue to promote the "green river" corridor concepts that minimize urban encroachment upon the River bank and promote public access and recreational opportunities along or nearby the waterfront.



ENV Policy 2.9.1: Require the dedication of public access, visual, and/or conservation easements along waterfront property where practical as a condition of development approval.

ENV Policy 2.9.2: Develop on public land a pedestrian and bicycle pathway system for access to the River. Identify parcels within the Middle Hillsborough River Corridor that provide public vistas and sites for pedestrian/bicycle paths which would create a linear greenbelt system when linked with public property.

ENV Policy 2.9.3: Use its best efforts to acquire vacant waterfront parcels as funding is approved through local, state, and federal programs; prohibit future sale of City-controlled waterfront property for private development unless it is in the public interest; and discourage the sale of other publicly-owned land.

ENV Policy 2.9.4: A program to allow easement designation or land dedication as greenbelt conservation areas of land adjacent to the River shall be developed along the Middle Hillsborough River in coordination with the Hillsborough County Property Appraiser's Office.

ENV Policy 2.9.5: Public use of riverfront property shall preserve the natural riverbank and protect adjacent natural resources along the Middle Hillsborough River.

ENV Policy 2.9.6: Regulate the removal of healthy, native trees with a diameter at breast height of twelve inches or greater within 50 feet from the high water mark of the Hillsborough River.

ENV Policy 2.9.7: Pursuant to Chapter 86-335, Laws of Florida, cooperate with the Hillsborough River Interlocal Planning Board and Technical Advisory Council in the performance of their mission by providing information and staff coordination and participation.

Energy Conservation

ENV GOAL 3: Have sufficient and reliable energy available to meet the future needs of residents, businesses and government, and development practices shall be resource efficient.

ENV Objective 3.1: Engage in and promote practices that result in energy conservation and efficiency.

ENV Policy 3.1.1: Continue to offer energy conservation and efficiency information to enable residents, businesses and city employees to reduce electrical loads and demands on the electrical utility system.

ENV Policy 3.1.2: Continue to enhance employee awareness of energy efficiency through training and periodic notifications.

ENV Policy 3.1.3: Study the potential for incorporating alternative energy sources at City-owned facilities and will continue to pursue energy-saving options for exterior lighting of City buildings and facilities.

ENV Objective 3.2: Encourage energy efficient and sustainable development practices.



ENV Policy 3.2.1: Encourage builders and developers to exceed the minimum requirements for energy efficiency of the Florida Building Code by sharing information on available training, tools or literature on resource efficient development.

ENV Policy 3.2.2: Explore creating incentives for new homes, developments and commercial buildings to become certified under the U.S. Green Building Council's "Leadership in Energy and Environmental Design" (LEED) program, the Florida Green Building Coalition (FGBC), or meet similar standards of development.

ENV Policy 3.2.3: Seek to maintain and increase environmentally beneficial plant life.

ENV Policy 3.2.4: Facilitate and encourage the use of energy conservation measures and alternative energy sources through its land development and building codes.

Alternative Energy Sources

ENV Objective 3.3: Support the development of and consider use of alternative energy/fuel in order to achieve energy supplies that are secure, sustainable and not harmful to the environment.

ENV Policy 3.3.1: Support the adoption of federal, state and local policies that foster domestic production of environmentally safe energy sources.

ENV Policy 3.3.2: Seek to diversify its fuel supply and reduce its use of fossil fuels by using alternative energy technologies where feasible.

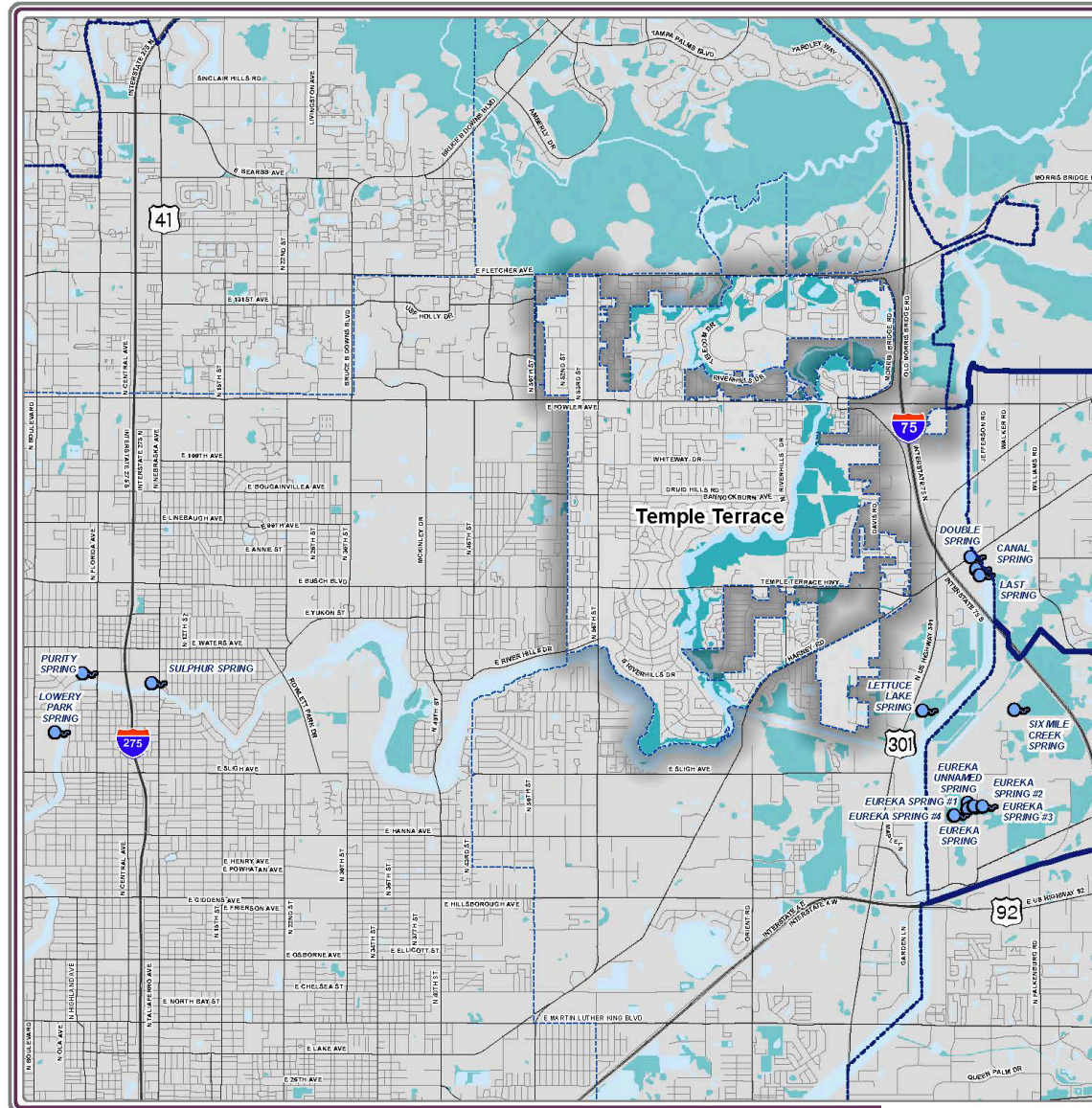
ENV Policy 3.3.3: Investigate the use of alternative energy technology for existing, new and renovated City facilities.

ENV Policy 3.3.4: Seek to stimulate economic growth of new business, business expansion and development of technology in alternative energy and alternative fuel.



COMPREHENSIVE PLAN CITY OF TEMPLE TERRACE

PEOPLE, PLACES, AND NATURAL SPACES

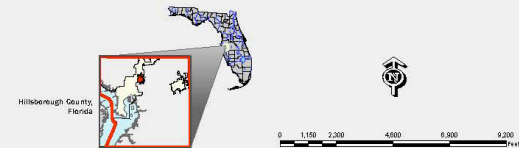


Temple Terrace NATURAL RESOURCES: WETLANDS AND SPRINGS

Legend

- Rivers, Bays and Lakes
- Wetlands
- Springs
- Roads and Boundary Lines
- County Boundary
- Jurisdiction Boundary
- Tampa Service Area
- Urban Service Area
- Existing Major Road Network
- Limited Access Roads

Location Diagram and Reference Information



DATA SOURCES AND LIMITATIONS:
WETLANDS: National Wetlands Inventory (NWI)
SPRINGS: Florida Department of Environmental Protection (FDEP)
ROADS & BOUNDARIES: Google Maps
REPRODUCTION: This document is for informational purposes only and does not constitute an official record of the City of Temple Terrace.
ACCURACY: The information in this document is based on the best available data and is not guaranteed to be accurate.

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Date: 1/12/2015

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For more information about our organization visit website: www.planhillsborough.org



Environmental



EN Map 2: 100 Year Flood Plain





Governance and Implementation

Each local government in Florida is required to adopt, maintain and implement a comprehensive plan that, at a minimum, meets the requirements prescribed by Chapter 163 F.S. commonly known as the **Community Planning Act**. Under the Act, Hillsborough County, as a charter county, exercises this planning authority within the unincorporated portions and may exercise authority within municipalities and districts within the county. The County and the Municipalities are also empowered to enter into agreements to jointly plan for their growth and to implement such plans.

The comprehensive plan is intended to provide the principles, guidelines, standards and strategies for the orderly and balanced economic, social, physical, environmental and fiscal development of the community that reflects the communities' vision and commitments.

The format of the comprehensive plan is at the discretion of the local government within the directives or legal content of the plan expressed in the form of goals, objectives and policies. The GOVERNANCE AND IMPLEMENTATION section provides more specific information related to the legal status and implementation of the Plan and contains the following planning sections: Intergovernmental Coordination and Capital Improvements.

Intergovernmental Coordination

Intergovernmental Coordination is intended to show the relationships, principles and guidelines to be used to accomplish the adopted “vision” of the municipality, through coordination of the adopted Comprehensive Plan with the Plans of school boards and other units of local government providing services but not having regulatory authority over the use of land, with the Comprehensive Plans of adjacent municipalities, the county, adjacent counties, or the region, and the state Comprehensive Plan, as the case may require and as such adopted Plans or Plans in preparation may exist. Other entities with which the City of Temple Terrace coordinated its planning and growth management between 1999 and 2006 include:

- Council of Governments
- City of Plant City
- Florida Department of Commerce, Division of Economic Development
- Florida Department of Community Affairs
- Florida Department of Education
- Florida Department of Environmental Protection
- Florida Department of Health
- Florida Department of Transportation
- Hillsborough Area Regional Transit
- Hillsborough County City-County Planning Commission

- Hillsborough County Metropolitan Planning Organization (formerly known as the Tampa Urban Area Metropolitan Planning Organization)
- School District of Hillsborough County
- Hillsborough River Interlocal Planning Board and Technical Advisory Council
- Southwest Florida Water Management District
- Tampa Bay Regional Planning Council
- Private Utility Companies
- Tampa Bay Area Regional Transportation Authority
- Tampa Bay Water (formerly known as the West Coast Regional Water Supply Authority)

Intergovernmental Coordination Issues

Issue: URBAN SERVICE AREA - A GROWTH MANAGEMENT STRATEGY

Concept: The urban service area (USA) concept grew out of the need to plan for future anticipated urbanization of rural lands which are located in the path of growth outside an expanding municipality’s jurisdiction. The existence of a USA does not, by itself, ensure that development will occur only within the USA. It is instead a policy statement that gives notice that other land use decisions such as annexation, rezonings, subdivision and utility extension will be made in a way which will encourage more orderly development within the USA rather than outside it. As a result, compact growth patterns around Temple Terrace will be encouraged and growth not compatible with the future anticipated urban form will be discouraged.

The purpose of a USA is to ensure the provision of an orderly and efficient transition from rural to urban land uses in those areas surrounding municipalities. An important advantage of USA for cities is that establishment of such an area around a city provides the municipality with the assurance that its fringe areas will develop in a manner which will facilitate annexation as those areas reach urban service levels. A strong city-county policy agreement can also reduce opportunities for costly "leapfrog development" beyond the immediately urbanizing fringes. This helps both the city and county plan for cost-effective extension and expansion of facilities and services without placing excessive burdens on municipal and county taxpayers.

Identification of Appropriate Boundaries: Urban service areas frequently coincide with municipal extra-territorial facility service areas. The USA identified by Temple Terrace in its annexation policy statement is based on the City's sewer service area which was established in its 1962 interlocal agreement with the City of Tampa.

By definition, the USA is intended to program enough land available for urban development to meet the needs of a 20-25 year planning horizon (2035 or 2040). As such, the area boundary may not alter development locational decisions for a number of years, especially if the City implements strong infill policies. It can also be expected that the USA will be modified over time by the City and County as shorter term planning horizons are reached and needs are reassessed. For purposes of the City's Comprehensive Plan, the term USA will refer to the existing designated area recognized by the 1982 sewer service agreement. The future USA, as enlarged by any future

agreement with the County, will be referred to as the Joint Planning Area (JPA).

Fiscal Impacts: The fiscal impacts of establishing a USA, and enlarging it into a JPA, affect both the public and private sectors. On the positive side, the cost of public sector facility and service provision can be significantly reduced through an integrated approach which enhances economies of scale and other factors. Tax base impacts can also be positive as lands develop to their full potential as a result of availability of urban services. On the negative side, the price of land inside and outside the USA and JPA will be affected. An effective USA and JPA will influence the probability that an unserved parcel will receive services and be converted to urban uses although the supply and price of existing serviced lots to the consumer may not necessarily change.

Even though annexation of a developed parcel may mean the County will receive less than 100 percent of its total property tax revenues, the additional tax revenues generated as a result of development can be sufficient to offset its proportional loss or even improve the County's position if the parcel had remained undeveloped. The potential assessment impacts of establishing USAs and JPAs in Hillsborough County will need to be analyzed by fiscal analysts with significant experience in appraisal work before the question of tax base costs and benefits can be completely answered.

Implementation: Because there will be variation in the desirability of lands for urbanization within the USA and JPA, an urbanization sequencing program becomes critical. Fortunately, the same factors and criteria used in establishing the boundary of the USA and JPA, such as land suitability and



service costs, can be applied in establishing a sequencing program. General areas within the USA and JPA can be ranked as to urbanization desirability and these rankings can be further refined by considering property ownership patterns and natural and man-made boundaries. Finally, priority areas can be ranked on the basis of their ability to be contiguous to the city at the time of annexation or their value if not contiguous, as may be the case under the application of a JPA.

A sequencing plan can be implemented in various ways. One method is to develop an annexation priority system in which specific areas will be targeted to be annexed and developed before others. Although this approach can result in inflated land prices in the primary growth areas over time, it has merit when it is adopted as a community policy on the basis of a sound facilities cost analysis. In 1986, the City of Temple Terrace adopted the following annexation policy statement which addressed these and other annexation issues of concern to the community.

Future Joint Planning Area annexation coordination:

Each of the cities within Hillsborough County provides services beyond its present political boundaries. This provision and expansion of service is caused by growth pressures at the fringe of urban land, extra-territorial lands, or nearby major land use development such as an interstate corridor or major employment center. The response of the impacted or affected jurisdictions has been to provide or offer water and sewer services. Such services provided to the unincorporated County areas can be provided under contractual agreements between by a municipal provider with the unincorporated County area as the recipient. The contract covers a designated geographic area or a Reserve Area.

Many issues are associated with growth pressure. One such issue is that a city will generally require annexation of properties that are provided services. Another is that these developments, especially if annexed, form a larger urban pattern that will affect the ability of the city to provide services and guide growth and regulate development. Not only is the future financial and capital planning of a city affected, but the particular image and pattern may be changed due to unresolved matters such as uncoordinated regulations. Without inter-jurisdictional coordination of densities, subdivision regulations, land development codes, and water conservation restrictions incompatible or conflicting patterns will continue to emerge.

A Reserve Area is formally established. It covers a defined area of land beyond and contiguous to current City boundaries. Inasmuch as the City is affected by this commitment to serve growth, it must have a means to manage that growth. An expansion of that contract, or added contracts, could add such items as coordinated land use designations and zoning categories and development construction and site design standards that meet the requirements of the service provider. To achieve this level of cooperation and accountability will require regular, formal communication between Temple Terrace and Hillsborough County at staff and policy-making levels.

I. Purpose of Annexation

To assure the continuation and enhancement of the quality of life within the City limits by controlling the growth and quality of new developments and by maintaining or enhancing the



quality and environment of the existing neighborhoods in the specified surrounding unincorporated area.

II. Areas to Be Considered

The annexation of areas into the City will be considered when the area being considered meets the requirements of State Law and is located within the following described area:

USA Boundaries North-Fletcher Avenue and projection of Fletcher Avenue eastwardly. South-Harney Canal. East-Tampa Bypass Canal (TBC) except where U.S. 301 is east of the TBC, then U.S. 301, up to the intersection of U.S. 301 and Fowler Avenue; then the projection of the intersection of U.S. 301 and Fowler Avenue north to the projection of Fletcher Avenue. West-City of Tampa limits.

JPA Boundaries (*proposed*) East-beyond the USA boundaries. Southeast-beyond the Harney Canal, Bypass Canal, and Interstate 75, to include Tampa Executive Airport and south to Interstate 4, and east to Williams Road

III. Annexation Coordination

- The annexation of areas should be processed and grouped to facilitate the efficient provision of government services, and to reflect the priorities established by the City's long-term Visions.
- The timing of the annexation areas should be staged to combine commercial and residential areas in order to balance the revenue stream received with the cost of services provided.

- Annexations should be processed in conjunction with the property tax calendar to reduce the period of time between when services are provided and when tax revenues are received.
- Consider the short, and long-term financial implications related to the annexation of an area prior to commencing the annexation process for that area.
- Prior to commencing the annexation process of an area, the City shall test and review the quality of infrastructures that will become the City's maintenance responsibility to assure that substandard infrastructure will not become a burden to the City.
- Whenever possible, development infrastructure construction of areas to be annexed contingent on contiguity should meet or exceed City specifications.
- Areas annexed into the City prior to development approval or construction shall be developed in accordance with a City zoning classification and in accordance with City development requirements.
- At least annually, the City will amend its zoning and land use maps to bring all previously annexed areas into conformance with a City zoning and land use category.
- Areas should not be annexed into the City for the purpose of avoiding County impact fees. Whenever possible, the City should require the payment of comparable assessments from annexed developments.



- The annexation process should carefully consider the benefits associated with extending the City's Multimodal Transportation District (MMTD) to include any new annexations, and determine how alternate forms of mobility can be created to enhance the City's mobility plan under the existing MMTD.
- Prior to commencing the annexation referendum process for a previously developed area, a survey of that area should be conducted to determine that at least 60% of those surveyed favor annexation.

A related approach is for the municipality to provide services to different areas based on its Capital Improvements Program. Development would be encouraged within the USA wherever services are provided by either the City or a developer who has entered into a cooperative agreement with the City. Consideration of related Comprehensive Plan policies should be added to the above service criteria to ensure that annexation approvals are both fiscally responsible and responsive to community needs.

Between the City limits and the USA boundary and a future JPA boundary, the County also has firm responsibilities. First, areas waiting for future urbanization must be protected from untimely development if they are serving a useful purpose, e.g., open space, and agriculture. Second, any proposed development, even that of a rural nature, must be considered in light of its compatibility with future land uses. Third, the County and City must cooperatively plan for provision of some urban services (such as police and fire protection) in areas

which are planned to develop as part of a sequential urbanization pattern.

Extension of Public Facilities: The extension of sewer and water lines and construction of streets and highways and other forms of mobility in particular influence the rate and location of development. Although the extent to which service extension can guide development is unclear, it is generally accepted that service extension control by a City and/or County can be used to influence the locale and sequencing of development.

Many factors affect land development decisions. The market demand for housing, commercial, and industrial uses; the physical and social characteristics of the area; the willingness of landowners to sell at a given price; the value of the land for other uses such as agriculture, open space; and the availability of services all affect whether or not a specific property or area will develop at a particular time. If other factors inhibit development, simple provision of services may not counter their affect.

Urban services are necessary, however, to allow high-density development. For example, over two-thirds of Temple Terrace's service area is designated by Hillsborough County for intense urban level uses. In part, these land use designations were approved on the basis of Temple Terrace's extra-territorial water and sewer service areas. It is questionable whether the urban level land use categories would develop to their full potential without full municipal services.

Decisions not to extend public services might be used as a means to sequence development in the most cost-effective



manner. The success of such decisions depends on how inhibiting the lack of services may be. When on-site facilities such as septic tanks and wells are adequate, parcelized development may continue at low densities. Such development results in an uneconomical use of available land and can make it difficult to extend urban services in the future into the area or beyond it to allow subsequent high-density development. When this occurs, the area has been effectively committed to low-density development regardless of its land use plan designation.

Urban Growth Area Joint Management Agreements:

The successful use of utility extension and annexation policies by a city depends on its ability to control development on its fringes. A contractual agreement allows the city and county to establish a mechanism for joint administration of urbanizing municipal fringe areas that recognizes the substantial mutual interests of both parties. Establishing a joint management agreement also has the advantage of giving all parties in the development process, landowners, developers, and consumers, clear advance information on the likelihood of receiving necessary government approvals for development in the USA and JPA. This effect results in development projects which are more consistent with the community plan.

Contractual agreements also have the advantage of flexibility in the service provision and land development areas they address. Individual agreements can be tailored to specific city-county development needs and can include policies and procedures for joint development review. For example, a city may include strong policies for extension of some or all of its public facilities, zoning, and subdivision control, but choose not to include specific statements about items such as road

maintenance responsibilities. Unspecified responsibilities are then open to interpretation and negotiation.

Intergovernmental Coordination Recommendation:

The USA and JPA concept, when implemented through a contractual growth management agreement, provides an important intergovernmental coordination mechanism. Establishing a USA and JPA can better assure the efficient provision of facilities and services, timely annexation, contiguous development, and compatible jurisdictional goals.

Florida planning legislation and Administrative Rules support the development of coordinated growth management programs which rely on urban service agreements. Establishment of USAs and JPAs around the City of Temple Terrace will further State and Regional Plans and the legislative mandate for coordinated public facility provision between jurisdictions.

Issue: MOBILITY LEVEL-OF-SERVICE STANDARDS

Description: The Level-of-Service (LOS) Standards of those roadway facilities under the jurisdiction of the State of Florida and Hillsborough County are directly impacted by increasing traffic due to approved development orders and permits. If a neighboring jurisdiction's development adversely impacts the incorporated City's LOS, the State or County may not choose to improve upon nor extend these roadway facilities. This action may curtail future development along effected portions of those facilities located within areas of jurisdictional concern. Therefore, alternate mobility options and strategies must be explored, including transportation concurrency exception areas (TCEA) and multimodal transportation districts (MMTD).



Primary Coordinating Entities: District VII Florida Department of Transportation; The Hillsborough County Metropolitan Planning Organization; HART; Hillsborough County Engineering; City of Temple Terrace - Public Works. Other coordinating entities include Hillsborough County Aviation Authority; Tampa Port Authority, and the Tampa Bay Area Regional Transportation Authority.

Coordinating Mechanisms: The Hillsborough County Metropolitan Planning Organization's (MPO) mandated role and responsibilities for county-wide unified planning programs are found in Federal Acts and several Florida Statutes. The coordinating mechanism is twofold: - - the long range MPO Transportation Plan and the 5-Year Transportation Improvement Program (TIP).

Nature of Relationship: The MPO is not an implementing body, but is responsible for developing plans, policies and priorities, based on anticipated revenues in Hillsborough County. Implementation is a result of cooperative partnership between the MPO and the implementing agencies such as, the Florida Department of Transportation (FDOT), Counties, and Cities.

MPO submits annually to FDOT a list of local priorities for consideration when undergoing the update of the Department's Five-Year Work Program for federal and state funded projects. The TIP is a list of projects from the Transportation Plan that are scheduled for implementation in the next five years. The TIP contains all federally funded projects and other projects regardless of funding sources.

MPO members include elected officials from the County and its cities . This composition is intended to reflect jurisdictional interests in programming transportation improvements. The MPO has three mandated committees including the Citizens Advisory Committee for local public input and the Technical Advisory Committee for technical advisement. The third committee, the Transportation Disadvantaged Coordinating Committee reviews issues for those who need to purchase transportation services due to physical or mental disability, income, status, age, or are children at risk. Intergovernmental Coordination Recommendation: For those roadways where the City can set the Level-of-Service (LOS) Standard, a uniform minimum acceptable LOS E will be established. Other levels of service for other mobility options are established by the City's Multimodal Transportation District, as described in the **Mobility Section** (formerly the Transportation Section and the Traffic Circulation and Mass Transit Section).

- Identify, coordinate and find a resolution for inequitable and/or inconsistent level of service performance measures.
- Utilize any and/or all combination(s) of funding for the maintenance, improvement, or extension of State and County roadway or other mobility and mobility enhancing facilities. Methods of obtaining funding include, but are not limited to, fuel taxes, ad valorem tax, proportionate fair share assessment fees, and impact fees.



Issue: UPSTREAM POLLUTION OF THE HILLSBOROUGH RIVER WATERSHED

Description: The Hillsborough River's water quality is susceptible to pollution and impairment throughout its watershed. Typical sources of pollution are urban and agricultural runoff, and industrial and domestic wastewater discharges.

The FDEP, through the Total Maximum Daily Loads (TMDLs) program, is evaluating water quality impairments on a state-wide basis. Along with many other water bodies in Hillsborough County, segments of the Hillsborough River Watershed that are not meeting their state water quality standards have been classified as impaired. FDEP will require that Basin Management Action Plans (BMAPs) be developed for those specific sources in the watershed that are contributing to impairments. Once these sources have been identified, corrective actions and allocations will be developed. These BMAPs will be developed through an open stakeholder process.

Additionally, the principles of "*low impact land development*" could be an effective means to lessen the potential for water quality impairments. This is especially true in addressing stormwater runoff. With costs to address water quality impairments expected to be very high throughout the state, land use planning should be focused on preventive and proactive stewardship of surrounding water resources, when practical.

Primary Coordinating Entities: Southwest Florida Water Management District (SWFWMD), Environmental Protection

Commission of Hillsborough County (EPC), Florida Department of Environmental Protection (FDEP), and the Federal Environmental Protection Agency (EPA).

Coordinating Mechanism: TMDLs and land use planning processes of Temple Terrace.

Nature of Relationship: Coordination between entities through Interlocal Agreements.

Intergovernmental Coordination Recommendation: Establish Interlocal agreements developed through the BMAP process to determine existing sources and contributors to water quality degradation within Temple Terrace.

Issue: PROTECT POTABLE WATER SUPPLIES FROM CONTAMINATION

Description: The City of Temple Terrace's wellfields penetrate the Floridan Aquifer, one of the largest aquifers in the State. Some of these wells may become locally contaminated through the northeast unincorporated County flow downward to Temple Terrace. Pollution contamination problems may result from unregulated sources such as abandoned dumps and gas storage tanks.

Primary Coordinating Entities: The City of Temple Terrace, Florida Department of Environmental Protection (FDEP) and the Environmental Protection Commission of Hillsborough County (EPC) who regulate landfills/dumps and underground petroleum storage tanks in Temple Terrace.



Coordinating Mechanisms: The FDEP through their Agency Function Plan and the State Water Use Plan, SWFWMD through the water use permitting process, Hillsborough County through its wellhead protection ordinance, and the EPC, through their statute rules, are required to coordinate with local jurisdictions, such as Temple Terrace. In the case of the EPC, an interlocal agreement is needed to ensure that the services required by the City will be provided.

Nature of the Relationship: FDEP, SWFWMD and the EPC are regulatory agencies with the responsibility of protecting groundwater quality. As such, their missions include environmental protection and intergovernmental coordination. Each appropriate agency should be identified to assist the City in its efforts to safeguard local ground water quality.

Intergovernmental Coordination Recommendation: The City of Temple Terrace, with assistance from the appropriate regulatory agency, could take part in monitoring its wellfields to ensure that no contamination takes place, and to define the emergency procedures to be used in the event pollution is identified.

Issue: SEPTIC TANKS

Description: The identification of the location of these tanks is particularly important to Temple Terrace, whose Urban Reserve Area (USA) and proposed Joint Planning Area (JPA) are de facto annexation areas and consist of unincorporated County lands. The USA and JPA, as annexation areas, provide for or will provide for public services by the City through an intergovernmental agreement or contract. Portions of these

areas are planned for eventual absorption into the City of Temple Terrace.

It is important that an accurate account of the location of operational and non-operational septic tanks be made to determine the type and extent of public services needed, an inventory of soil types to determine their environmental sensitivity, and to identify any potential environmental hazards that these septic tanks may pose.

Primary Coordinating Entities: The City of Temple Terrace, Hillsborough County Department of Health; Florida Department of Environmental Protection and the Environmental Protection Commission of Hillsborough County.

Coordinating Mechanism: An intergovernmental agreement detailing the responsibilities of each entity within the USA and JPA relating to public services and annexation planning.

Nature of Relationship: Formal and informal interlocal agreements between the City of Temple Terrace and unincorporated Hillsborough County or the City of Tampa specify the extra-jurisdictional utility service area parameters including boundary, type, and extent of service provision and the timing of those services.

Intergovernmental Coordination Recommendation:

- Inventory of location and operational condition of septic tanks within the USA and JPA and any other anticipated annexation area.



- Assess the existing Temple Terrace and Tampa joint service agreement to determine adequacy for servicing future needs within the Urban Reserve Area and the Joint Planning Area
- Press for the implementation of a County-wide septic tank tracking system or methodology that distinguishes between individual tanks and package systems.

Issue: WASTE WATER DISPOSAL

Description: The City of Temple Terrace presently has an agreement with the City of Tampa to allow the use of the Hookers Point Advanced Wastewater Treatment Plant for waste water disposal. Temple Terrace's agreement with Tampa allows for the use of the plant based on a rate of flow as opposed to gallons per day. This requires that Temple Terrace hold their sewage in their lines and regulate the rate of flow, often utilizing "off hours" or non-peak hours for disposal. As Tampa's needs become greater the City will be less inclined to process Temple Terrace's sewage. As Temple Terrace grows, it will be competing for disposal opportunities, will need to expand its sewage system and find other alternatives for disposal.

Coordinating Entities: Primary coordinating entities include Temple Terrace Wastewater Department, Hillsborough County Wastewater Department and the City of Tampa Wastewater Department.

Coordinating Mechanism: Contractual Agreement

Nature of Relationship: The Agreements, which are reviewed periodically for adequacy of needs and terms, is the mechanism which allows Temple Terrace to dispose a specified amount of sewage in the City of Tampa's facilities.

Intergovernmental Coordination Recommendation:

- a) Temple Terrace expand their sewage system.
- b) Temple Terrace consider other disposal alternatives such as the construction of a facility.

Intergovernmental Goal, Objectives, and Policies

GOV GOAL 1: To establish and maintain an efficient, effective, and convenient program which will address multi-jurisdictional comprehensive planning issues and resolve incompatibilities of the Goals, Objectives, Policies of the 2040 Temple Terrace Comprehensive Plan the following:

1. Comprehensive Plans of the City of Tampa and unincorporated Hillsborough County
2. Hillsborough County School Board and/or other units of local government
3. *Future of the Region, A Comprehensive Regional Policy Plan for the Tampa Bay Region* and the *State Comprehensive Plan*

Coordinated Review of Infrastructure

GOV Objective 1.1: On an ongoing basis, the City of Temple Terrace shall establish new and review existing coordination mechanisms that will evaluate and address the effects of



public and private City development governed by the local comprehensive plans, of adjacent municipalities, Hillsborough County, and the School District of Hillsborough County.

GOV Policy 1.1.1: Continue to coordinate with representatives from local, regional and federal agencies to ensure the best practices and most current planning techniques and policies are utilized. Specifically, these efforts should address issues relating to: transportation, public facilities, environment, schools, affordable housing and the provision of social services in Temple Terrace.

GOV Policy 1.1.2: Various techniques including joint meetings, forums and inter-jurisdictional department meetings may be utilized to identify issues, and provide a framework for discussion among jurisdictions and agencies, regarding infrastructure planning and the Temple Terrace Comprehensive Plan.

GOV Policy 1.1.3: The City, with support from the Planning Commission, shall coordinate its capital budgeting process and the development of priorities for needed infrastructure with Hillsborough County and other jurisdictions as needed. Those Capital Improvement projects that assist in meeting LOS standards shall be submitted annually to the Planning Commission for inclusion into Temple Terrace's **Capital Improvements Section** as the Capital Improvements Schedule.

GOV Policy 1.1.4: The City, as needed, shall request the Planning Commission review all authority master plans for consistency with the Comprehensive Plan for the City of Temple Terrace.

GOV Policy 1.1.5: Participate with the other Hillsborough County jurisdictional governments and utility companies in the development of a unified forecasting effort for population, socio-economic data, financial planning transportation modeling, and capital planning which shall include the reservation of appropriate rights-of-way.

GOV Objective 1.2: Continue to meet with representatives from local, regional, state and federal agencies, and adjacent jurisdictions to ensure the sharing of accurate information, coordinated levels-of-service and the effective provision of infrastructure in the City of Temple Terrace.

GOV Policy 1.2.1: Share information and coordinate with the City of Tampa and Hillsborough County, as well as other appropriate agencies and jurisdictions to promote the efficient provision of infrastructure, including but not limited to: transportation, mobility, water and sewer, transit, parks, public safety and schools within Temple Terrace.

GOV Policy 1.2.2: Coordinate the establishment of level-of-service standards for public facilities with any state, regional or local entity having operational and maintenance responsibility for such facilities within or adjacent to Temple Terrace.

GOV Policy 1.2.3: Support the review of any level of service standards of other adjacent entities located within the



designated reserve areas such as the Urban Reserve Area and the Joint Planning Area to provide for consistency with the adopted level of service standards in the unincorporated Hillsborough County, City of Tampa, and City of Temple Terrace Comprehensive Plans.

GOV Policy 1.2.4: Coordinate with implementing agencies and organizations on emergency management plans to ensure that its residents are prepared for natural and man-made disasters. The coordination will include evacuation routes, shelter capacity and pre and post disaster planning and recovery for all residents.

GOV Objective 1.3: The City of Temple Terrace shall, in cooperation with Hillsborough County, delineate a Temple Terrace Joint Planning Area encompassing the existing Urban Reserve Area and any other planned or de facto annexation areas.

IC Policy 1.3.1: The City and Hillsborough County shall jointly complete a Joint Planning Area Boundary Analysis to identify the Temple Terrace annexation area boundaries.

IC Policy 1.3.2: The Temple Terrace Joint Planning Area and annexation area shall include those lands which have urban services contracted for or are anticipated or may be considered for annexation by Temple Terrace by 2040 or a later date.

GOV Policy 1.3.3: Formally coordinate with Hillsborough County and the City of Tampa on planning, zoning, and land development proposals and procedures within designated Temple Terrace annexation and utility service areas.

GOV Policy 1.3.4: Work with Hillsborough County to achieve compatibility in land uses and residential densities in its designated annexation and utility service areas.

GOV Policy 1.3.5: The City and Hillsborough County shall jointly study the issue of intergovernmental assessment and distribution of impact fees, particularly as they may related to development approvals within any City utility service areas or designated annexation areas and shall produce a joint report.

GOV Policy 1.3.6: Participate with Hillsborough County in the joint planning of infrastructure within Temple Terrace utility service areas or designated annexation areas.

GOV Policy 1.3.7: Provide public water and sewer utilities or other urban level infrastructure and services into Temple Terrace utility service areas or designated annexation areas either as a result of annexation or contract.

GOV Policy 1.3.8: Seek out institutional coordination with those entities that directly or indirectly impact development potential of annexed lands. These entities may include but are not limited to the Hillsborough County Aviation Authority and the University of South Florida.

GOV Policy 1.3.9: Seek a partnership with the Hillsborough County Aviation Authority (HCAA) to maintain that development in proximity to Tampa Executive Airport



conforms to the HCAA master plan. Other regulations, including protection from encroachment into radar areas, crash zones, runways and flight approach corridors, are to be considered during the annexation or development process.

GOV Policy 1.3.10: Within the City's Urban Reserve Area, Joint Planning Area, any utility service areas, or designated annexation areas, jointly develop an annexation procedure (consistent with Chapter 171, Florida Statutes) which shall be approved by the governing bodies and address, at a minimum, the timing and location of annexations and the notification of the amendment of the jurisdictional Comprehensive Plan to include the newly annexed area, and notification of the timely and appropriate rezoning of the area and the application of the Land Development Code to the area.

GOV Objective 1.4: The City of Temple Terrace shall work jointly with Hillsborough County to develop a Temple Terrace Joint Planning Area (JPA) and annexation area Master Plan.

GOV Policy 1.4.1: The Temple Terrace JPA and annexation area Master Plan shall contain policies designed to achieve compatibility in land development regulations and infrastructure planning between the County and City within the Master Plan area.

GOV Policy 1.4.2: Follow the jointly adopted Temple Terrace JPA and annexation area Master Plan or any such other jointly adopted Plan by another name.

GOV Policy 1.4.3: The City, in cooperation with Hillsborough County, shall complete a study as part of the Master Plan that recommends ways to minimize incompatibilities or inconsistencies in infrastructure levels of service between the

County and City within the Temple Terrace utility service areas or designated annexation areas.

GOV Objective 1.5: Provide ways of getting proper authorities together in an accountable, responsive fashion to regularly resolve needs.

GOV Policy 1.5.1: Continue to coordinate with the representatives from local, regional, state and federal agencies and departments to ensure coordinated actions relative to ecosystem management, protection of water quality and quantity and also other aspects of the municipality's national heritage in the City of Temple Terrace.

GOV Policy 1.5.2: The City of Temple Terrace recognizes the importance of an established minimum flow for the Lower Hillsborough River and will work to ensure that the health of the river is protected and enhanced through proper regulation.

GOV Policy 1.5.3: The City of Temple Terrace will seek opportunities for further coordination and partnerships with public and private agencies that deal with water issues considered paramount to the city such as Tampa Bay Water, the Southwest Florida Water Management District, and the Hillsborough River Interlocal Planning Board.

GOV Policy 1.5.4: Coordinate with the Southwest Florida Water Management District to assure consistency between the City of Temple Terrace Comprehensive Plan and SWFWMD's Regional Water Supply Plan.

Metropolitan Transportation Planning



The responsibility of a Metropolitan Planning Organization (MPO) given through the authority of 23 U.S.C. 134, is to carry out a continuing, cooperative, and comprehensive transportation planning process for large urban areas resulting in the development of plans and programs which are consistent with the comprehensively planned development of the urbanized area. This planning process includes developing a multimodal Long Range Transportation Plan (LRTP) addressing the need for and financial feasibility of a transportation system that addresses the future expected travel with the urban area. This plan, coordinated with local government comprehensive plans and forecasted growth in population and employment, forms the basis for identifying and implementing transportation projects consistent with federal rules and guidelines.

GOV Objective 1.6: The City of Temple Terrace shall continue to integrate all forms of metropolitan transportation planning into the comprehensive planning process of the City of Temple Terrace.

GOV Policy 1.6.1: Regularly attend and participate in Metropolitan Planning Organization (MPO) meetings and, as appropriate, the meetings of its Advisory Committees.

GOV Policy 1.6.2: Support efforts to negotiate and draft a Memoranda of Understanding with the Florida Department of Transportation (FDOT), the Planning Commission, Metropolitan Planning Organization, and Hillsborough County in comprehensive planning in at least the following areas:

- a) To coordinate with the Florida Department of Transportation regarding corridor access management

planning and signalization of State roads used as a part of a regional network and as it relates to the mobility and the traffic circulation system of Temple Terrace, specifically as it relates to the City's Multimodal Transportation District.

- b) To request timely Florida Department of Transportation review of rezoning and sub-Development of Regional Impact requests forwarded by Hillsborough County and the City of Temple Terrace.
- c) To review and recommend changes to procedures to ensure the minimum time is taken for access permits and stormwater management, setback and infrastructure reviews in Temple Terrace.

GOV Policy 1.6.3: Endeavor to establish formal working relationships with HART and the Tampa Bay Area Regional Transportation Authority

GOV Policy 1.6.4: Coordinate with other jurisdictions and FDOT for the purpose of using common methodologies for concurrency management systems for measuring impacts on mobility and other transportation facilities and adopting compatible, if not the same, level-of-service standards on inter-jurisdictional mobility facilities.

The Planning Commission

The Planning Commission is the designated Land Planning Agency (LPA) for Hillsborough County and its municipalities under 78-523, Laws of Florida (as amended) and other laws and statutes.



As stated in Laws of Florida 77-564, Section 6 (as amended), "This agency shall prepare, monitor, evaluate, and update the Comprehensive Plan required by Part II of Chapter 163, Florida Statutes, the Local Government Comprehensive Planning and Land Development Regulation Act...and shall make recommendations to the governing body regarding the adoption of such plan or section any amendments thereto." Excerpts from the Laws of Florida, Chapter 75-390, Section 7(1)(a), (b) also provide for coordination, consultation and review of local government plans in these long, mid and short range modes.

Therefore, the Planning Commission has a major role in the Comprehensive Plans for Temple Terrace and adjacent jurisdictions and in ensuring that any changes to them are done in a consistent, coordinated fashion.

GOV Objective 1.7: The City of Temple Terrace shall support, on an ongoing basis, the Planning Commission's role in evaluating Temple Terrace's Comprehensive Plan with any master facilities plans of school boards, authorities, and plans of other units of government providing services but not having regulatory authority over the use of land, such as Florida Department of Transportation, and with the Comprehensive Plans of City of Tampa and Hillsborough County to ensure consistency with the Comprehensive Plan for the City of Temple Terrace.

GOV Policy 1.7.1: Seek to formalize all coordination and cooperation mechanisms required by its Comprehensive Plan to the greatest extent possible through contracts, memoranda of understanding, formal resolutions, interlocal agreements, or other means.

GOV Policy 1.7.2: Support the maintenance of all coordination mechanisms that effectively and efficiently resolve coordination issues.

GOV Policy 1.7.3: If the review process is not agreed to by the jurisdiction or if the recommended alternative conflict resolution is not accepted by both parties, then the City shall conform to the requirements of Section 164.101, Florida Statutes. If taking no further action does not adversely affect the planning and implementation process in Temple Terrace, then the City may take no further action.

The Council of Governments

The Council of Governments (COG) is a Council of local public officials and is established by resolution of the participating members. Those participants include Hillsborough County, Tampa, Plant City, Temple Terrace, and the Hillsborough County School District. Membership may be broadened to include other counties, cities special districts, or other governmental subdivisions of Florida (for example, Tampa Bay Water, Southwest Florida Water Management District, Metropolitan Planning Organization or Florida Department of Transportation). The COG is empowered to study any appropriate area governmental problem, promote cooperative arrangements, and coordinate actions of its members and make recommendations for review and action to its members or public agencies providing local services. The COG may seek funds; employ a staff or consultants and secure facilities, supplies, and equipment to operate as necessary. Finally, the COG shall make an annual public report of its activities to each member of its council.



GOV Objective 1.8: The City of Temple Terrace shall participate in coordination with the other jurisdictional governments in the continuing evolution of a mission for the Council of Governments. The mission may include using the Council of Governments to identify planning issues, inform affected entities and present alternative viewpoints to land development, infrastructure, or regulatory subjects. The Council of Governments shall remain a mechanism for effective intergovernmental communication of Plan Objectives and Policies with minimal cost and effort.

GOV Policy 1.8.1: Support Council of Government's promotion of cooperative arrangements, coordinated action among its members, and facilitation of communication among jurisdictions to avoid interlocal conflict where possible.

GOV Policy 1.8.2: Work with the staffs of adjacent jurisdictions and external agencies to develop additional measures to ensure full review and coordination regarding development activities, economic strategies and growth trends.

Conflict Resolution Process

The conflict resolution process should be simple and easily understood by all participants to promote its accessibility and use. Principles that constitute the basis for an Intergovernmental Coordination Section resolution process should be the following:

- a) Intergovernmental issues should be resolved at the lowest level.

- b) The process should be appropriate to the area or issue requiring intergovernmental coordination.
- c) The progression of steps in the conflict resolution process should correspond with a progression upward in the hierarchy of decision-makers; i.e., technical staff to department heads to chief executive officers and elected officials.
- d) The final resolution should be voluntarily agreed upon by the individual governments, bearing in mind that all jurisdictions abide by court decisions if that is the final resolution. One principle that should be stressed in the progression of steps for conflict resolution among local jurisdictions is that participants do not go to a lower level for resolution of conflict; elected officials do not go to an appointed body for the policy decisions that are their responsibility to make.

GOV Objective 1.9: The City, in coordination with Hillsborough County, shall adhere to a conflict resolution process for guidance in the resolution of disputes or issues and shall encourage other jurisdictions in the County to do so.

GOV Policy 1.9.1: Ad hoc committees of the local jurisdictions, at the technical staff level of the various jurisdictions, may be designated and meet to discuss the problem and to resolve it. These committees shall be formed upon the request of one of the local jurisdictions and by mutual agreement of the participating jurisdictions.

GOV Policy 1.9.2: If no resolution of the issue is attained, then voluntary coordination meetings at the highest technical level, such as the department or agency director level, shall



discuss the issue and attempt to resolve the differences between the jurisdictions.

GOV Policy 1.9.3: If no resolution is reached, the problem will surface to the next level - - the policy level - - for resolution; i.e., the Chief Executive Officer and elected officials.

GOV Policy 1.9.4: If no decision is reached at the policy level, then by mutual agreement and as a voluntary option, the parties may call upon a professional mediator for non-binding resolution of the issue. For example, the mediator could be a professional mediator or mediator from the University system or the Tampa Bay Regional Planning Council.

GOV Policy 1.9.5: If this solution is not acceptable to the jurisdictions involved, then they may pursue a binding resolution through the courts after invoking the Florida Governmental Cooperation Act of 1987, Florida Statutes, Chapter 164. This is now required before the governing body of a county or municipality may file suit against another county or municipality.

School Siting

State legislation requires that local governments include provisions in their comprehensive plans to address school siting. The City is mostly a built environment, and new schools will probably involve redevelopment of another use. School siting and development can be a tool for redevelopment in the surrounding areas, or it can simply be a reinforcing section that adds increased stability to an area.

The reader is strongly encouraged to review the School Section for further questions pertaining to the School District for Hillsborough County and its relationship with Temple Terrace.

GOV Objective 1.11: Strive to maintain and enhance joint planning processes and procedures for coordination of public education facilities planning and decision-making regarding population projections, public school siting, and the development of public education facilities concurrent with residential development and other services and ensuring compatibility and consistency with the City's Comprehensive Plan.

GOV Policy 1.11.1: In addition to meeting the Objectives and Policies of the **Future Land Use Section** regarding school locations, assist the School Board to determine appropriate sites for schools, giving strong preference to those locations that can be used as a potential catalyst or leverage for redevelopment efforts in the surrounding areas.

GOV Policy 1.11.2: Schools are allowed in all plan categories, except Natural Preservation and Environmentally Sensitive Area designation. School development and redevelopment should be encouraged to be compatible with the area in which it is located and shall be minimally disruptive to adjacent areas. The physical development pattern and character of the surrounding area shall be assessed for potential impacts; negative impacts will be mitigated.

GOV Policy 1.11.3: In the planning, siting, land acquisition, development or renovation of school facilities, evaluation shall include consideration of impacts on the natural environment;



annexation goals, design compatibility and location of school sites within neighborhoods.

GOV Policy 1.11.4: The school facilities shall be of design, intensity, and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and be compatible with the surrounding land uses and zoning.

GOV Policy 1.11.5: Encourage the shared-use and co-location of parks, libraries, community centers and appropriate related facilities with public schools.

GOV Policy 1.11.6: The location and construction of new public educational facilities or the expansion of an existing site shall only be allowed upon a determination by the Planning Commission that the proposed site is consistent with the adopted Comprehensive Plan and by the City pursuant to the Land Development Code.

GOV Policy 1.11.7: In order to coordinate the effective and efficient provision and siting of public educational facilities with associated infrastructure and services within Temple Terrace: the Temple Terrace City Council, the Hillsborough County Council of Governments, and the Hillsborough County City-County Planning Commission may meet jointly to develop mechanisms for coordination. Such efforts may include:

- a) Coordinated submittal and review of the annual capital improvement program of Temple Terrace, with the School District's Five Year Facilities Work Program;
- b) Coordinated review and assessment of the associated costs and expenditures of siting and developing schools with needed public infrastructure;

- c) Coordinated review of residential planned developments or mixed use planned developments involving residential development;
- d) Use of a unified data base including population (forecasts of student population) land use and facilities; and
- e) Coordinated reviews of proposed Comprehensive Plan amendments and DRI applications shall include an analysis of the existing, planned and funded capacity of schools to serve development resulting from these approvals. The analysis, provided by the applicant working with the School District staff, shall reflect the need for additional schools and the financial feasibility of adding those facilities into the 5 year plan and/or 10-20 year plans.

GOV Policy 1.11.8: On an annual basis, the School Board shall provide information from their Five Year Facilities Work Program outlining the need for additional school facilities containing information detailing existing facilities and their locations and projected needs. The Work Program shall also contain the School Board's capital improvement plan, including planned facilities with funding representing the District's unmet need.

Review the School Board's Five Year Facilities Work Plan to determine the need for additional school facilities. Identify general locations of new schools necessary to support anticipated and planned development. Offer their assistance to the School Board to determine appropriate locations where there may be sufficient land proximate to the area being served.



GOV Policy 1.11.9: The City and the School Board will coordinate during updates or amendments to the City's Comprehensive Plan and updates or amendments for long-range plans for School Board facilities.

University Coordination

The City of Temple Terrace is presented with a unique geographic opportunity. The City is partially bordered to the west by the University of South Florida (USF), a large multi-discipline research university. The total university enrollment, being nearly twice that of the population of Temple Terrace, has the potential to create a cultural and economic synergy of mutual benefit. The City of Temple Terrace must reach out to its neighbors both governmental and institutional to better its competitive position in the 21st century.

GOV Objective 1.12: The City of Temple Terrace shall seek out mutually beneficial relationships between its citizens, businesses, institutions and government with the University of South Florida and Florida College.

GOV Policy 1.12.1: The City of Temple Terrace shall create a university-community partnership committee.

GOV Policy 1.12.2: The City of Temple Terrace shall enhance its assets with those of the local universities by engaging students and faculty at those universities.

Annexation and Joint Interjurisdictional Areas

GOV Objective 1.13: Provide coordination in planning, locating, expanding, constructing, and extending urban

infrastructure and services from the City into unincorporated portions of Hillsborough County compatible and consistent with the Comprehensive Plan for the City of Temple Terrace.

GOV Policy 1.13.1: Continue to consider providing municipal water and waste water services to requesting parties within a defined urban service area of unincorporated Hillsborough County through interlocal agreement with the County, subject to the execution of a voluntary annexation agreement with the requesting party acceptable to the City, and subject to the City's ability to provide such services cost effectively and without sacrificing level-of-service standards to its other municipal service users. Application of this Policy may be subject to and governed by subsequent inter-local agreements for the Urban Reserve Area, Joint Planning Area, and any officially designated annexation area.

GOV Policy 1.13.2: Continue to utilize voluntary annexation agreements with landowners in its urban service area of adjacent unincorporated Hillsborough County as one of its means of establishing possible annexation strategies and in planning and implementing its long-range public facilities capital improvements program and budget. Other means may be governed by subsequent inter-local agreements for the Urban Reserve Area, Joint Planning Area, and any officially designated annexation area.

Capital Improvements

The schedule of projects in the Capital Improvements Section represents that subset of Capital Improvements Program projects which contribute to the provision of public facilities that eliminate existing deficiencies, repair or replace obsolete



or worn-out facilities and accommodate future growth while maintaining adopted Levels of Service standards.

Inventory and Analysis

Sound growth management practices—guiding the timing and location of growth—help lower taxes and attract economic development by providing needed public infrastructure in the most timely and cost-effective manner. The following programs and policies are grouped according to their primary function, though most satisfy all.

Local practices that guide timing and location

The following City growth management practices primarily guide the timing and location of public facility provision.

Capital Improvement Section (CI) and Capital Improvement Program (CIP)

GOV Policy 1.1.1 of the CI Goals, Objectives and Policies requires an annual review of the entire CIE that considers revisions and updates to the annual LOS report, concurrency management report, annual de minimus records, water supply work plan, School District Work Plan, the City's revenue and debt projections, the City's MMTD and the City's CIP.

City's Urban Service Area

The City of Temple Terrace extends water and sewer services to property in Hillsborough County for new development that is located within the City's urban service boundary. Over the past several years the City has developed new Comprehensive Plan designations to encourage planned redevelopment of the

areas located mainly east and southeast of its current municipal boundary.

Public Schools Concurrency

In 2008, the City established a public school concurrency management program, which includes provisions for proportionate fair share mitigation governed by levels of service adopted by the City and as agreed upon in a Public Schools interlocal agreement with Hillsborough County, to ensure that adequate school facilities will be provided as new development occurs.

Concurrency Management Ordinance

The City recently prepared revisions to its Land Development Code Section 25.900 Concurrency Management Program and Monitoring Requirements (as well as related Code sections) to incorporate new requirements for concurrency of public facilities to serve new development, and to add a Multimodal Transportation Concurrency Management program (see next section).

Multimodal Transportation District

As part of the concurrency management ordinance, the Multimodal Transportation District (MMTD) includes a mobility fee in the MMTD and proportionate share provisions outside the MMTD and an associated manual that together establish a management system that provides guidelines for applications for concurrency determinations and incorporates new adopted levels of service.

Improvement Fees

Improvement fees are assessed against new development to help cover the cost to provide the necessary infrastructure to



serve new development within the service area. Fees help to maintain levels of service, and can influence the location and timing of growth. The City currently assesses improvement fees for water and sewer services.

How local practices support efficient land use and the Future Land Use Section

The following City growth management practices primarily support efficient land use and the City's **Future Land Use Section**.

Density Incentives

The City continues to seek ways to shape new development in the adjacent annexation areas, and has developed an additional comprehensive plan designation Urban Mixed Use-25 (UMU-25) to provide areas that allow greater residential density and non-residential intensity for areas along major arterial and collector roadways. Locations such as N. 56th Street at Fletcher Avenue and N. 56th Street at Fowler Avenue, as well as the vicinity of the intersection of Temple Terrace Highway and Harney Road, have been identified as existing community activity centers with potential for redevelopment at higher densities and intensities. To ensure the efficient use of land at such locations, the UMU-25 designation sets project size, and minimum residential density and non-residential intensity, as well as allowable maximums.

Site Plan Review and Subdivision Plan Review

Plan reviews may make development approval contingent on the local government's ability to provide facilities and services and may also require the developer to furnish improvements which are necessary for the adequate provision of service to the area benefited. Such an ordinance can go a long way in

controlling the timing and location of major development while at the same time providing for environmental protection.

Dedications and Infrastructure Construction

Dedication and infrastructure construction are standard considerations in all developer agreements executed by the City. As a condition of project approval, the City can require developers to dedicate land for roads, parks, schools, or other facilities and/or to construct improvements which directly benefit their development, i.e. roads, water/sewer lines, lift stations. The timing and location of growth can be guided by the level of dedications and/or infrastructure construction required within a certain geographical area.

Water and Sewer Agreements

All customers sign an agreement before connecting to service. New development outside the service area is evaluated for impact on the system. The City Manager signs agreements to extend service outside Temple Terrace with an annexation clause.

Developer Agreements

Agreements typically provide for the conditions that must be met by a developer prior to project approval. An agreement identifies infrastructure which will be contributed by the developer as opposed to those facilities which will be provided by the City. The City currently executes developer agreements for the provision of utility services for all major projects located inside the City and outside the corporate limits but within the City's service area. These agreements typically identify all conditions to be met by the developer as a requirement for voluntary annexation upon a project becoming contiguous.



Revenue Sources and Funding Mechanisms for Capital Improvements

The following inventory identifies the major revenue sources and funding mechanisms used by the City to provide public infrastructure. The following list also describes legal restrictions and policy limitations to specific sources, in addition to identifying some of the available alternatives that are not currently being used.

Revenue Source by Public Facility

General Fund Revenues and General Obligation Bonds

Capital improvements are generally financed from revenues, such as user fees, and not those in the General Fund, including Ad Valorem revenue. Specifically, General Fund Revenues and General Obligation Bonds for financing capital infrastructure projects relating to potable water, waste water, solid waste, stormwater management and schools should not be used. Currently, some general revenues are funding parks and transportation (transit service improvements).

Potable Water

Operating as an enterprise fund, potable water projects that provide capacity for new development are funded with impact/connection fees and developer contributions. Projects that replace, renovate, and maintain the existing system or correct existing deficiencies are funded with user fees, revenue bonds or notes, and intergovernmental grants.

Waste Water

Major treatment facilities are operated by City of Tampa per an interlocal agreement effective until the year 2043. Operating as an enterprise fund, waste water projects that

provide capacity for new development are funded with impact/connection fees and developer contributions. Projects that replace, renovate, and maintain the existing system or correct existing deficiencies are funded with user fees, revenue bonds or notes, and intergovernmental grants.

Solid Waste

Major disposal facilities are operated by Hillsborough County per an interlocal agreement effective through September 30, 2028. Operating as an enterprise fund, new equipment required for additional solid waste collection capacity for new development, and expenditures to replace and maintain existing equipment are funded with user fees.

Stormwater Management

Stormwater management projects required for new development are the responsibility of that development. Projects that upgrade or maintain existing stormwater facilities are generally paid for with developer contributions or gas tax funds when it is part of a transportation project.



Parks and Recreation

New park acreage providing capacity for new development is sometimes funded with developer contributions. Given that current park acreage exceeds LOS standards, most current acquisition, development, maintenance and renovation costs for parks are funded with user fees, intergovernmental grants, and portions of the City's share of CIT revenues and general fund revenues.

Transportation

Providing the capital infrastructure (and some transit service expenditures) required to achieve and maintain the LOS standards of the City's Multimodal Transportation District will require an extended 15-year funding period. The required revenues will include a combination of intergovernmental grants, proportionate share assessments outside the MMTD and a mobility fee in the MMTD from new development, Hillsborough County CIT funds especially designated for City projects, the City's share of local gas taxes and a small portion of Ad Valorem revenue to subsidize additional HART transit service. The gas taxes are required by law to be used for transportation capital projects.

Schools

A Countywide school impact fee is assessed which funds most of the school capital infrastructure required for new development. Additional funding for new development, existing deficiencies, renovations and ongoing maintenance are generated by intergovernmental grants (PECO, COPs, and Classrooms for Kids), a portion of the CIT, and a 2-mill Countywide Ad Valorem tax dedicated to school construction.

Inventory of Revenue Sources and Funding Mechanisms Available for Capital Improvements by Public Facility and Used by Public Facility	Potable Water	Waste water	Solid Waste	Stormwater Management	Parks & Recreation	Transportation	Schools
General Fund Revenues (Ad Valorem and Non Ad Valorem)					X	X	
Half-Cent Sales Tax							
Community Investment Tax					X		
Federal, State & Local Grants	X	X	X		X	X	
Local Option Gas Tax						X	
County One-Cent Gas Tax						X	
Motor Fuel Tax Rebate						X	
User Fees	X	X	X		X		
Impact/Connection Fees	X	X					X
Proportionate Fair Share						X	
Developer Contribution	X	X			X	X	
Tax Increment Financing							
Mobility Fee						X	
Business Improvement District							
General Obligation Bonds							
Revenue Bonds	X	X					
Special Assessment Bonds							
Industrial Development Bonds							
Leasing							
Privatization							



Debt Financing

The City will strive to achieve, maintain, and whenever possible, improve its bond credit rating to the following standards: Aa3 for general obligation bonds, and A2 for revenue bonds assigned by Moody's Investors Services. The City understands that such ratings will facilitate the achievement of favorable interest rates in, and the preservation of its access to, the credit markets.

Identification of LOS Deficiencies and Future Needs

The following section summarizes results from the level of service analyses contained in the relevant public facility sections, which identify anticipated deficiencies resulting from projected growth over the long-term planning horizon. Correction of deficiencies, are discussed in the context of other capital facility needs for maintenance and repair within the scope of a 5-year Schedule of Projects (or up to fifteen years for the MMTD).

Potable Water

No deficiencies in potable water are projected during the next five years. Given the slowing pace of growth in Florida, there is no anticipated need for alternative water supply sources, beyond the potential to increase water conservation efforts within the next ten years.

Waste water

No deficiencies in waste water are projected during the next five years.

Solid Waste

The City anticipates having adequate capacity for its residential solid waste collection throughout the 2025

Comprehensive Plan horizon. In 2020, population growth is anticipated to push stops per crew-day into the lower end of the LOS range.

Solid Waste—Recycling

The City expects sufficient capacity until 2019. Beyond then, the City reasonably expects to fund necessary low-cost equipment in a timely fashion as an enterprise fund, as they did recently for their residential collection system.

Parks

Temple Terrace park and recreation facilities exceed their current adopted LOS standards. Planned and funded future additions will ensure that the City continues to exceed their LOS standards throughout the 5-year CIE and the 20-year Comprehensive Plan horizon.

Stormwater Management

The City of Temple Terrace is meeting its LOS requirements for stormwater drainage. There are no existing deficiencies and all new development is required to construct stormwater management facilities to maintain LOS standards. By adhering to federal, state and local standards for all new development and new drainage systems and by regularly constructing improvements to existing drainage systems, the City of Temple Terrace continues to improve the overall performance of its stormwater system.

Transportation

With adoption of the citywide Multimodal Transportation District, the City of Temple Terrace has lowered their LOS standards for roads and instituted new LOS standards for bike/ped mobility and transit access.



The LOS standard for arterial roads within the MMTD is LOS "D." This includes 56th Street, Bullard Parkway, Busch Boulevard, Fletcher Avenue, Fowler Avenue, and Temple Terrace Highway. All of these roads are expected to meet this standard through 2025. The LOS standard for collector roads within the MMTD is LOS "E." This includes Morris Bridge Road, which is expected to meet this standard through 2025.

The Mobility Section of this Comprehensive Plan identifies LOS deficiencies. With the adoption of the MMTD, a 15-year schedule of projects was also approved that is designed to eliminate the LOS deficiencies.

Schools

Based on the 5-year facilities plan of the Hillsborough County School Board, LOS standards will be achieved and maintained.

Public Education Facilities

Four public schools are located within the City of Temple Terrace boundaries. These schools may serve students from anywhere within Hillsborough County Public Schools' School Choice Region 3.

- Lewis Elementary School, 6700 Whiteway Drive
- Riverhills Elementary School, 405 S. Riverhills Drive
- Temple Terrace Elementary School, 124 Flotto Avenue
- Greco Middle School, 6925 E. Fowler Avenue

This capital improvement maintains LOS standards for 39 existing classrooms by maintaining the integrity of the school structure, but does not alter the student capacity of the school, nor impact other City infrastructure requirements.

Inventory of Growth Management Practices Available for and Applied by Public Facility	Guides Timing & Location	Support Efficient Land Use	Potable Water	Waste water	Solid Waste	Stormwater Management	Parks & Recreation	Transportation	Schools
Annual CIE/CIP Update	X	X	X	X	X	X	X	X	X
Urban Service Area	X	X	X	X					
Public School Concurrency	X	X							X
Concurrency Management	X	X	X	X	X	X	X	X	X
Multimodal Transportation District	X	X						X	
Impact Fees	X	X	X	X					X
Density Incentives	X	X						X	
Site Plan/Subdivision Reviews	X	X	X	X	X	X	X	X	X
Dedications and Infrastructure Construction	X	X	X	X		X	X	X	X
Water and Sewer Agreements	X	X	X	X					
Developer Agreements	X	X	X	X		X	X	X	X



Capital Improvements

The **Capital Improvements Section** guides the City toward a fiscally sound, annual capital budget that fulfills the obligations created by other sections of the Comprehensive Plan to provide excellent public facilities and services in an efficient and timely manner.

Capital Improvements Goals, Objectives, and Policies

CAP GOAL 1: To manage growth and public resources in order to provide excellent public facilities and services in a timely, efficient and fiscally responsible manner.

CAP Objective 1.1: To establish and employ an annual process of updating the **Capital Improvements Section** in order to guide construction of public facilities that eliminate existing deficiencies, repair or replace obsolete or worn-out facilities and accommodate future growth while maintaining adopted Levels of Service standards.

CAP Policy 1.1.1: Annually review and update the City's 5-year Capital Improvements Program, the City's 15-year Multimodal Transportation Program and the City's **Capital Improvements Section**, including the annual LOS report, concurrency management report, School District Work Plan, and the City's revenue and debt projections.

CAP Policy 1.1.2: Maintain current public facilities sections in the Comprehensive Plan for potable water, waste water, solid waste, stormwater management, parks and recreation, schools and transportation to guide the annual Capital Improvements Program process.

CAP Policy 1.1.3: Incorporate into the annual **Capital Improvements Section**, all capital improvement projects from the City's 5-year Capital Improvements Program, from years one through five of the City's 15-year Multimodal Transportation Program and from the School District's 5-year Work Plan that satisfy LOS standards expressed in public facilities sections or as adopted by this Comprehensive Plan.

Establishing and Evaluating Level of Service (LOS) Standards

CAP Policy 1.1.4: Adhere to the LOS standards as established and adopted in Table 1 of the Capital Improvements Section:



Table 1: Adopted Level of Service Standards

Facility & Measure	Adopted Levels of Service Standards
POTABLE WATER	
Design Flow	340 gallons per equivalent connection per day
Peak Day	1.72 times average daily flow
Minimum Pressure	20 psi (residual, during hourly peak flow throughout the distribution system)
Storage Capacity	0.5 of maximum daily demand (finished water storage in combination with standby pumping capability)
WASTE WATER	
Design Capacity	190 gallons per equivalent connection per day
Peak Day	1.93 times average daily flow
SOLID WASTE	
Residential Service	1,000 to 1,150 stops per crew-day
Commercial Service	484 to 550 pounds per lift; and 110 to 130 lifts per day
Curbside Recycling	1,000 stops per crew-day
STORMWATER MANAGEMENT	
Storm Return Frequency	25-year design storm return frequency for overall system
RECREATION	
Neighborhood/Community Parks	4.5 acres per 1,000 population
District Parks	5.0 acres per 1,000 population
ROADWAYS—STATE & COUNTY	
Arterials in Multimodal District	LOS "E" [includes 56 th Street, Bullard Parkway, Busch Boulevard, Fletcher Avenue, Fowler Avenue, Harney Road and Temple Terrace Highway]
Collectors in Multimodal District	LOS "E" [includes Morris Bridge Road]
MOBILITY FEE EXEMPTION AREA	
Street Connectivity	50 or more polygons per sq. mile connectivity index
Traffic Calming	Discourages cut-through traffic in residential areas
Bicycle and Pedestrian Facilities	C or better for 80% or more facilities
Pedestrian Connectivity	50 or more polygons per sq. mile connectivity index; and 400 feet maximum block length without pedestrian facility
Public Transit Service	D or better in arterial roadway corridors; all parcels within ¼ mile of a transit stop shall be served by pedestrian facilities of C or better; and 80% of employees and dwelling units shall be located within ½ mile of a transit stop
MULTIMODAL TRANSPORTATION DISTRICT	
Bicycle and Pedestrian Facilities	C or better for 80% or more facilities
Public Transit Service	All parcels within ¼ mile of a transit stop should be served by pedestrian facilities of C or better; 80% of employees and dwelling units in the MMTD shall be located within ½ mile of a transit stop; and 70% of employees and dwelling units in the MMTD will be located within the service area of transit operating at LOS D or better
Street Connectivity	50 or more polygons per sq. mile connectivity index
Traffic Calming	Discourages cut-through traffic in residential areas
Bicycle and Pedestrian Connectivity	50 or more polygons per sq. mile connectivity index



Assessing Capital Infrastructure Needs

CAP Policy 1.1.5: Maintain a maintenance inventory of City-owned infrastructure and equipment, its replacement cost and its expected remaining life.

CAP Policy 1.1.6: Develop a 5-year Capital Improvements Program (CIP) as part of the City's annual budget adoption process.

Public Facility Needs, Costs and Financial Feasibility

CAP Policy 1.1.7: Adhere to the following criteria for the evaluation and inclusion of capital improvement projects in the annual CIP beyond those included in the Capital Improvements Section. Projects included in the CIP:

- a) Shall repair, remodel, renovate or replace obsolete or worn-out facilities as determined by the maintenance inventory for public facilities not subject to LOS standards,
- b) May acquire or construct new facilities as required for the satisfactory operation of City government,
- c) Shall not create unfunded operating costs.

CAP Policy 1.1.8: Adhere to the following ordered priorities for the inclusion and timing of capital improvement projects within the CIP, and thus for timing within the Capital Improvements Section:

- a) Projects that repair, remodel, renovate or replace obsolete or worn-out facilities that contribute to maintaining the City's adopted LOS standards,

- b) Projects that repair, remodel, renovate or replace obsolete or worn-out facilities that contribute to maintaining the City's other public infrastructure,
- c) Projects that reduce or eliminate LOS deficiencies for existing demand,
- d) Projects that provide the adopted LOS for new growth during the next five or fifteen fiscal years, as updated by the annual review of the Capital Improvements Section,
- e) Projects that significantly reduce the operating cost of providing a service or facility,
- f) Projects that provide new capacity for general government functions, and
- g) Projects that exceed adopted LOS standards by either providing excess public facility capacity that may be needed by future growth, or providing higher quality public facilities than those contemplated in the City's normal design criteria.

CAP Policy 1.1.9: Designate each capital improvement project in the CIP, the MMTD and the Capital Improvements Section as to whether the project represents repair and maintenance of existing capacity, new capacity to correct a deficiency or new capacity to satisfy new growth, and indicate within the CIP and the MMTD whether the project constitutes a Capital Improvements Section project.

Coastal High Hazard Area

CAP Objective 1.2: Avoid public expenditures which facilitate or subsidize development in coastal high hazard areas.



CAP Policy 1.2.1: Construct no public infrastructure on land deemed to be within the coastal high hazard area.

Concurrency

CAP Objective 1.3: To coordinate land use decisions, available and projected fiscal resources and the schedule of capital improvement projects to ensure the timely provision of public infrastructure that meets adopted Level of Service standards concurrent with the needs of previously issued development orders and new development.

CAP Policy 1.3.1: Consider the location, timing and financial prioritization of new public facility construction in requests for land use plan amendments.

CAP Policy 1.3.2: Encourage construction of public infrastructure that facilitates future shifts to land use patterns that are more compact and more concentrated with greater density and greater continuity to achieve lower per capita construction and operating costs.

CAP Policy 1.3.3: Encourage compact development, infill development and maximum density development when considering land use plan amendments to make optimal use of existing public facilities.

CAP Policy 1.3.4: Maintain the City's Concurrency Management System for approving new development and redevelopment only if the necessary public facilities are provided concurrently with the impacts of the development, and accounting for previously approved development orders.

CAP Policy 1.3.5: Issue development orders and building permits, only if public facilities are sufficient to meet or exceed the LOS standards concurrent with the impacts of development.

Proportionate Fair Share

CAP Objective 1.4: To ensure that new development pays their fair share of the capital improvements required to support its own future public facility needs.

CAP Policy 1.4.1: Strive to achieve a fair distribution of capital costs among existing and future development according to their relative need for capital infrastructure expenditures.

CAP Policy 1.4.2: Impose no impact fees on future development for the portion of any capital improvement that reduces or eliminates existing deficiencies.

CAP Policy 1.4.3: Require new development to pay the full cost of stormwater management facilities required by the development to maintain the stormwater LOS standards.

CAP Policy 1.4.4: Require new development to contribute potable water and waste water distribution and collection systems internal to a development.

CAP Policy 1.4.5: Require all new potable water and waste water connections to pay the fully allocated cost of treatment facilities and distribution or collection systems required to serve them in the form of connection fees.



CAP Policy 1.4.6: Require new development to pay a mobility fee for transportation improvements as per the requirements of the MMTD as described in the Mobility Section.

Financial Priorities

CAP Objective 1.5: To verify priorities of the comprehensive plan by clearly demonstrating the ability to provide, or require provision, of all projects identified in the Schedule of Capital Improvement Projects.

Provision and Funding of Projects

CAP Policy 1.5.1: Provide, or arrange for others to provide, the public facilities listed in the appendices of the Schedule of Capital Improvements.

CAP Policy 1.5.2: Adopt joint agreements with Hillsborough County and/or the City of Tampa for the purpose of integrating planning and the provision of public facilities in areas adjacent to the City.

CAP Policy 1.5.3: Actively administer public/private partnerships among State government, local governments, and the private sector to identify and build needed public facilities and allocate the costs of such facilities among the partners in proportion to the benefits accruing to each.

CAP Policy 1.5.4: Adhere to the following priority for revenue sources to finance public facilities, when possible. Each revenue source on the list is preferred to all subsequent revenue sources on the list:

- a) Grants or entitlements from other levels of government and independent districts.
- b) Contributions by developers including dedication of land, provision of public facilities and impact fees.
- c) User revenues including fees and charges for services, gasoline taxes, and benefit payments for stormwater management.
- d) Sales tax (local option infrastructure surtax).
- e) General Fund non-ad valorem revenues.
- f) Debt financing.
- g) Ad valorem property taxes.

In recognition of the fact that some revenue sources are inappropriate or not legally available for particular public facilities, the priority list is advisory rather than obligatory.

CAP Policy 1.5.5: Because potable water, waste water, solid waste, stormwater management and schools have dedicated revenue sources, the City should avoid using its general fund revenues and general obligation bonds to finance capital infrastructure projects for them.

CAP Policy 1.5.6: Utilize the City's local option gas taxes as a single revenue source to fund necessary transportation improvements in the capital project listing.

CAP Policy 1.5.7: Refrain from providing a public facility, or accepting the provision of a public facility by others, if the City



is unable to pay for the subsequent annual operating and maintenance costs of the facility.

Debt Management

CAP Policy 1.5.8: Adhere to the following City policy:

- a) Proceeds from long-term debt will not be used for current, on-going operations.
- b) Long-term borrowing will be confined to capital improvements too large to be financed from current revenues.
- c) Bonds and other long-term borrowings will be amortized over a term not to exceed the average useful life of the capital project.
- d) All General Fund long-term debt is collateralized by the City's pledge to covenant to budget and appropriate from legally available non ad valorem sources on an annual basis sufficient to make the debt service payment. The Enterprise Fund debt is secured by the revenues from the related operating funds. The City does not pledge ad valorem taxes or a specific non-ad valorem source of revenue to secure borrowings.
- e) Utilize the form of borrowing that is most cost effective, including interest expense, up-front costs, administrative and legal expenses, and reserve requirements.
- f) Good communication with investment bankers, bond counsel, and bond rating agencies will be maintained and a policy of full disclosure on every financial report and bond prospectus will be followed.

To the extent possible, City government capital improvements are financed from current assets using "pay-as-you-go" financing or may borrow funds as provided in this policy. Capital improvements shall be financed and debt managed as follows:

- a) Enterprise funds – Debt shall be repaid by user fees and charges for services or current assets from fund equity, current revenue or a combination. Establish rates to maintain the water and wastewater system. In order to issue additional bonds, the revenues collected by the system must yield net revenues greater than 125% of the total annual revenue bond debt service requirements.
- b) Non-enterprise funds – Debt for general obligation bonds shall be repaid based on millage rate approved by voters. Other debt will be paid from non-ad valorem general government revenue.
 - 1) General obligation bonds – can only be issued after approval by referendum. These bonds could be recommended to maintain levels of service based on the 5-year capital improvement plan. The City strives to keep the average maturity of its general obligation bonds at or below 15 years.
 - 2) Non-ad valorem revenue sources – Other projects may be financed with debt sources such as bonds or capital leases. The General Government non-ad valorem revenues shall be greater than 110% of its total annual debt service requirements. The City intends to maintain an overall debt burden within the following limits:



- i. Net debt as a percentage of estimated assessed value of taxable property within the City's corporate limits should not exceed 13%. The ratio of debt service expenditures as a percent of governmental fund expenditures should not exceed 14%.
 - ii. Net debt per capita should remain under \$1,500.
 - iii. The City strives to achieve, and maintain a fund balance in general fund greater than 25% of expenditures less capital for the previous year.
- 3) Debt financing shall not be used to provide greater capacity than needed based on the 5-year capital improvement plan, unless:
 - i. The excess capacity is an integral part of a capital improvement that is needed to achieve or maintain levels of service; or
 - ii. The excess capacity provides economies of scale making it less expensive than a comparable capacity if acquired at a later date or
 - iii. The excess capacity becomes a necessity due to explosive population growth beyond projections provided in the Comprehensive Plan.
- c) Debt Ratios – The City has not used debt ratios in the past to limit bond issuance, preferring to evaluate each issuance of debt, on a case-by-case basis. The City

Council has the authority to override the ratios provided in this section with a majority vote.

- d) Debt Burden – In the case of capital needs, the City considers the allocation of any debt burden among generations that will benefit from the financed capital assets, as well as the need to distribute the financing burden over appropriate fiscal years.
 - 1) The City uses a "level debt service" strategy as a means to equalize the burden of its debt service assessment over time. This approach provides a slightly declining percentage of budget over time, presuming a gradually increasing budget.
 - 2) When debt is issued for a project and revenue is projected in the third year of the project, interest only can be paid for a maximum of three years and then level debt service should be set for the life of the project.

Financial Priorities of the Comprehensive Plan

CAP Policy 1.5.9: Annually evaluate the fiscal impacts of 20 years of anticipated growth using financial assumptions from the current operating and capital budgets, and LOS standards and development assumptions from the comprehensive plan to determine (as a policy guide) if sufficient financial resources are available and being deployed to pay for needed infrastructure.

CAP Policy 1.5.10: Ensure that all projects in the first three years of the City's CIP and Capital Improvements Section are funded with committed revenue sources. These may include ad valorem taxes, approved bonds, state and federal funds,



impact fees, gas taxes, user charges, enforceable developer agreements and other tax revenues.

CAP Policy 1.5.11: Document committed and planned funding sources for years four and beyond of the City's Capital Improvements Program and Capital Improvements Section. Planned sources may include proposed bonds, grants (not yet secured), or other potential sources that require a referendum or are not yet secured.

CAP Policy 1.5.12: Adhere to the priorities of the CIE by adjusting (within legal limits) the CIE's proposed Schedule of Projects in any of the following ways:

- a) Alter the Capital Improvements to increase efficiencies in delivering public facilities and services.
- b) Eliminate non-Capital Improvements Section capital costs from the CIP, or sufficient recurring operating costs from the general budget to allow bonding future excess revenues.
- c) Extend the Capital Improvements Section from 5 years, up to 15 years.
- d) Increase taxes or fees from available revenue sources, or augment revenues from state-authorized, but untapped sources.
- e) Reduce the LOS standard for one or more public facilities.
- f) Decrease the cost, and, therefore, the quality of some public facilities while retaining the quantity of the facilities that is inherent in the LOS standard.
- g) Utilize a combination of the above alternatives.

CAP Policy 1.5.13: The Hillsborough County Metropolitan Planning Organization's (MPO) Transportation Improvement

Program (TIP), Hillsborough Area Regional Transit's (HART's) Transit Development Plan (TDP) and Hillsborough County Public Schools Facilities Work Program are incorporated by reference into the Capital Improvements Section of the Comprehensive Plan.

Capital Improvements for Public School Facilities

CAP GOAL 2: Ensure that future needs are addressed consistent with the adopted level of service standards for public schools.

Level of Service Standards

CAP Objective 2.1: The City, through its capital improvements section, shall ensure that the capacity of schools is sufficient to support residential subdivisions and site plans at the adopted level of service (LOS) standards.

CAP Policy 2.1.1: Consistent with the Interlocal Agreement, the uniform, district-wide level-of-service standards are initially set utilizing the Florida Inventory of School Houses (FISH) capacity formulas calculated by the FDOE on June 13, 2005 at the following levels:

TYPE OF SCHOOL	LEVEL OF SERVICE STANDARDS
Elementary	100% of permanent FISH capacity*
Middle	100% of permanent FISH capacity*
K-8	100% of permanent FISH capacity*
High	100% of permanent FISH capacity*
Special purpose	100% of permanent FISH capacity*

**As adjusted by the school board annually to account for measurable programmatic changes. "Measurable programmatic changes" mean changes to the operation of a school that has consistent and measurable capacity impact including, but not limited to, double sessions, floating teachers, year-long schools and special educational programs.*



Capital Improvements

School Capital Facilities Planning

CAP Objective 2.2: The City and School Board shall cooperate to ensure existing deficiencies and future needs are addressed consistent with the adopted level of service standards for public schools.

CAP Policy 2.2.1: The City recognizes the School Board's strategy for correcting existing deficiencies and addressing future needs through:

- a. The School Board's commitment to continue the re-boundary process to reallocate school capacity to reduce school overcrowding within concurrency service areas;
- b. Implementation of the School District's 5-Year Work Plan that identifies capital improvements that are necessary to ensure level of service standards are achieved and maintained;
- c. Identification of adequate sites for funded schools; and
- d. The expansion of revenues for school construction from updated impact fees.

CAP Policy 2.2.2: The City and School Board shall cooperate to ensure that future development provides mitigation proportionate to the demand for public school facilities needed to accommodate new development and to assist in maintaining adopted level of service standards.

CAP Policy 2.2.3: The City adopts the schedule of capacity improvements approved by the School Board annually that includes school capacity sufficient to meet anticipated student

demands projected by the County and municipalities, in consultation with the School Board's projections of student enrollment, based on the adopted level of service standards for public schools. The 5-year schedule of improvements ensures the level of service standards for public schools are achieved and maintained within the period covered by the 5-year schedule and adopted by reference.



CIS Schedule of Projects

CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

001 GENERAL FUND								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	NEW BUDGET FY 24-25	NEW BUDGET FY 25-26	NEW BUDGET FY 26-27	NEW BUDGET FY 27-28
PARKS & RECREATION								
Aquatics								
Pool Lap Lane Line Replacement	001-1830-572.63-27	R	\$13,000	\$0	\$6,000	\$0	\$7,000	\$0
Resanding for Pool Deck Pavers	001-1830-572.63-27	D	\$12,000	\$6,000	\$0	\$0	\$6,000	\$0
Pool Thermal Blankets	001-1830-572.63-99	R	\$33,000	\$0	\$15,000	\$0	\$0	\$18,000
15 horse power pool pump motors & housing (2)	001-1830-572.64-99	R	\$15,000	\$0	\$0	\$15,000	\$0	\$0
Diving Boards (2)	001-1830-572.64-99	R	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Special Events Sound Equipment	001-1850-572.64-99	R	\$6,000	\$0	\$0	\$0	\$6,000	\$0
FRC Carpet Replacement - CS Area & Offices	001-1881-572.62-41	R	\$6,000	\$0	\$6,000	\$0		
Floor Burnisher Machine	001-1881-572.64-99	R	\$5,200	\$0	\$0	\$5,200		
FRC Automatic Back Gate	001-1881-572.63-27	D	\$8,000	\$0	\$8,000	\$0		
FRC Sound Cloud - Lobby area	001-1881-572.63-27	D	\$10,000	\$0	\$10,000	\$0		
Storage Shed for Special Event Supplies	001-1881-572.63-27	D	\$7,500	\$0	\$0	\$7,500		
Fitness Facility								
Jungle Gym Fitness Station	001-1884-572.64-99	R	\$23,000	\$0		\$23,000		
Treadmills	001-1884-572.64-99	R	\$30,000	\$0	\$30,000			
Ellipticals	001-1884-572.64-99	R	\$25,000	\$0		\$25,000		
Fitness Center Rubberized Flooring	001-1884-572.62-41	R	\$30,000	\$0		\$30,000		
Leg Press	001-1884-572.64-99	R	\$5,000	\$0			\$5,000	
Dumbbell Weights	001-1884-572.64-99	R	\$5,000	\$0			\$5,000	
Gymnastics Facility								
Gymnastics Spring Floor Carpet	001-1886-572.64-99	R	\$10,000	\$10,000				
Vault Table	001-1886-572.64-99	R	\$18,000	\$8,000				\$10,000
Uneven Bars	001-1886-572.64-99	R	\$26,000	\$0	\$16,000		\$10,000	
Parallel Bars	001-1886-572.64-99	D	\$10,000	\$0		\$10,000		
Tennis								
Clay Tennis Court Relining & Resurfacing (3)	001-1887-572.63-27	R	\$25,000			\$25,000		
Athletic Field/Parks Maintenance								
Athletic Facilities Turf Mower	001-1896-572.64-99	R	\$28,000	\$14,000				\$14,000
Parks Riding Mower	001-1896-572.64-99	R	\$20,000	\$0	\$20,000			
Playground Boarders	001-1896-572.63-27	R	\$9,000	\$0		\$9,000		
Crew Trailer Parks and Athletics	001-1896-572.64-99	R	\$7,000	\$0			\$7,000	
Clay Machine	001-1896-572.64-99	R	\$26,000	\$0			\$26,000	
GENERAL FUND TOTAL			\$427,700	\$38,000	\$111,000	\$149,700	\$72,000	\$57,000



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

130 STREET IMPROVEMENT FUND								
Division/Description	Account #	CTE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	NEW BUDGET FY 24-25	NEW BUDGET FY 25-26	NEW BUDGET FY 26-27	NEW BUDGET FY 27-28
ARPA FUNDED STORMWATER PROJECTS								
Bregar Dr/Bannockburn Ave Stormwater Project - Const	130-1721-541.63-17	R	\$300,000	\$300,000	\$0	\$0	\$0	\$0
Maybole Pl/Riverhills Dr Stormwater Project - Const	130-1721-541.63-17	R	\$800,000	\$800,000	\$0	\$0	\$0	\$0
E 127th Ave Stormwater Project - Design & Permitting	130-1721-541.63-17	R	\$80,000	\$80,000	\$0	\$0	\$0	\$0
E 127th Ave Stormwater Project - Construction (ARPA)	130-1721-541.63-17	R	\$800,000	\$800,000	\$0	\$0	\$0	\$0
Glen Arven Ave/Sleepy Hollow Ave Stormwater Project	130-1721-541.63-17	R	\$75,000	\$0	\$0	\$0	\$0	\$0
Storm Water Retention Pond Maintenance (ARPA)	130-1721-541.63-17	R	\$500,000	\$500,000	\$0	\$0	\$0	\$0
Glen Arven Ave/Sleepy Hollow Ave Stormwater Project	130-1721-541.63-17	R	\$675,000	\$0	\$675,000	\$0	\$0	\$0
NON-ARPA FUNDED STORMWATER PROJECTS								
Submersible Pump Replacements	130-1721-541.63-17	R	\$140,000	\$25,000	\$25,000	\$30,000	\$30,000	\$30,000
Storm Water Retention Pond Maintenance	130-1721-541.63-17	R	\$750,000	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000
Flooding Bypass Pump	130-1721-541.63-17	G	\$75,000	\$0	\$75,000	\$0	\$0	\$0
Telecom Complex Ditch Maintenance	130-1721-541.63-17	D	\$100,000	\$0	\$0	\$100,000	\$0	\$0
Telecom Dr Riprap	130-1721-541.63-17	D	\$150,000	\$0	\$150,000	\$0	\$0	\$0
Gascon Pl Pipe Replacement	130-1721-541.63-17	R	\$200,000	\$0	\$0	\$0	\$200,000	\$0
STORMWATER TOTAL			\$4,645,000	\$2,730,000	\$1,075,000	\$280,000	\$380,000	\$180,000
SIDEWALKS								
Sidewalk ADA Compliance	130-1723-541.63-13	D	\$100,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Sidewalks, Ramps, Curbs - Design & Permitting	130-1723-541.63-13	G/D	\$200,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
Sidewalks, Ramps, Curbs - Construction	130-1723-541.63-13	G/D	\$1,450,000	\$250,000	\$300,000	\$300,000	\$300,000	\$300,000
Fern Cliff Ave Sidewalk Phase 2 - Construction	130-1723-541.63-13	G	\$125,000	\$0	\$125,000	\$0	\$0	\$0
SIDEWALK TOTAL			\$1,875,000	\$310,000	\$485,000	\$360,000	\$360,000	\$360,000
ROADWAY MANAGEMENT								
Street Resurfacing Projects	130-1724-541.63-11	D	\$3,675,000	\$715,000	\$715,000	\$715,000	\$765,000	\$765,000
Street Signage Upgrades and Replacement	130-1724-541.63-11	R	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Pavement Markings	130-1724-541.63-11	D	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
F-250 Truck (New Fleet Vehicle)	130-1724-541.64-11	G	\$56,000	\$0	\$56,000	\$0	\$0	\$0
Miscellaneous Bicycle Projects	130-1724-541.63-14	G	\$220,000	\$35,000	\$40,000	\$45,000	\$50,000	\$50,000
ROADWAY TOTAL			\$4,451,000	\$850,000	\$911,000	\$860,000	\$915,000	\$915,000
STREET IMPROVEMENT TOTAL			\$10,971,000	\$3,890,000	\$2,471,000	\$1,500,000	\$1,655,000	\$1,455,000



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2023-23 THROUGH FY 2027-28

FUND 160 - COMMUNITY INVESTMENT TAX								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	NEW BUDGET FY 24-25	NEW BUDGET FY 25-26	NEW BUDGET FY 26-27	NEW BUDGET FY 27-28
PARKS & RECREATION								
Aquatics								
Main Pool Tube Slide Replacement	160-1830-572.63-27	R	\$50,000	\$50,000				
Big Slide Refurbishment (Slide & Structure)	160-1830-572.63-27	R	\$82,500	\$82,500				
Main Pool Shade Sails for Deck Area	160-1830-572.63-27	D	\$30,000			\$30,000		
Senior Program								
Lightfoot Center Flooring Replacement	160-1861-572.62-41	R	\$70,000	\$12,000	\$58,000	\$0	\$0	\$0
Senior Program								
Lightfoot Windows*	160-1861-572.62-41	R	\$18,500	\$18,500				
Lightfoot Center Classroom Expansion	160-1861-572.62-41	D	\$50,000			\$50,000		
Family Recreation Complex								
Maintenance Truck - Parks & Recreation	160-1881-572.64-11	R	\$31,500	\$31,500				
FRC Classroom 3 Partition Wall	160-1881-572.63-27	R	\$33,000	\$33,000				
Service Road Paving and Curbing Project - FRC	160-1881-572.63-27	R	\$73,000	\$73,000				
Facility Painting (Interior, Classrooms & Hallways)	001-1881-572.63-27	D	\$17,000	\$7,000	\$0	\$10,000		
Parking lot seal coating and restriping - FRC	160-1881-572.63-27	R	\$15,000		\$15,000			
FRC Gymnasium Floor Resurfacing	160-1881-572.62-41	R	\$30,000				\$30,000	
AC Outside Unit Gymnastics	160-1881-572.62-41	R	\$55,000			\$55,000		
Tennis								
Tennis Hard Court Resurfacing	160-1887-572.63-27	R	\$50,000	\$50,000				
FRC Tennis Building Roof Replacement	160-1887-572.63-27	R	\$15,000	\$0	\$15,000			
FRC Tennis Building Refurbishment & Painting	160-1887-572.63-27	R	\$33,000	\$0	\$33,000			
FRC Tennis Shade Canopies (2 Bleacher areas)	160-1887-572.63-27	D	\$40,000		\$40,000			
Whiteway Racquet Sports Complex	160-1887-572.63-27	R	\$1,050,000			\$50,000		\$1,000,000
Athletic Field/Parks Maintenance								
Linwood Park Improvements	160-1896-572.63-27	G	\$0		\$0	\$0	\$0	\$0
Omni Spinner Riverhills Playground	001-1896-572.63-27	R	\$14,000	\$14,000				
Parks/Park Improvements - Ben Lomond Plaid	160-1896-572.63-27	R	\$170,000	\$85,000	\$85,000			
Ridgedale Sports Complex Dugout Roof Replacement	160-1896-572.63-27	R	\$23,000	\$23,000				
Youth Sports Complex Retaining Wall	160-1896-572.63-27	D	\$6,500	\$6,500				
Youth Sports Complex Drainage	160-1896-572.63-27	D	\$18,000	\$18,000				
Family Recreation Complex Landscape Improvement	160-1896-572.63-27	R	\$30,000	\$30,000				
Buddy Baseball Field #2	160-1896-572.63-27	G	\$250,000	\$250,000				
Paddle Park Design and Engineering	160-1896-572.63-27	G	\$125,000	\$125,000				
Athletics/Parks Facilities Tractor	160-1896-572.64-99	R	\$75,000		\$75,000			
Paddle Park Construction	160-1896-572.63-27	G	\$2,000,000		\$2,000,000			
LED Light Conversion for all Ballfields	160-1896-572.63-27	R	\$200,000		\$100,000	\$100,000		
Ridgedale Complex Bathroom Replacement	160-1896-572.62-41	R	\$150,000	\$0		\$150,000		
COMMUNITY INVESTMENT TAX TOTAL			\$4,805,000	\$909,000	\$2,421,000	\$445,000	\$30,000	\$1,000,000



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

410 FUND-WATER & SEWER UTILITY FUND								
	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	FY 24-25	FY 25-26	FY 26-27	FY 27-28
NON-DEPARTMENTAL								
Network Improvements (IT)	410-1290-533.64-23	D	\$16,000	\$16,000	\$0	\$0	\$0	\$0
WATER SUPPLY & TREATMENT								
Water Treatment Facility Building Improvements	410-1921-533.62-41	D	\$375,000	\$0	\$300,000	\$25,000	\$25,000	\$25,000
Percolation Pond Maintenance	410-1921-533.63-32	R	\$250,000	\$250,000	\$0	\$0	\$0	\$0
DISTRIBUTION SYSTEM								
Utility Service Center - ARPA	410-1922-533.62-41	R	\$6,820,789	\$6,820,789	\$0	\$0	\$0	\$0
Misc. Water Line Improvements	410-1922-533.63-32	R	\$1,000,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Bonnie Brae Area Water Main Construction	410-1922-533.63-32	R	\$1,000,000	\$500,000	\$500,000	\$0	\$0	\$0
Bannockburn/Downs Ave Water Main Construction	410-1922-533.63-32	R	\$2,400,000	\$0	\$800,000	\$800,000	\$800,000	\$0
Liberty Ave/E 112th Ave Water Main Design & Perm	410-1922-533.63-32	R	\$200,000	\$0	\$0	\$0	\$200,000	\$0
Liberty Ave/E 112th Ave Water Main Construction	410-1922-533.63-32	R	\$800,000	\$0	\$0	\$0	\$0	\$800,000
F-250 Truck (Fleet #57)	410-1922-533.64-12	R	\$56,000	\$56,000	\$0	\$0	\$0	\$0
F-250 Truck (Fleet #82)	410-1922-533.64-12	R	\$56,000	\$56,000	\$0	\$0	\$0	\$0
F-250 Truck (Fleet #66)	410-1922-533.64-12	R	\$56,000	\$56,000	\$0	\$0	\$0	\$0
F-250 Truck (New Fleet Vehicle)	410-1922-533.64-12	G	\$60,000	\$60,000	\$0	\$0	\$0	\$0
Water Meter Test Bench	410-1922-533.64-99	G	\$150,000	\$150,000	\$0	\$0	\$0	\$0
Equipment Trailers (2)	410-1922-533.64-99	G	\$50,000	\$50,000	\$0	\$0	\$0	\$0
Freightliner Truck (Fleet #)	410-1922-533.64-99	R	\$125,000	\$0	\$125,000	\$0	\$0	\$0
COLLECTION SYSTEM								
Trailer mounted pump with controls for lift stations	410-1931-535.64-99	G	\$90,000	\$90,000	\$0	\$0	\$0	\$0
WATER & SEWER UTILITY TOTAL			\$13,504,789	\$8,304,789	\$1,925,000	\$1,025,000	\$1,225,000	\$1,025,000



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

430 WATER & SEWER R&R FUND								
R&R - Replacement and Renewal								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	FY 24-25	FY 25-26	FY 26-27	FY 27-28
WATER SUPPLY & TREATMENT								
Air Release Valve Replacement	430-1921-533.63-31	R	\$37,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500
Electrical Distribution Breaker/Starter Replacement	430-1921-533.63-31	R	\$75,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Wear Plate Replacements	430-1921-533.63-31	R	\$75,000	\$15,000	\$15,000	\$15,000	\$15,000	\$15,000
Rebuild Turbine Pumps	430-1921-533.63-31	R	\$85,000	\$17,000	\$17,000	\$17,000	\$17,000	\$17,000
Rebuild Water Supply Wells	430-1921-533.63-36	R	\$125,000	\$25,000	\$25,000	\$25,000	\$25,000	\$25,000
Line Stopping Program	430-1922-533.63-32	R	\$250,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Valve Replacement Program	430-1922-533.63-32	R	\$300,000	\$60,000	\$60,000	\$60,000	\$60,000	\$60,000
COLLECTION SYSTEM								
Submersible Lift Station Pump	430-1931-535.63-33	R	\$430,000	\$75,000	\$80,000	\$85,000	\$90,000	\$100,000
Misc Lift Station Electrical Components	430-1931-535.63-33	R	\$100,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
Force Main Lift Station A Improvements - Construct	430-1931-535.63-34	R	\$450,000	\$0	\$0	\$0	\$0	\$450,000
Sewer Manhole Rehabilitation	430-1931-535.63-34	R	\$375,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Terrace Oaks 4" Force Main Replacement Design/Per	430-1931-535.63-34	R	\$65,000	\$0	\$65,000	\$0	\$0	\$0
Terrace Oaks 4" Force Main Replacement Construct	430-1931-535.63-34	R	\$650,000	\$0	\$0	\$650,000	\$0	\$0
Sewer Main Rehabilitation (Lining)	430-1931-535.63-34	R	\$1,500,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Queensway and Fowler Gravity Main Crossing Desig	430-1931-535.63-34	R	\$50,000	\$0	\$50,000	\$0	\$0	\$0
Queensway and Fowler Gravity Main Crossing Const	430-1931-535.63-34	R	\$250,000	\$0	\$0	\$250,000	\$0	\$0
LIFT STATION REHAB								
Lift Station SB Construction	430-3899-535.63-33	R	\$1,000,000	\$0	\$1,000,000	\$0	\$0	\$0
Lift Station River Run Rehab Construction	430-3899-535.63-33	R	\$450,000	\$0	\$450,000	\$0	\$0	\$0
Lift Station D Design	430-3899-535.63-33	R	\$80,000	\$0	\$80,000	\$0	\$0	\$0
Lift Station D Construction	430-3899-535.63-33	R	\$600,000	\$0	\$600,000	\$0	\$0	\$0
Lift Station Hidden Oaks Design/Permitting	430-3899-535.63-33	R	\$80,000	\$0	\$80,000	\$0	\$0	\$0
Lift Station Hidden Oaks Construction	430-3899-535.63-33	R	\$800,000	\$0	\$0	\$800,000	\$0	\$0
Lift Station 301 Ballpark 1 Construction	430-3899-535.63-33	R	\$305,000	\$305,000	\$0	\$0	\$0	\$0
Lift Station 301 Ballpark 2 Construction	430-3899-535.63-33	R	\$310,000	\$310,000	\$0	\$0	\$0	\$0
Lift Station Tupelo South Design/Permitting	430-3899-535.63-33	R	\$50,000	\$0	\$50,000	\$0	\$0	\$0
Lift Station Tupelo South Construction	430-3899-535.63-33	R	\$285,000	\$0	\$0	\$285,000	\$0	\$0
Lift Station Orange River Design/Permitting	430-3899-535.63-33	R	\$70,000	\$0	\$70,000	\$0	\$0	\$0
Lift Station Orange River Construction	430-3899-535.63-33	R	\$360,000	\$0	\$0	\$360,000	\$0	\$0
Lift Station Primrose Design/Permitting	430-3899-535.63-33	R	\$50,000	\$0	\$0	\$50,000	\$0	\$0
Lift Station Primrose Construction	430-3899-535.63-33	R	\$285,000	\$0	\$0	\$0	\$285,000	\$0
Lift Station North Riverhills Design/Permitting	430-3899-535.63-33	R	\$55,000	\$0	\$0	\$55,000	\$0	\$0
Lift Station North Riverhills Construction	430-3899-535.63-33	R	\$305,000	\$0	\$0	\$0	\$305,000	\$0
Lift Station Sequoia Design/Permitting	430-3899-535.63-33	R	\$45,000	\$0	\$0	\$0	\$45,000	\$0
Lift Station Sequoia Construction	430-3899-535.63-33	R	\$250,000	\$0	\$0	\$0	\$0	\$250,000
Lift Station Pyramid Design and Construction	430-3899-535.63-33	R	\$355,000	\$0	\$355,000	\$0	\$0	\$0
Lift Station Gail Design/Permitting	430-3899-535.63-33	R	\$60,000	\$0	\$0	\$0	\$0	\$60,000
Lift Station Cypress Design/Permitting	430-3899-535.63-33	R	\$60,000	\$0	\$0	\$0	\$0	\$60,000
W&S RENEWAL AND REPLACEMENT TOTAL			\$10,672,500	\$1,274,500	\$3,464,500	\$3,119,500	\$1,309,500	\$1,504,500



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

440 WATER IMPROVEMENT FUND								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	FY 24-25	FY 25-26	FY 26-27	FY 27-28
DISTRIBUTION								
Water Main Extensions	440-1922-533.63.32	R	\$ 100,000	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
iHydrant 5-Year Program	440-1922-533.63.32	R	\$200,000	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
WATER & SEWER TRUST FUND TOTAL			\$ 300,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000
450 SEWER IMPROVEMENT FUND								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	FY 24-25	FY 25-26	FY 26-27	FY 27-28
LIFT STATIONS								
Unforeseen Emergency Lift Station Replacements	450-1931-535.63.33	R	\$375,000	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
E Riverhills Drive and N 56th St Gravity Main Design	450-1931-535.63.34	R	\$880,000	\$880,000	\$0	\$0	\$0	\$0
Woodstork Force Main Design and Construction	450-1931-535.63.34	R	\$715,000	\$715,000	\$0	\$0	\$0	\$0
SEWER IMPROVEMENT FUND TOTAL			\$1,970,000	\$1,670,000	\$75,000	\$75,000	\$75,000	\$75,000



CITY OF TEMPLE TERRACE
FIVE-YEAR CAPITAL IMPROVEMENT SECTION
SCHEDULE OF PROJECTS
FY 2022-23 THROUGH FY 2027-28

480 SANITATION FUND								
Division/Description	Account #	CIE	Cost of Five-Year Program	NEW BUDGET FY 23-24 Request	NEW BUDGET FY 24-25	NEW BUDGET FY 25-26	NEW BUDGET FY 26-27	NEW BUDGET FY 27-28
COMMERCIAL SERVICE								
Truck 19 Replacement/Commercial Vehicle	480-2031-534.64-12	R	\$0	\$0	\$0	\$0	\$0	\$0
Truck 2 Replacement/Commercial Vehicle	480-2031-534.64-12	R	\$300,000	\$0	\$0	\$300,000	\$0	\$0
COMM SERV TOTAL			\$300,000	\$0	\$0	\$300,000	\$0	\$0
RESIDENTIAL SERVICES								
Truck 85 Replacement/Recycle Truck	480-2041-534.64-12	R	\$335,000	\$335,000	\$0	\$0	\$0	\$0
Truck 4 Replacement/Recycle Truck	480-2041-534.64-12	R	\$260,000	\$0	\$0	\$0	\$260,000	\$0
Truck 9 Replacement/Residential Garbage Truck	480-2041-534.64-12	R	\$260,000	\$0	\$0	\$0	\$0	\$260,000
RESID SERV TOTAL			\$855,000	\$335,000	\$0	\$0	\$260,000	\$260,000
ROLL-OFF SERVICE								
Construction Roll-Off Containers	480-2032-534.64-99	R	\$0	\$0	\$0	\$0	\$0	\$0
Truck 7 Replacement/Roll-off Truck	480-2032-534.64-12	R	\$225,000	\$0	\$0	\$0	\$225,000	\$0
ROLL-OFF SERV TOTAL			\$225,000	\$0	\$0	\$0	\$225,000	\$0
SPECIAL TRASH PICKUP SERVICE								
Truck 12 Replacement/Bulk Garbage Truck	480-2042-534.64-12	R	\$215,000	\$215,000	\$0	\$0	\$0	\$0
SPEC SERV TOTAL			\$215,000	\$215,000	\$0	\$0	\$0	\$0
FACILITY								
Pressure Washer Rebuild	480-2042-534.64-99	R	\$5,000	\$0	\$5,000	\$0	\$0	\$0
FACILITY TOTAL			\$5,000	\$0	\$5,000	\$0	\$0	\$0
SANITATION TOTAL			\$1,600,000	\$550,000	\$5,000	\$300,000	\$485,000	\$260,000

Capital Improvements Schedule of Projects							
Total	\$44,250,989	\$16,696,289	\$10,532,500	\$6,674,200	\$4,911,500	\$5,436,500	



**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2023-24 THROUGH FY 2027-28 AND 10 YEAR LONG-TERM IMPROVEMENTS
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2023 - 2032 INTO THE SCHEDULE OF PROJECTS**

PROJECTS	Yearly Cost	Total Cost	Fund	Project	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	2029-2033
Transit Network Projects (Temple Terrace Share of Capital Costs) [1]										
Based on Temple Terrace portion of HART FY2019 Capital Improvements Plan - Adopted Budget [2]	\$8,548,320		Grants and Ad Valorem		\$854,832	\$854,832	\$854,832	\$854,832	\$854,832	\$4,274,160
Capital Improvements for Expanded Cross County Route 33 (replaced MetroRapid East-West to Tampa International Airport) for 7	\$14,005,068		Grants & other revenue		\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$7,002,535
Bus Rapid Transit (BRT) - New loop for Tampa and Temple Terrace	\$1,250,000		Mobility Fee							\$1,250,000
Bus Shelters (Pads & Benches @ \$5,000 ea. or Covered @ \$10,000 ea.) - Coordinate with HART	\$500,000		Mobility Fee		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
	\$8,548,320		Ad valorem		\$854,832	\$854,832	\$854,832	\$854,832	\$854,832	\$4,274,160
	\$1,750,000		Mobility Fee		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$1,500,000
	\$14,005,068		Grants & other		\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$1,400,507	\$7,002,535
	\$24,303,388		Total		\$2,305,339	\$2,305,339	\$2,305,339	\$2,305,339	\$2,305,339	\$12,776,695
Street Improvements										
Pavement Management Plan/Structural Resurfacing Projects/Design	\$7,500,000		Gas tax	33-PMP	\$715,000	\$715,000	\$715,000	\$765,000	\$765,000	\$3,825,000
Miscellaneous Pavement Marking	\$500,000		Gas tax	33-500 (311)	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Ridgedale Rd. Area (East of N. 56th St. between E. Fowler Ave. to E. Busch Blvd/Bullard Pkwy). multiple streets	\$700,000		Gas tax							\$700,000
Signage Upgrades & Replacement	\$500,000		Gas tax		\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
Bertha Palmer Boulevard Intersection Improvement	\$500,000		Grants & other revenue							\$500,000
CDBG Improvements	\$2,300,000		Grants & other revenue		\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$1,150,000
	\$9,200,000		Gas tax		\$815,000	\$815,000	\$815,000	\$865,000	\$865,000	\$5,025,000
	\$2,800,000		Grants & other		\$230,000	\$230,000	\$230,000	\$230,000	\$230,000	\$1,650,000
	\$12,000,000		Total		\$1,045,000	\$1,045,000	\$1,045,000	\$1,095,000	\$1,095,000	\$6,675,000
Sidewalks [5.6]										
Sidewalks, Ramps, Curbs	\$3,350,000		Gas tax	34-659 (203)	\$290,000	\$340,000	\$340,000	\$340,000	\$340,000	\$1,700,000
ADA Compliance / Transition Plan - Multiple locations (unspecified)	\$200,000		Gas tax	34-xxx (304)	\$20,000	\$20,000	\$20,000	\$20,000	\$20,000	\$100,000
Fern Cliff Ave Sidewalk	\$125,000		Gas tax			\$125,000				
Riverside Park Pedestrian Bridge Improvements	\$400,000		Gas tax							\$400,000
Rainbow Sidewalk Improvements	\$175,000		Gas tax							\$175,000
Temple Terrace Elementary School Sidewalk Improvements	\$125,000		Gas tax							\$125,000
	\$4,375,000		Gas tax		\$310,000	\$485,000	\$360,000	\$360,000	\$360,000	\$2,500,000
	\$0		Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$0
	\$4,375,000		Total		\$310,000	\$485,000	\$360,000	\$360,000	\$360,000	\$2,500,000
Traffic Signal Improvements										
Grovehill Rd./N. 56th St. - Signal improvements at intersection	\$500,000		Mobility Fee	30-103						\$500,000
	\$500,000		Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$500,000
	\$500,000		Total		\$0	\$0	\$0	\$0	\$0	\$500,000
Multi-Use Trails										
Tampa Bypass Canal Trail - Harney Rd to Fowler Ave [4]	\$1,000,000		Grants & other revenue							\$1,000,000



**FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2023-24 THROUGH FY 2027-28 AND 10 YEAR LONG-TERM IMPROVEMENTS
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2023 - 2032 INTO THE SCHEDULE OF PROJECTS**

PROJECTS	Yearly Cost	Total Cost	Fund	Project	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	2029-2033
Telecom Parkway Multi-Use Path #1 (2-mile along TECO ROW; from Fletcher Ave to Fowler Ave) [5]		\$2,500,000	Grants & other revenue							\$2,500,000
Telecom Parkway Multi-Use Path #2 (0.5-miles along Hollow Stump Rd)		\$1,000,000	Grants & other revenue							\$1,000,000
Shared-use path to connect Temple Terrace to USF (TECO and RR r.o.w., South of Fowler Ave and North of 113th Ave) to Park & Ride Lot by City Hall [5]		\$1,500,000	Grants & other revenue							\$1,500,000
USF Trail along south side of E. Fletcher Ave., from N. 50th St. to south on Hollow Stump and then east along E. 127th Ave. to Morris Bridge Rd. [4]		\$1,500,000	Grants & other revenue							\$1,500,000
Morris Bridge Rd. Multi-Use Trail connection, E. Fletcher Ave. to E. Fowler Ave., for Tampa ByPass Canal and USF Trails		\$4,000,000	Grants & other revenue							\$4,000,000
Old Railway Multi-Use Path [5] (Bridge from Whiteaway Ave over River to Temple Terrace Hwy)		\$5,000,000	Gas tax							\$5,000,000
		\$8,000,000	Grants & other revenue		\$0	\$0	\$0	\$0	\$0	\$8,000,000
		\$5,000,000	Gas tax		\$0	\$0	\$0	\$0	\$0	\$5,000,000
		\$0	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$0
		\$13,000,000	Total		\$0	\$0	\$0	\$0	\$0	\$13,000,000
Bicycle Facilities [10]										
122nd Avenue from 56th St to City Limits		\$100,000	Mobility Fee							\$100,000
127th Avenue from 56th St to City Limits		\$100,000	Mobility Fee							\$100,000
Miscellaneous Bicycle Projects (signage, design, & construction)		\$470,000	Gas tax		\$35,000	\$40,000	\$45,000	\$50,000	\$50,000	\$250,000
		\$200,000	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$200,000
		\$470,000	Gas tax		\$35,000	\$40,000	\$45,000	\$50,000	\$50,000	\$250,000
		\$670,000	Total		\$35,000	\$40,000	\$45,000	\$50,000	\$50,000	\$450,000
Complete Streets										
Golf Cart Crossing at Fowler Ave		\$1,000,000	Grants & other revenue							\$1,000,000
Bullard Pkwy/Temple Terrace Hwy Complete Streets [4]		\$750,000	Mobility Fee							\$750,000
Grovehill Rd Complete Streets		\$600,000	Mobility Fee							\$600,000
Druid Hills Rd/Serena Dr Complete Streets		\$700,000	Mobility Fee							\$700,000
Overlook Dr Complete Streets		\$300,000	Mobility Fee							\$300,000
Ridgedale Rd Complete Streets		\$700,000	Mobility Fee							\$700,000
N Riverhills Dr Complete Streets		\$700,000	Mobility Fee							\$700,000
S Riverhills Dr Complete Streets		\$300,000	Mobility Fee							\$300,000
Temple Heights Rd Complete Streets		\$200,000	Mobility Fee							\$200,000
Whiteaway Dr Complete Streets		\$700,000	Mobility Fee							\$700,000
Sunnyside Rd Complete Streets		\$200,000	Mobility Fee							\$200,000
CRA Ped Plan Improvements		\$1,100,000	Grants & other revenue		\$ 100,000	\$ 250,000	\$250,000	\$250,000	\$250,000	
		\$5,150,000	Mobility Fee		\$0	\$0	\$0	\$0	\$0	\$5,150,000
		\$2,100,000	Grants & other revenue		\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,000,000



FIVE-YEAR CAPITAL IMPROVEMENT SCHEDULE OF PROJECTS FOR FY 2023-24 THROUGH FY 2027-28 AND 10 YEAR LONG-TERM IMPROVEMENTS
FOR THE MULTI-MODAL TRANSPORTATION DISTRICT FOR 2023 - 2032 INTO THE SCHEDULE OF PROJECTS

PROJECTS	Yearly Cost	Total Cost	Fund	Project	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	2029-2033
		\$7,250,000	Total		\$100,000	\$250,000	\$250,000	\$250,000	\$250,000	\$6,150,000
TOTAL COSTS BY FUND SOURCE	TOTALS				FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	2029-2033
Ad valorem (HART) (100% mass transit)	\$8,548,320				\$854,832	\$854,832	\$854,832	\$854,832	\$854,832	\$4,274,160
Gas tax	\$19,045,000				\$1,160,000	\$1,340,000	\$1,220,000	\$1,275,000	\$1,275,000	\$12,275,000
Mobility Fee	\$7,600,000				\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$7,350,000
Grants & other revenues	\$26,905,068				\$1,730,507	\$1,880,507	\$1,880,507	\$1,880,507	\$1,880,507	\$17,652,535
GRAND TOTAL (ALL FUND SOURCES)	\$62,098,388				\$3,795,339	\$4,125,339	\$4,005,339	\$4,060,339	\$4,060,339	\$42,051,695
GRAND TOTAL (- Mobility Fee Projects)	\$54,498,388				\$3,745,339	\$4,075,339	\$3,955,339	\$4,010,339	\$4,010,339	\$34,701,695

NOTES:

* Required to achieve and maintain multimodal Level of Service standards.

[1] Transit improvements will be coordinated with HART.

[2] Ad valorem revenues to HART from assessed property in Temple Terrace FY21. This cost includes existing and proposed contraction of bus services, as of September 28, 2020.

[3] HART presentation dated May 17, 2012, assumes \$26.7 million for Route 33 / East-West Corridor BRT (formerly MetroRapid); cost update in 2017 is \$28,010,130 and \$2,500,000 initial cost, and then prorated at 20% for Temple Terrace only.

[4] Contingent on agreement with Hillsborough County.

[5] Contingent on agreement with TECO.



Calculating a Mobility Fee Contribution (Temple Terrace Multi-Modal Transportation District)	
Total Cost of Multimodal Long-Term Improvement Program	\$62,098,388
Vehicle Trips Generated in Temple Terrace TAZ's, 2025	225,208
Multimodal Cost Per Trip (Daily Trips)	\$276

Fair Share of Existing Development	
Vehicle Trips Generated in Temple Terrace TAZ's, 2015*	206,483
Total Cost of Trips Generated By Existing Development	\$56,935,220
Total Cost of Trips Generated By New Development	\$5,163,168

Sample Temple Terrace Mobility Fees compared with New Hillsborough County Mobility Fees **

Sample Calculation for New Single Family Residential Development

Proposal: 100 single family units (ITE 210)	
Net new external daily vehicle trips	952
Net new external daily person trips (using 1.10 auto occupancy factor)	1,047
Temple Terrace Mobility Fee - \$1,381 per unit (100% full cost)	\$288,753
Hillsborough County Mobility Fee - \$2,577 per unit (40% full cost)	\$258,200
Hillsborough County Mobility Fee - \$3,221 per unit (50% full cost)	\$322,750
Hillsborough County Mobility Fee - \$3,865 per unit (60% full cost)	\$387,300
Hillsborough County Mobility Fee - \$4,509 per unit (70% full cost)	\$451,850
Hillsborough County Mobility Fee - \$5,154 per unit (80% full cost)	\$516,400
Hillsborough County Mobility Fee - \$5,798 per unit (90% full cost)	\$580,950
Hillsborough County Mobility Fee - \$6,422 per unit (100% full cost)	\$645,500

Sample Calculation for Multi-Family Residential Development

Proposal: 300 apartments (ITE 220)	
Net new external daily vehicle trips	1,995
Net new external daily person trips (using 1.10 auto occupancy factor)	2,195
Temple Terrace Mobility Fee - \$964 per unit (100% full cost)	\$605,107
Hillsborough County Mobility Fee - \$1,669 per unit (40% full cost)	\$501,960
Hillsborough County Mobility Fee - \$2,087 per unit (50% full cost)	\$627,450
Hillsborough County Mobility Fee - \$2,504 per unit (60% full cost)	\$752,940
Hillsborough County Mobility Fee - \$2,921 per unit (70% full cost)	\$878,430
Hillsborough County Mobility Fee - \$3,338 per unit (80% full cost)	\$1,003,920
Hillsborough County Mobility Fee - \$3,756 per unit (90% full cost)	\$1,129,410
Hillsborough County Mobility Fee - \$4,183 per unit (100% full cost)	\$1,254,900

Sample Calculation for New Office Development

Proposal: 50,000 s.f. office building (ITE 710)	
Net new external daily vehicle trips	552
Net new external daily person trips (using 1.10 auto occupancy factor)	607
Temple Terrace Mobility Fee - \$1,601 per 1,000 sq ft (100% full cost)	\$167,428
Hillsborough County Mobility Fee - \$3,633 per 1,000 sq ft (40% full cost)	\$181,660
Hillsborough County Mobility Fee - \$4,542 per sq ft (50% full cost)	\$227,075
Hillsborough County Mobility Fee - \$5,450 per sq ft (60% full cost)	\$272,490
Hillsborough County Mobility Fee - \$6,358 per sq ft (70% full cost)	\$317,905
Hillsborough County Mobility Fee - \$7,266 per sq ft (80% full cost)	\$363,320
Hillsborough County Mobility Fee - \$8,175 per sq ft (90% full cost)	\$408,735
Hillsborough County Mobility Fee - \$9,083 per 1,000 sq ft (100% full cost)	\$454,150



Calculating a Mobility Fee Contribution (Temple Terrace Multi-Modal Transportation District)

Total Cost of Multimodal Long-Term Improvement Program	\$62,098,388
Vehicle Trips Generated in Temple Terrace TAZ's, 2025	225,208
Multimodal Cost Per Trip (Daily Trips)	\$276

Fair Share of Existing Development

Vehicle Trips Generated in Temple Terrace TAZ's, 2015*	206,483
Total Cost of Trips Generated By Existing Development	\$56,935,220
Total Cost of Trips Generated By New Development	\$5,163,168

Sample Calculation for New Shopping Center Development

Proposal: 75,000 s.f. shopping center (ITE 820)	
Net new external daily vehicle trips (34% retail pass-by reduction)	2,114
Net new external daily person trips (using 1.10 auto occupancy factor)	2,325
Temple Terrace Mobility Fee - \$4,088 per 1,000 sq ft (100% full cost)	\$641,201

Hillsborough County Mobility Fee - \$4,097 per 1,000 sq ft (40% full cost)	\$307,260
Hillsborough County Mobility Fee - \$5,121 per sq ft (50% full cost)	\$384,075
Hillsborough County Mobility Fee - \$6,145 per sq ft (60% full cost)	\$460,890
Hillsborough County Mobility Fee - \$7,169 per sq ft (70% full cost)	\$537,705
Hillsborough County Mobility Fee - \$8,194 per sq ft (80% full cost)	\$614,520
Hillsborough County Mobility Fee - \$9,218 per sq ft (90% full cost)	\$691,335
Hillsborough County Mobility Fee - \$10,242 per 1,000 sq ft (100% full cost)	\$768,150

Sample Calculation for New High Turnover Restaurant Development

Proposal: 5,000 s.f. high turnover restaurant (ITE 932)	
Net new external daily vehicle trips (43% retail pass-by reduction)	362
Net new external daily person trips (using 1.10 auto occupancy factor)	398
Temple Terrace Mobility Fee - \$10,500 per 1,000 sq ft (100% full cost)	\$109,799

Hillsborough County Mobility Fee - \$4,097 per 1,000 sq ft (40% full cost)	\$63,762
Hillsborough County Mobility Fee - \$5,121 per sq ft (50% full cost)	\$79,703
Hillsborough County Mobility Fee - \$6,145 per sq ft (60% full cost)	\$95,643
Hillsborough County Mobility Fee - \$7,169 per sq ft (70% full cost)	\$111,584
Hillsborough County Mobility Fee - \$8,194 per sq ft (80% full cost)	\$127,524
Hillsborough County Mobility Fee - \$9,218 per sq ft (90% full cost)	\$143,465
Hillsborough County Mobility Fee - \$10,242 per 1,000 sq ft (100% full cost)	\$159,405

Sample Calculation for New Mixed-Use Development

Proposal: 250 apartments (ITE 220), 150 room hotel (ITE 310), 50,000 s.f. retail (ITE 820)	
Net new external daily vehicle trips (10% internal capture & 34% retail pass-by reduction)	5,023
Net new external daily person trips (using 1.10 auto occupancy factor)	5,525
Temple Terrace Mobility Fee - \$1,619 mixed use cost per unit/hotel room/1,000 sq ft retail (100% full cost) ***	\$1,523,535

Hillsborough County Mobility Fee - \$1,651 mixed use cost per unit/hotel room/1,000 sq ft retail (40% full cost) ***	\$743,058
Hillsborough County Mobility Fee - \$2,064 mixed use cost per unit/hotel room/1,000 sq ft retail (50% full cost) ***	\$928,823
Hillsborough County Mobility Fee - \$2,477 mixed use cost per unit/hotel room/1,000 sq ft retail (60% full cost) ***	\$1,114,587
Hillsborough County Mobility Fee - \$2,890 mixed use cost per unit/hotel room/1,000 sq ft retail (70% full cost) ***	\$1,300,352
Hillsborough County Mobility Fee - \$3,302 mixed use cost per unit/hotel room/1,000 sq ft retail (80% full cost) ***	\$1,486,116
Hillsborough County Mobility Fee - \$3,715 mixed use cost per unit/hotel room/1,000 sq ft retail (90% full cost) ***	\$1,671,881
Hillsborough County Mobility Fee - \$4,128 mixed use cost per unit/hotel room/1,000 sq ft retail (100% full cost) ***	\$1,857,645

NOTES:

* Estimated using a 2016 update of the 2015 adopted Tampa Bay Regional Planning Model. 2015 trips estimated based on the assumption of constant growth on average from 2010 to 2030.

** Mobility Fee estimates may vary due to rounding

*** Mixed use mobility fee estimate was based on the total number of trips for all uses and the actual fee may vary due to assumptions made in the calculations for each project.



Calculating a Mobility Fee Contribution (Temple Terrace Multi-Modal Transportation District)

<u>Total Cost of Multimodal Long-Term Improvement Program</u>	<u>\$62,098,388</u>
<u>Vehicle Trips Generated in Temple Terrace TAZ's, 2025</u>	<u>225,208</u>
<u>Multimodal Cost Per Trip (Daily Trips)</u>	<u>\$276</u>

Fair Share of Existing Development

<u>Vehicle Trips Generated in Temple Terrace TAZ's, 2015*</u>	<u>206,483</u>
<u>Total Cost of Trips Generated By Existing Development</u>	<u>\$56,935,220</u>
<u>Total Cost of Trips Generated By New Development</u>	<u>\$5,163,168</u>

Projects within the Mobility Fee Exemption Area (MFEA) [f/k/a Transportation Concurrency Exception Area (TCEA)], which consists of the Downtown Overlay District and Downtown Community Redevelopment Plan Overlay, are exempt from paying the mobility fee as an economic development incentive in these areas.



Plan Definitions

NOTE: The following definitions are included to aid users of this comprehensive plan to better understand the use of terms within the comprehensive plan. They shall not be construed or used to counter or replace other descriptions or use of these terms within the text or goals, objectives, and policies of the comprehensive plan or maps, tables, figures, or other illustrations used therein.

Accessory Dwelling Unit (ADU) – Means a smaller dwelling unit that is part of a single-family detached dwelling unit, usually appended to a garage, and frequently referred to as a “granny flat” or “garage apartment”, and which is similar to a studio or one-bedroom apartment with a small kitchen and a single bath. It is meant to allow occupancy for adult family members or caregivers to allow for transitional phases or special needs in multi-generational households or to allow for on-site caregivers. It may be a rental property, but should be regulated as to size and placement to comfortably fit into the character of a single-family neighborhood.

Adjacent - To have property lines or portions thereof in common or facing each other across a right-of-way, street, or alley.

Adjusted for Family Size - Means adjusted in a manner which results in an income eligibility level which is lower for households with fewer than four people, or higher for households with more than four people, than the base income eligibility otherwise determined, based upon a formula as established by the United States Department of Housing and Urban Development. [

Adjusted Gross Income - Means all wages, regular cash, or noncash contributions from persons outside the household, and such other resources and benefits as may be determined to be income by the United States Department of Housing and Urban Development, adjusted for family size, less deductions allowable under s. 62 of the Internal Revenue Code.

Administration Commission - The Governor and the Cabinet, and for purposes of this Chapter the Commission, act on a simple majority vote, except that for purposes of imposing the sanctions provided in S.163.3184(8), affirmative action shall require the approval of the Governor and at least three other members of the Commission.

Affected Person - Includes the affected local government; persons owning property, residing, or owning or operating a business within the boundaries of the local government whose plan is the subject of the review; owners of real property abutting real property that is subject of a proposed change to the future land use map; and adjoining local governments that can demonstrate that the Plan or plan amendment will produce substantial impacts on the increased need for publicly funded infrastructure or substantial impacts on areas designated for protection or special treatment within their jurisdiction. Each person, other than an adjoining local government, in order to qualify under this definition, shall also have submitted oral or written comments, recommendations, or objections to the local government during the period of time beginning with the transmittal hearing for the plan or plan amendment and ending with the adoption of the plan or plan amendment.

Affordable Housing - Housing which is available at a price or rent not exceeding 30% of a household’s gross income (that amount which represents the percentage of the median adjusted gross annual income for the households or persons indicated in F.S. 420.0004. This cost should include mortgage or rental payments, taxes, insurance, and utilities.

Aggrieved or Adversely Affected Party - Any person or local government which will suffer an adverse effect to an interest protected or furthered by the local government comprehensive plan, including interests related to health and safety, police and fire protection service systems, densities or intensities of development, transportation facilities, health care facilities, equipment or services,



or environmental or natural resources. The alleged adverse interest may be shared in common with other members of the community at-large, but shall exceed in degree the general interest in community good shared by all persons.

Agricultural Uses - Activities within land areas which are predominantly used for the cultivation of crops and livestock including: cropland, pastureland, orchards, vineyards, nurseries, ornamental horticulture areas, groves, confined feeding operations, specialty farms, and silviculture areas.

Amendment - Means any action of a local government which has the effect of amending, adding to, deleting from or changing an adopted comprehensive plan section or map or map series, including an action affecting a prior plan or plan amendment adoption ordinance, but shall not mean a legislative act which only codifies local legislation or makes corrections, updates and modifications of the capital improvements section concerning costs, revenue sources, acceptance of facilities or facility construction dates consistent with the plan as provided in Subsection 163.3177(3)(b), F.S., and corrections, updates, or modifications of current costs in other sections, as provided in Subsection 163.3187(2), F.S. Throughout this chapter, references to a plan or comprehensive plan shall also be deemed to refer to a plan amendment.

Annexation - The adding of real property to the boundaries of the City in accordance with the provisions of Florida Statutes, Chapter 171, such addition making such real property in every way a part of the municipality.

Aquifer - A groundwater bearing geologic formation, or formations, that contain enough saturated permeable material to yield significant quantities of water.

Area (or Area of Jurisdiction) - The total area qualifying under the provisions of this act, whether this be all of the lands lying within the limits of an incorporated municipality, lands in and adjacent to

incorporated municipalities, all unincorporated lands within a county, or areas comprising combinations of the lands in incorporated municipalities and unincorporated areas of counties.

Areawide Development Plan - A plan of development that, at a minimum encompasses a defined planning area approved pursuant to this subsection that will include at least two or more developments; maps and defines the land uses proposed, including the amount of development by use and development phasing; integrates a capital improvements program for transportation and other public facilities to ensure development staging contingent on availability of facilities and services; incorporates land development regulations, covenants, and other restrictions adequate to protect resources and facilities of regional and state significance; and specifies responsibilities and identifies the mechanisms for carrying out all commitments in the areawide development plan and for compliance with all conditions of any areawide development order.

Arterial Road — A roadway carrying relatively continuous and relatively high traffic volume. Trip length is long and operating speed is high. Arterials serve major through movements between important centers of activity in a metropolitan area and serve a substantial portion of trips entering or leaving the area. Every U.S. numbered highway (e.g., U.S. 301) is an arterial road.

Assisted Living Facilities - Any building, buildings, section of a building, or distinct part of a building, residence, private home, boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services, and one or more personal care services to persons not related to the owner or operator by blood, marriage, or adoption and licensed, certified, or approved by the State .

Attenuation - To limit stormwater flow to reduce downstream impacts.



Average Annual Daily Traffic (AADT) – The average daily number of vehicles passing a point or segment of a highway facility in both directions over a 24-hour period calculated by determining the annual total count divided by the number of days in the year.

Average Daily Traffic (ADT) - The total number of vehicles passing a point or segment of a highway facility in both directions over a 24-hour period.

Bicycle and Pedestrian Ways - Any road, path or way which is open to bicycle travel and foot traffic and from which motor vehicles are excluded.

Bikeway - Any road, path, or right-of-way that in some manner is specifically designated as being open to bicycle travel regardless of whether such a facility is designated for the exclusive use of bicycles or is to be shared with other transportation modes.

Blackwater - All residential/domestic sewage carried off by toilets, urinals, and kitchen drains.

Blighted Area - An area in which there are a substantial number of slum, deteriorated, or deteriorating structures and conditions which endanger life or property by fire or other causes or one or more of the following factors which substantially impairs or arrests the sound growth of the community and is a menace to the public health, safety, morals, or welfare in its present condition and use; (1) predominance of defective or inadequate street layout; (2) faulty lot layout in relation to size, adequacy, accessibility, or usefulness; (3) unsanitary or unsafe conditions; (4) deterioration of site or other improvements; (5) tax or special assessment delinquency exceeding the fair value of the land; and (6) diversity of ownership or defective or unusual conditions of title which prevent the free alienability of land within the deteriorated or hazardous area.

Capacity - The measure of the ability of a traffic facility to accommodate a stream of moving vehicles, expressed as a rate.

Thus, it is the maximum number of vehicles that have a reasonable expectation of passing over a given roadway in a given time period under the prevailing roadway and traffic conditions.

Capital Budget - The portion of the City of Temple Terrace's budget which reflects capital improvements scheduled for a fiscal year.

Capital Improvements - Physical assets constructed or purchased to provide, improve or replace a public facility and which are large scale and high in cost. The cost of a capital improvement is generally nonrecurring and may require multi-year financing. For the purpose of this rule, physical assets which have been identified as existing or projected needs in the individual Comprehensive Plan Sections shall be considered capital improvements.

Capital Improvements Program (CIP) - A multi-year (usually five or six) schedule of capital improvement projects, including cost estimates and priorities, budgeted to match the City's financial resources.

Cases of Overriding Public Interest - Actions required by local, regional, State, or federal government necessary for the protection of the general public health, safety, or welfare.

Centerline Miles of Roadway - The length of a roadway as measured along the middle of the road.

Central Business District - Means a compact urban core area of a municipality or unincorporated urbanized area which serves as the primary center for economic activity in the jurisdiction.

City - The City of Temple Terrace, Florida, unless its use and context clearly indicate a more generic application.

Class I Waters - These are surface waters that are used as a source of public potable water supplies, or are withdrawn for treatment as such.



Class III Waters - These are waters of the state that are suitable for recreational body contact and for the propagation of fish and wildlife, but are not classified as Class I or II.

Clustering - The practice of grouping structures and infrastructure on a portion of a development site rather than distributing them evenly throughout a site while remaining below the applicable gross density or intensity ceiling of the future land use plan category.

Collection System - Network of sewer pipes which collect sewage (also called wastewater) from individual establishments and convey it to a central location.

Collector Road — A roadway carrying relatively moderate traffic volume. Trip length and operating speed are moderate. Collector roads are facilities that connect and augment the arterial system. Collector roads distribute traffic to geographic areas smaller than those served by arterials and place more emphasis on land access.

Commercial Corridors – Roads with potential for commercial development on certain adjoining properties. Commercial locational criteria in this plan will identify:

- Intersections that may qualify as “commercial corridor intersections.”
- Land between those intersections may qualify as “commercial corridor segments,” except in rural areas.

Commercial Corridor Intersections – Land near the intersection of two commercial corridors, or near the intersection of a commercial corridor and a major local roadway (as defined in this plan), may qualify for commercial rezonings based on the commercial locational criteria in this plan.

Commercial Corridor Segments – Land fronting commercial corridor between commercial corridor intersections.

Commercial Uses - Activities within land areas which are predominantly connected with the sale, rental and distribution of products, or performance of services.

Community Park - Means a park located near major roadways, and designed to serve the needs of more than one neighborhood.

Compactness - Concentration of a piece of property in a single area and precludes any action which would create enclaves, pockets, or finger areas in serpentine patterns. Any annexation proceeding in any county in the State shall be designed in such a manner as to ensure that the area will be reasonably compact.

Compatibility - A condition in which land uses or conditions can coexist in relative proximity to each other in a stable fashion over time such that no use or condition is unduly negatively impacted directly or indirectly by another use or condition.

Composition - Means the make-up of various land uses by types, extent, intensity, density, or otherwise, which are included in a development or future land use plan category.

Comprehensive Plan - A plan that meets the requirements of SS.163.3177 and 163.

Conceptual Agency Review - General review of the proposed location, densities, intensity of use, character, and major design features of a proposed development required to undergo review under this section for the purpose of considering whether these aspects of the proposed development comply with the issuing agency’s statutes and rules.

Concurrency - A regulation or regulations specifying (1) which public facilities must be provided to a proposed development or redevelopment, (2) when the facilities will be provided, and (3) who will pay for them. In addition, concurrency regulations must be consistent with the intent of Part II, Chapter 163, Florida Statutes,



Chapter 75-390, Laws of Florida, as amended, and any implementing regulations or rules.

Concurrency Management System - Means the procedures and/or process that the local government will utilize to assure that development orders and permits are not issued unless the necessary facilities and services are available concurrent with the impacts of development.

Cone of Depression - In an unconfined and confined aquifer, the displacement of water by a pumping well creates a conically shaped drawdown in either the potentiometric surface or the water table and is termed the cone of depression.

Cone of Influence - An area around one or more major waterwells, the boundary of which is determined by the government agency having specific statutory authority to make such a determination based on groundwater travel or drawdown depth.

Confined Aquifer System - Aquifers that are separated from the land surface by one or more relatively less permeable geologic formations, or confining units.

Congregate Living Facility (CLF) - Any building(s), section of a building, residence, private home, boarding house, home for the aged or other place, whether operated for profit or not, which undertakes through its ownership or management to provide, for a period exceeding twenty-four hours, housing, food services and one or more personal care services (as defined by the City of Temple Terrace Land Development Zoning Code) to persons not related to the owner or operator by blood, marriage, or adoption, and licensed, certified or approved by the State Department of Health and Human Services. Such facilities shall contain congregate kitchen, dining and living areas only, with separate sleeping rooms. For purposes of this Future Land Use Section, congregate living facilities shall not be deemed to include boarding/rooming houses; fraternities/sororities;

monasteries; convents; hotels/motels; professional residential facilities; or nursing convalescent and extended care facilities.

Conservation Area (also see Preservation Area) - Means lands designated as environmentally sensitive areas in the Comprehensive Plan and the City's development codes. Development of these areas is limited to conservation uses. The following Conservation Areas will be protected from activities which would significantly damage the natural integrity, character, or ecological balance of said areas, except in cases of overriding public interest:

- a) Natural Shoreline (other than Preservation);
- b) Freshwater marshes;
- c) Alluvial wetlands;
- d) Shallow grassy ponds;
- e) Freshwater swamps (bay);
- f) Freshwater swamps (cypress);
- g) Class III waters;
- h) Sandpine scrub habitat;
- i) Other areas of significant biological productivity, diversity, or scarcity.

Conservation Uses - Activities or conditions within the land areas designated for the purpose of conserving or protecting natural resources or environmental quality, including areas designated for such purposes as flood control, protection of quality or quantity of groundwater or surface water, floodplain management, commercially or recreationally valuable fish and shellfish, or protection of vegetative communities or wildlife habitats. [F.A.C. 9J-5.003(30)]

Conserved - To avoid wasteful or destructive use of.

Constrained Facility - Highways operating below the minimum level of service standard which cannot reasonably accommodate additional through traffic lanes. Alternative modes, transportation system management improvements, or improvements to parallel roadways will be considered for these construction-constrained facilities.



Contiguous - A substantial part of a boundary of the territory sought to be annexed by a municipality that is conterminous with a part of the boundary of the municipality. The separation of the territory sought to be annexed from the annexing municipality by a publicly-owned county park; a right-of-way for a highway, road, railroad, canal, or utility; or a body of water, watercourse, or other minor geographical division of a similar nature, running parallel with and between the territory sought to be annexed and the annexing municipality, shall not prevent annexation under this act, provided the presence of such a division does not, as a practical matter, prevent the territory sought to be annexed and the annexing municipality from becoming a unified whole with respect to municipal services or prevent their inhabitants from fully associating and trading with each other socially and economically. However, nothing herein shall be construed to allow local rights-of-way, utility easements, railroad rights-of-way, or like entities to be annexed in a corridor fashion to gain contiguity; and when any provision or provisions of special law or laws prohibit the annexation of territory that is separated from the annexing municipality by a body of water or watercourse, then that law shall prevent annexation under this act.

Contraction - The reversion of real property within municipal boundaries to an unincorporated status.

Corridor - Included all roadways located within one-half mile of the identified roadway.

Critical Habitat for Species of Endangered, Threatened, or Rare Status - These are land or water areas that are determined by means of due process provisions of the Federal Endangered Species Act of 1973 to be necessary to the normal needs or survival of those species which are likely candidates for extinction or extirpation.

Currently Available Revenue Sources - Means an existing source and amount of revenue presently available to the local

government. It does not include a local government's present intent to increase the future level or amount of a referendum.

Damages - Money damages paid by any person, whether voluntarily or as a result of administrative or judicial action, to this State as compensation or restitution, or as punitive damages, for causing injury to, or destruction of, the coral reefs or other natural resources of the State.

Deadhead - Non-revenue generating miles (i.e, bus travel from the garage to the start of the route, and no passengers are carried.)

Demand Assessment Surveys - Surveys conducted to measure the amount, location and frequency of participation in activities. This method generates quantitative demand data that can be compared to the amount of supply to produce quantitative needs data.

Density - An objective measurement of the number of people or residential units allowed per unit of land, such as residents or employees per acre.

Density Bonus, Incentive - A density or dwelling unit increase which may be considered for those large scale, planned development projects which exceed the minimum requirements of applicable development regulations and meet the criteria for density bonuses, incentives or transfers as established in this Comprehensive Plan and applicable development regulations. When additional density is allowed on a project site containing environmentally sensitive lands, either as a bonus or density credit transfer, total project density may not exceed 100 percent of the potential project density which could be achieved based on a gross density calculation.

Density Credit - Density which may be transferred from a project site which is composed of fifty (50) percent or more environmental lands to a separate project within the city, subject to the requirements of the Comprehensive Plan and applicable



development regulations. In no event shall the overall density in the project receiving the density credit transfer exceed 125 percent of the total gross density and/or dwelling units permitted under the applicable future land use plan category of the site, or 100 percent of the total allowable gross density or dwelling units in cases when the receiving site also contains environmental lands.

Density, Gross - The number of dwelling units per gross acre. Gross acreage is the total amount of raw land, including all developable and undevelopable portions thereof.

Density, Net - The number of dwelling units per net, usable acre. Generally, net acreage will exclude environmental lands, arterial and collector road rights-of-way, utility easements, and water bodies.

Design Capacity - The amount of flow a storm sewer system is designed to manage, usually expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Developer - Any person, who engages in or proposes to engage in a development activity either as the owner or as the agent of an owner of property, or association of persons, including a governmental agency undertaking any development as defined in this chapter.

Development - The act of building, engineering, mining, or other operations in, on, over, or under land or the making of any material change in the use of any building structure or land.

Development Controls - Means standards in the comprehensive plan which control the development or use of land and which are in addition to the densities, intensities, and uses assigned to land by the future conditions map.

Development Order - Any order granting, denying, or granting with conditions an application for a development permit.

Development Permits - Includes any building permit, zoning permit, subdivision approval, rezoning, certification, special exception, variance, or any other official action of local government having the effect of permitting the development of land.

Development Phasing - The process by which a large scale project is built in stages over a period of time, concurrent with market conditions and/or the provision of public facilities.

Disabled - A person who has a physical or mental impairment that substantially limits one or more major life activity. This includes people who have a record of such an impairment, even if they do not currently have a disability.

Discharge (Discharge Point) - The volume of water that passes a given point within a given period of time.

Distribution - Means the spatial array of land uses throughout the area.

Distribution System - Network of pipes and storage tanks that transport water between production components and consumers throughout the service area.

Ditch - An open stormwater conveyance facility with steep side slopes.

Downtown - The major business and civic district in a community, typically served by major thoroughfares and public transportation radiating in all directions. Lots are arranged on a densely interconnected network of local streets and are not expected to accommodate off-street parking.

Downtown Core - A primary business and retail shopping node of a city.



Drainage Basin - The area defined by topographic boundaries which contributes stormwater to a watershed, drainage system, estuarine waters, or oceanic waters, including all areas artificially added to the basin.

Drainage Detention Structure - A structure which collects and temporarily stores stormwater for the purpose of treatment through physical, chemical, or biological processes with subsequent gradual release of the stormwater.

Drainage Facilities - A system of man-made structures designed to collect, convey, hold, divert, or discharge stormwater, and includes stormwater sewers, canals, detention structures, and retention structures.

Drainage Retention Facilities - A structure designed to collect and prevent the release of a given volume of stormwater by complete on-site storage.

Drawdown Depth - The difference between the elevation of the natural water level (unstressed) on potentiometric surface and the cone of depression.

Dumpster - Large container used to collect solid waste from several sources such as apartment complexes and commercial establishments.

Educational Uses - Activities and facilities of public and private primary or secondary schools, vocational and technical schools, and colleges and universities licensed by the Florida Department of Education, including the areas of buildings, campus open space, dormitories, recreational facilities, or parking.

Enclave - A geographical area that is surrounded partially or totally by land managed by another jurisdiction, and for which the management of that area by the governing jurisdiction is impeded because of its inaccessibility.

Enclave, Residential - A geographical area having a residential land use that is partially or totally surrounded by another land use, which forms a distinct, enclosed unit.

Endangered and Threatened Species - Flora and fauna as identified by the U.S. Fish and Wildlife Service's "List of Endangered and Threatened Wildlife and Plants" in 50 CFR 17.11-12; and fauna identified by the Florida Fish and Wildlife Conservation Commission (FWC) in Section 9-27.03-05, F.A.C. Endangered species are so designated due to man-made or natural factors which have placed them in imminent danger of extinction while threatened species are so designated due to a rapid decline in number and/or habitat such that they may likely become endangered without corrective action.

Enhanced Facilities - Roadways identified in the *Long Range Transportation Plan* as constrained, and which are not being proposed for additional lanes. These facilities will be improved to increase the operating efficiency of the roadways. These improvements include adding turn lanes at key intersections, signal timing optimization, bicycle facilities, sidewalks, extra landscaping and drainage considerations.

Environmentally Sensitive Lands - Means areas of land or water which are determined necessary by the local government, based on locally determined criteria, to conserve or protect natural habitats and ecological systems. Nothing in this definition shall be construed to prohibit silvicultural operations which employ the Florida Department of Agriculture and Consumer Affairs Best Management Practices as revised in 1993.

Essential Wildlife Habitat - Land or water bodies which, through the provision of breeding or feeding habitat, are necessary to the survival of threatened or endangered species or species of concern, as listed by the Florida Game and Fresh Water Fish Commission.



Established Drainage Ways - Either man-made or naturally formed topographically depressed areas that serve to transport stormwater to receiving bodies.

Established Neighborhood - A neighborhood where the majority of platted lands have been developed and occupied without substantial deterioration since such development.

Evaluation and Appraisal Report - Means an evaluation and appraisal report as adopted by the local governing body in accordance with the requirements of Section 163, F.S.

Expressway - A divided arterial highway for through traffic with full or partial control of access and generally with grade separations at major intersections. Refers only to those highways so designated on the City of Temple Terrace Highway Functional Classification Map. (See the Traffic Circulation and Mass Transit Section's, Functional Classification Map.)

Extent - Means the amount of development, including the area or size in acres.

Facility - Transportation infrastructure such as roads, mass transit lines and/or terminals, bikeways, sidewalks, rail lines, ports, and airports.

Facility Availability - Means whether or not a facility is available in a manner to satisfy the concurrency management system.

Flood Plains - Areas inundated during a 100-year flood event or identified by the National Flood Insurance Program as an "A" Zone or "V" Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Floodprone Areas - Means areas inundated during a 100-year flood event or areas identified by the National Flood Insurance

Program as an "A" Zone on Flood Insurance Rate Maps or Flood Hazard Boundary Maps.

Floor Area Ratio (FAR) - The ratio of permitted floor area to the area of the lot. For example, a FAR of 3 on a 20,000 square foot lot would allow a three story building with 20,000 square feet on each floor or a variety of similar combinations as long as the total floor area did not exceed 60,000 square feet. This concept is used as a measure of intensity for commercial office and industrial development in the same way that density is used to measure residential development.

Florida Administrative Code (FAC) - Rules and regulation which implement Florida Statutes passed by the legislature.

Florida Aquifer System - One of the world's most extensive and highly permeable aquifers and represents a very important water source in Florida.

Florida Department of Economic Opportunity- A department of the state of Florida that is charged with overseeing the development of the comprehensive plans for the governmental jurisdictions throughout Florida. (*Note - common abbreviation's are: "DEO", "Department", and/or "Agency".*)

Florida Friendly Landscaping - Landscaping that conserves water and protects the natural environment as promoted by the Florida Yards and Neighborhoods Program.

Force Main - A pressurized transmission conduit which carries wastewater from a pump station to the point of discharge, usually a gravity sewer.

Formal Agreements - Contractual settlements which are legal and binding upon an entity(ies) for a specified period of time.



Foster Care Facility - A facility which houses foster residents and provides a family living environment for the residents, including such supervision and care as may be necessary to meet the physical, emotional and social needs of the residents and serving either children or adult foster residents. [F.A.C. 9J-5.003(52)]

Functional Classification — A system for grouping roads into categories according to the character of service they provide in relation to the total roadway network. The basic functional categories are limited-access facilities, arterial roads, collector roads, and local roads. These hierarchical categories may be further grouped into principal, major and minor levels, and urban and rural categories.

Functional Relationship - Means a complementary and interactive relationship among land uses or development, including at a minimum a substantial and positive exchange of human interaction, goods, resources, institutions, services, jobs, or workers between land uses or developments.

Future Land Use Section - Long-range development guide to coordinate the various functional plans related to the physical development of the community. This Section of the Comprehensive Plan guides future growth and development.

Future Land Use Map - The graphic aid intended to depict the spatial distribution of various uses of the land in the City by land use category, subject to the Goals, Objectives, and Policies of the Comprehensive Plan and applicable development regulations.

General Lanes - Intrastate roadway lanes not exclusively designated by the Florida Department of Transportation for long distance, high speed travel. In urbanized areas, general lanes include high occupancy vehicle lanes not physically separated from other travel lanes.

Generated Runoff - The portion of the total runoff which is in excess of that which would occur under natural conditions; where runoff is defined as that portion of precipitation or irrigation on the land that ultimately reaches receiving water bodies and that does so by flowing over the surface of the land.

Goal - The long-term end toward which programs or activities are ultimately directed.

Governing Body - The board of county commissioners of a county, the commission or council of an incorporated municipality, or any other chief governing body of a unit of local government, however designated, or the combination of such bodies where joint utilization of the provisions of this act is accomplished as provided herein.

Governmental Agency - The United States or any department, commission, agency, or other instrumentality thereof; this state or any department, commission, agency, or other instrumentality thereof; any local government, as defined in this section, or any department, commission, agency, or other instrumentality thereof; any school board or other special district, authority, or governmental entity.

Grant Program - Money available from government sources for specific purposes.

Graywater - All residential waste not described in subparagraph 1 and includes bath, lavatory, sink (but not the kitchen sink) and laundry wastes.

Gross Residential Acreage - The residential land area of a development proposal which is used in calculating gross residential densities.

Gross Residential Density - The number of dwelling units per gross acre within a given land area.



Groundwater - Water found beneath the surface of the earth, in soils or geologic formations that are saturated.

Group Home - A facility which provides a living environment for unrelated residents who operate as the functional equivalent of a family, including such supervision and care as may be necessary to meet the physical, emotional, and social needs of the residents. Assisted Living Facilities comparable in size to group homes are included in this definition. Group homes do not include rooming or boarding homes, clubs, fraternities, sororities, monasteries, convents, hotels, residential treatment facilities, nursing homes, or emergency shelters.

Growth Management - A method to guide development in order to minimize adverse environmental and fiscal impacts and maximize the health, safety, and welfare benefits to the residents of the community.

Guideway or Rail Transit — A description referring to a grouping of several transportation technologies in which the vehicles operate on rails or on a beam. This includes, but is not limited to, light-rail, heavy-rail, monorail, and automated guideway systems.

Hazardous Waste – Solid waste, or a combination of solid wastes which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may cause, or significantly contribute to an increase in mortality; or an increase in serious irreversible or incapacitating irreversible illness; or incapacitating reversible illness; or may pose a substantial present or potential hazard to human health; or the environment when improperly transported, disposed of, stored, treated or otherwise managed.

Headway - The amount of time between consecutive buses or transit vehicles on a route.

High Occupancy Vehicle (HOV) Lanes - Roadway travel lanes exclusively reserved for vehicles with two or more occupants.

High Recharge Area or Prime Recharge Area - Means an area so designated by the appropriate water management district governing board. High recharge and prime recharge areas shall receive a level of protection commensurate with their significance to natural systems or their status as current or future sources of potable water.

Historic Resources - All areas, districts, or sites containing properties listed on the Florida Master Site File, the National Register of Historic Places, or designated by a local government as historically, architecturally, or archaeologically significant.

Hydraulic Conductivity - "The capacity of a porous medium to transmit water or the ease with which any fluid moves through a formation". (Driscoll, 1986).

Hydrologic Cycle - The ultimately complete cycle through which water passes through the atmosphere to the land and back to the oceans.

Impervious Surface - Surface which has been compacted or covered with a layer of material so that it is highly resistant to infiltration by water, including surfaces such as compacted sand, limerock, shell, or clay, as well as most conventionally surfaced streets, roofs, sidewalks, parking lots, and other similar structures.

In Compliance - Consistent with the requirements of F.S. 163.3177, F.S. 163.3178, 163.3180, 163.3191, 163.3245, the State Comprehensive Plan, and the appropriate regional policy plan, where such rule is not inconsistent with Chapter 163, part II.

Individual Graywater Disposal System - A system of piping, a tank or treatment device, and a subsurface absorption bed or drainfield for handling and treating graywater where blackwater is treated by a central sewerage system.



Industrial Uses - The activities within land areas predominantly connected with manufacturing, assembly, processing, or storage of products.

Infill Development - Development on scattered vacant sites within the urbanized area of a community.

Informal Agreements - Simple non-binding arrangement of cooperation to provide services or facilities among different entities. Agreements represent acts of goodwill between communities or other entities.

Infrastructure - Those man-made structures which serve the common needs of the population, such as: sewage disposal systems; potable water systems; potable water wells serving a system; solid waste disposal sites or retention areas; stormwater systems; utilities; piers; docks; wharfs; breakwaters; bulkheads; seawalls; bulwarks; revetments; causeways; marinas; navigation channels; bridges; and roadways.

Inlet - A structure which allows stormwater to flow into a conveyance system.

Institutional Uses - Activities which are non-profit or quasi-public in use such as a church; library; public or private school; hospital; or municipally-owned or operated building, structure, or land used for public purpose.

Intensity - The degree to which land is occupied and/or the density of development. (There is no single measure of the intensity of land use. Rather, a land use is relatively more or less intense than another use.) Generally, a particular use may be more intense due to one or more characteristics, such as traffic generated, amount of impervious surface, bulk of the structures, number of employees, density or nuisance such as pollution, noise, light, etc.

Interagency Hazard Mitigation Report - The recommendations of a team of federal, state, regional, or local officials which address measures to reduce the potential for future losses and which is prepared in response to a Presidential Disaster Declaration.

Interceptor - Sewers used to collect the flows from main and trunk sewers and carry them to a central point for treatment and/or discharge.

Interchange - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the interchange of traffic between two or more roadways on different levels.

Intergovernmental Coordination - Process in which different levels of government (federal, State, regional, local) act together in a smooth, concerted way to either avoid and/or share the responsibilities and benefits of a common service or facility.

Interim Plant - A wastewater treatment plant which has a design service life of ten years or less.

Land - The earth, water, and air above, below or on the surface, and includes any improvements or structures customarily regarded as land.

Land Acquisition - Obtaining land and related resources for public outdoor recreation by various means.

Land Development Regulation Commission - A commission, designated by a local government to develop and recommend to the local governing body, land development regulations which implement the adopted Comprehensive Plan and to review land development regulations, or amendments thereto, for consistency with the adopted Plan and report to the governing body regarding its findings. The responsibilities of the Land Development Regulation Commission may be performed by the Local Planning Agency.



Land Development Regulations - Ordinances enacted by governing bodies for the regulation of any aspect of development and includes any local government zoning, rezoning, subdivision, building construction, or sign regulations or any other regulations controlling the development of land.

Land Use - The development that has occurred on the land, the development that is proposed by a developer on the land, or the use that is permitted or permissible on the land under an adopted comprehensive plan or section or portion thereof, land development regulations, or a land development code, as the context may indicate.

Land Use Category - A classification used to designate geographically on a map and/or verbally in text form which activities are permitted within the area designated.

Latent Demand — is the measure of potential demand for a yet to be provided supply. In terms of transportation this is typically referred to bicycle and pedestrian facilities. The latent demand for bicycle and pedestrian facilities is combined with the calculation of bicycle and pedestrian levels of service to indicate the facilities with the greatest need for improvement or construction.

Laws - All ordinances, resolutions, regulations, comprehensive plans, land development regulations, and rules adopted by a local government affecting the development of land.

Leakage - The combination of hydraulic forces and geologic characteristics which allow water to pass through a confining unit.

Legal Enclave - Area of unincorporated territory completely surrounded by one or more incorporated municipalities.

Level of Service (LOS) — An indicator of the degree of demand for a public facility compared to the amount of capacity provided by that public facility. For roadways, level of service is an indicator of

the operational characteristics of a facility such as vehicle density, operating speed, freedom to maneuver, and delay.

Lift Station - A pumping facility which discharges flow directly into a gravity conduit.

Limited Access Facility — A roadway especially designed for through traffic that provides uninterrupted flow at relatively high speeds. Freeways and expressways usually control access through grade-separated interchanges.

Local Comprehensive Plan - Any of the local comprehensive plans or sections thereof prepared, adopted, or amended pursuant to the Local Government Comprehensive Planning and Land Development Regulation Act, as amended.

Local Government - Any county or municipality.

Local Peacetime Emergency Plan - The plans prepared by the county civil defense or county emergency management agency addressing weather related natural hazards and man-made disasters except nuclear power plant accidents and war. The plan covers hazard mitigation, emergency preparedness, emergency response, emergency recovery and in coastal counties, hurricane evacuation.

Local Planning Agency (LPA) - The agency designated to prepare the comprehensive plan pursuant to the "Florida Local Government Comprehensive Planning and Land Development Act". The Hillsborough County City-County Planning Commission under Chapter 97-351, Laws of Florida, and F. S. 163.3221, is the LPA.

Local Road (Street) - A roadway carrying relatively low traffic volume. Trip lengths are typically short and through movements are infrequent. The main purpose of a local road is to provide immediate land access primarily to residential units.



Low and Moderate Income Families - Lower income families as defined under the Section 8 Assisted Housing Program, or families whose annual income does not exceed 80 percent of the median income for the area. The term "families" also includes "households".

Low Income Family - A family has low income if the adjusted income falls between 50% and 80% of the median income of the area as determined by the U.S. Department of Housing and Urban Development with adjustments for family size.

Main - Pipes used to transmit water from trunk mains to individual establishments.

Main Street – A major business district in a compact urban pattern, typically in a linear arrangement along a major thoroughfare. Lots are not expected to accommodate off-street parking.

Major Public Facility - Any publicly-owned facility of more than local significance.

Major Trip Generators (or Attractors) - Concentrated areas of intense land use or activity that produces or attracts a significant number of local trip ends.

Man-made Water Bodies - For the purposes of determining permitted density, those water-covered lands either existing or to be created as part of a proposed development (including land excavation and lake creation as defined in applicable development regulations) which do not satisfy the definition of "Water Bodies" defined in this section.

Manufactured Home - Means a mobile home fabricated on or after June 15, 1976, in an offsite manufacturing facility for installation or assembly at the building site, with each section bearing a seal certifying that it is built in compliance with the federal Manufactured Home Construction and Safety Standard Act.

Manufactured Housing - A factory-built structure that is manufactured under the authority of 42 United States Code Sec. 5401 and is to be used as a place for human habitation but which is not constructed or equipped with a permanent hitch or other device allowing it to be moved other than for the purpose of moving to a permanent site and which does not have permanently attached any wheels or axles to its body or frame. Manufactured housing must bear a label certifying that it is built in compliance with the Federal Manufactured Housing Construction and Safety Standards.

Mass Transit - Passenger services provided by public, private, or non-profit entities utilizing vehicles that hold relatively large numbers of people such as vans, buses, and fixed guideway vehicles.

Mean Annual Floodplain - The area subject to a 2.33 year flood occurrence (a 43 percent chance of flooding in any given year). The mean annual floodplain is a natural floodwater storage area and is protected in the Conservation Section of the Comprehensive Plan.

Mediation - Process of intervening between conflicting parties to promote reconciliation, settlement, or compromise.

Minerals - All solid minerals, including clay, gravel, phosphate rock, lime, shells (excluding live shellfish), stone, sand, heavy minerals, and any rare earths, which are contained in the soils or waters of the State.

Minimum Housing Code - Standard used to determine whether a structure is safe for human occupancy. The Minimum Housing Code is to insure maintenance and improvement of existing housing to meet accepted standards.

Mixed-Use Category – A category on the future land use map that expressly encourages or requires development to combine complementary uses of land within walking distances.



Mixed-Use Development – A development pattern where complementary uses of land are located within walking distances.

Mixed-Use, Horizontal – A physical pattern that include at least two different uses near each other, but typically in buildings that contain only a single use.

Mobile Home - A structure, transportable in one or more sections, and which is built on an integral chassis and designed to be used as a dwelling when connected to the required utilities and includes the plumbing, heating, air-conditioning, and electrical systems contained therein. For tax purposes, the length of a mobile home is the distance from the exterior of the wall nearest to the drawbar and coupling mechanism to the exterior of the wall at the opposite end of the home where such walls enclose living or other interior space. Such distance includes expandable rooms, but excludes bay windows, porches, drawbars, couplings, hitches, wall and roof extensions, or other attachments that do not enclose interior space. In the event that the mobile home owner has no proof of the length of the drawbar, coupling, or hitch, then the tax collector may in his discretion either inspect the home to determine the actual length or may assume four feet to be the length of the drawbar, coupling, or hitch.

Modal Split - The percentage of total person trips utilizing each of the various modes of transportation (i.e., auto, bus, train, bicycle, or walking).

Moderate Income Family - A family has moderate income if the adjusted income falls between 80% and 120% of the median income of the area as determined by the U.S. Department of Housing and Urban Development, with adjustments for family size.

Multi-Family Dwelling Units - Three or more attached dwelling units either stacked vertically above one another and/or attached by both side and rear walls.

Multi-Family Highrise - A structure over eight stories containing multiple dwelling units.

Multi-Family Midrise - A three- to eight-story structure containing multiple dwelling units.

Multi-Family Quadriplex - A multi-family structure containing four units (may be stacked vertically or not).

Multimodal Transportation District (MTD) – A geographic area established pursuant to Section 163.3180.(15)(a), Florida Statutes, and delineated on the adopted future land use map for which the local comprehensive plan assigns secondary priority to personal automobile mobility and primary priority to assuring a safe, comfortable, and attractive pedestrian environment, with convenient interconnection to transit services.

Mobility Fee Exemption Area (MFEA) – Formerly known as Transportation Concurrence Exception Area (TCEA). An area designated in the Plan in which development may be exempt from transportation district fee requirements as long as the impacts of development to the transportation system are mitigated using multi-modal strategies related to, but not limited to, such things as street connectivity, traffic calming, pedestrian facilities, pedestrian connectivity, bicycle facilities, and public transit service; and these strategies are provided for and specified in the Plan and approved by the State. In Temple Terrace, the MFEA encompasses the 225± acre downtown Community Redevelopment Area (CRA).

Multimodal Transportation System (MTS) - A comprehensive transportation system including the following options of mode-choice users: (fixed-guideway transit, bus, auto, motorcycle, motorized and non-motorized transportation options, bike, and pedestrian modes).

Multi-Purpose Outdoor Recreation Facility - As contrasted to a "single purpose facility"; an outdoor recreation facility which is



designed for more than one activity use (e.g., athletic field or racquetball/handball court).

Multi-Purpose Project - A structure(s) which contains more than one use but which lacks either part or all of the integration, scale, and diversity of "Mixed Use Developments".

Municipality - A municipality created pursuant to general or special law authorized or recognized pursuant to S.2 or S.6, Art. VIII of the State Constitution.

Natural Aquifer Recharge - The replenishment of groundwater in an aquifer.

Natural Drainage Features - The naturally occurring features including rate, volume, and direction of flow of an area which accommodate the flow of stormwater.

Natural Floodwater Storage Areas - All naturally occurring areas which would detain floodwaters under undrained conditions. Such areas shall include, but not be limited to, the following:

1. The best available approximation of the 25-year floodplain of major watercourses;
2. The best available approximation of mean annual floodplain for all other wetlands and low-lying areas.

Best available approximation shall be based on:

- a) Class I Flood Areas as designated on the Flood Hazard Delineation Maps prepared by the Southwest Florida Water Management District (SWFWMD); and
- b) If such maps are not available, then SWFWMD shall be requested by the developer or the City to delineate appropriate

topographic contour levels to show the 25-year floodplain or the mean annual floodplain in localized areas.

Natural Reservations - Areas designated for conservation purposes, and operated by contractual agreement with or managed by a federal, state, regional or local government or non-profit agency such as: national parks; state parks; lands purchased under the Save Our Coast, Conservation and Recreation Lands or Save Our Rivers programs; sanctuaries; preserves; monuments; archaeological sites; historic sites; wildlife management areas; national seashores; and Outstanding Florida Waters.

Natural Resources - Land, air, water, ground water, drinking water supplies, fish and their habitats, wildlife and their habitats, biota, and other such resources belonging to, managed by, held in trust by, appertaining to, or otherwise controlled by the State of Florida and situated in an area of critical state concern or offshore from an area of critical state concern.

Neighborhood Commercial - Commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood commercial development shall be limited as to the intensity of the described use as provided in the Future Land Use Section and applicable development regulations.

Neighborhood Park - A park which serves the population of a neighborhood and is generally accessible by bicycle or pedestrian ways.

Neighborhood Shopping District - A compact urban pattern where businesses are placed in highly visible locations on an interconnected network of streets and blocks. Lots in neighborhood shopping districts can be small because each lot is not expected to accommodate all parking for individual businesses; some customers



may park in shared lots or onstreet parking spaces and other may walk or arrive by transit.

Net Density - Refers to the number of dwelling units per net developable acre (total acreage of developable residential portions of the site) within a given land area.

Newspaper of General Circulation - A newspaper published at least on a weekly basis and printed in the language most commonly spoken in the area within which it circulates, but does not include a newspaper intended primarily for members of a particular professional or occupational group, a newspaper whose primary function is to carry legal notices, or a newspaper that is given away primarily to distribute advertising.

Node - A focal point within the context of a larger, contiguous area. A node is an area of concentrated activity that attracts people from outside its boundaries for purposes of interaction within that area.

Non-Point Source (of air or water pollution) - Source of air or water pollution that is diffuse and unidentifiable in terms of specific location of origin. Non-point sources of air pollution may be a "complex source" such as entrained dust from a roadway or a "mobile source" such as hydrocarbon emissions from automobiles. Non-point sources of water pollution include stormwater runoff from roads or agricultural lands.

Objective - A specific, measurable, intermediate end that is achievable and marks progress toward a goal.

Office - A structure for conducting business, professional, or governmental activities in which the showing or delivery from the premises of retail or wholesale goods to a customer is not the typical or principal activity.

Open Spaces - Undeveloped lands suitable for passive recreation or conservation uses.

Outfall - Location where stormwater flows out of a given system. The outfall of the system in Temple Terrace is the Hillsborough River.

Overriding Public Interest - Actions required by local, State or federal government necessary for the promotion of public safety, health, and general welfare.

Package Plant - Small, self-contained sewage treatment facilities built to serve developed areas usually located beyond the service area of waste waters.

Para-Transit — Transit service other than fixed route system. Examples would be the demand-responsive transit and taxis.

Parcel of Land - Any quantity of land capable of being described with such definiteness that its locations and boundaries may be established, which is designated by its owner or developer as land to be used or developed as a unit or which has been used or developed as a unit.

Park - A neighborhood, community, or regional park.

Pattern - Means the form of the physical dispersal of development or land use.

Pattern, Compact Urban – A physical pattern of towns and cities where public streets form an interconnected network that surrounds traditional city blocks. Blocks are subdivided into lots for individual buildings that can accommodate a variety of land uses and building types. Parking is placed to the side or rear of buildings and may be reached by mid-block alleys.

Pattern, Connected Suburban – A post-war physical pattern that replaces traditional gridded city blocks with irregular blocks while



maintaining a connected network of public streets that are spaced at quarter-mile intervals.

Pattern, Modern Suburban – A late 20th century suburban pattern that groups large superblocks and single-purpose pods into master-planned communities that are physically separated from adjoining communities. Most jobs, shopping, and entertainment can be reached on wide arterial roads or expressways.

Pattern, Rural – A non-urban pattern where most land is used for farming or remains uncultivated. Occasional roads connect scattered or clustered homes and businesses with each other and with nearby urban and suburban areas.

Peak Sensitive Lands - Outfalls with inadequate flow.

People Mover - An electrically powered, generally automated vehicle that serves a limited area, such as a downtown or airport, with connections to other modes of transportation.

Percolation - The ability of water to pass through the soil.

Person - An individual, corporation, governmental agency, business trust, estate, trust, partnership, association, two or more persons having a joint or common interest or any other legal entity.

Person-Dwelling Unit Conversion Factor - An infrastructure measurement factor which assigns weights to certain groups of people (e.g., the elderly) so that their impacts on the land and supporting infrastructure can be objectively compared to groups whose impacts approximate the average.

Pervious Surface - Surface which allows the penetration of water; a decrease in pervious area will increase the rate and volume of runoff from a given drainage basin.

Plan - The City's Comprehensive Plan (i.e., the "*Imagine 2040: City of Temple terrace Comprehensive Plan*"), sometimes simply referred to as the "Plan", which may consist of several maps, data, and other descriptive matter, for the City's physical development, or any portion thereof, including amendments, extensions, or additions thereto; showing existing and proposed streets, highways, routes of railroads and transit lines; parks, playgrounds, and other open spaces; sites for public buildings and structures; districts for residence, business, recreation, and special districts for other purposes; limited development districts for purposes of conservation, water supply, sanitation, drainage, flood protection, public utilities, locations either public or private including, but not limited to, sewerage and water supply systems; zoning districts; and other planning features.

Planned - A future project, event, or land area use that has been anticipated and prepared for, usually with a site plan and/or within the Capital Improvement Program and Capital Budget.

Planned Development (PD) - Development governed by the City's Planned Development (PD) zoning district or revisions designed as a unit, that may include one or more land uses; generally avoids a gridiron street pattern; provides common open space, recreation areas, or other amenities; and includes submission and review of site plans and capital improvement commitments when applicable.

Playground - A recreation area with play apparatus.

Point Source (of Air or Water Pollution) - Any source of water pollution that constitutes a discernible, confined, and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged. This term does not include return flows from irrigated agriculture.



Policy - The way in which programs and activities are conducted or prescribed to achieve an identified goal.

Pollution - The presence in the outdoor atmosphere, ground, or water of any substances, contaminants, noise or manmade or man-induced alteration of the chemical, physical, biological, or radiological integrity of air or water, in quantities or at levels which are or may be potentially harmful or injurious to human health or welfare, animal or plant life, or property, or unreasonably interfere with the enjoyment of life or property.

Potable Water Facilities - A system of structures designed to collect, treat, or distribute potable water, and includes water wells, treatment plants, reservoirs, and distribution mains.

Potable Water Wellfield - Means the site of one or more water wells which supply potable water for human consumption to a water system which serves at least 15 service connections used by year-round residents or regularly serves at least 25 year-round residents.

Potentiometric Level - The level to which water will rise in tightly cased wells that penetrate an aquifer.

Preservation Areas (also see Conservation Area) - A land designation assigned to environmentally sensitive areas in the Comprehensive Plan. Additional details on Preservation Areas are found in the Conservation Section of the Comprehensive Plan. The following preservation areas will be protected from any further development except in extreme cases of overriding public interest:

- a) Aquatic Preserves;
- b) Critical habitat for endangered, threatened, or rare species;
- c) Class I and II waters;
- d) Marine grass beds;
- e) Natural beaches and dunes;
- f) Mangrove forests;
- g) State wilderness areas;

- h) Other unique environmental features such as springs, steep natural slopes, and cavernous sinkholes.

Preserved - To maintain at no less; to protect from destruction.

Priority - The ranking or order or precedence assigned to each project or need to establish its place with respect to all others under consideration at any given time.

Private Recreation Sites - Sites owned by private, commercial or non-profit entities available to the public for purposes of recreational use.

Private Sector Contributions - Land or money donated by the private sector to expand the park system.

Programmed - A facility that has been officially scheduled for construction in the Capital Improvements Program and Capital Budget.

Proposed Evaluation and Appraisal Report - Means a draft evaluation and appraisal report prepared by the local planning agency that is transmitted to the local governing body for review and adoption.

Public Access - The ability of the public to physically reach, enter, or use recreation sites including beaches and shores.

Public Buildings and Grounds - Structures or lands that are owned, leased, or operated by a government entity, such as civic and community centers, hospitals, libraries, police stations, fire stations, and government administration buildings.

Public Facilities - Major capital improvements, including, transportation, sewer, solid waste, drainage, potable water, educational, parks and recreation facilities.



Public Notice or Due Public Notice - As used in connection with the phrase "public hearing" or "hearing to be held after due public notice" means publication of notice of the time, place, and purpose of such hearing at least twice in a newspaper of general circulation in the area, with the first publication not less than 14 days prior to the date of the hearing and the second to be at least 5 days prior to the hearing.

Public or Mass Transit - Passenger services provided by public, private or non-profit entities such as the following surface transit modes: commuter rail, rail rapid transit, light rail transit, light guideway transit, express bus, and local fixed route bus.

Public Recreation Sites - Sites owned or leased on a long-term basis by a federal, State, regional or local government agency for purposes of recreational use.

Quasi-Public - Partially supported or operated by a public agency.

Real Property - All lands located in an area of critical state concern, including improvements and fixtures thereon and property of any nature appurtenant thereto or used in connection therewith, and every estate, interest, and right, legal or equitable, therein, including terms of years and liens by way of judgment, mortgage, or otherwise and the indebtedness secured by such liens.

Recharge - The replenishment of groundwater in an aquifer.

Recreation - The pursuit of leisure time activities occurring in an indoor or outdoor setting.

Recreation Facility - A component of a recreation site used by the public such as a trail, court, athletic field, or swimming pool.

Recreational Uses - Activities within areas where recreation occurs.

Recycling - Process by which waste products are reduced to raw materials and transformed into new and often different products.

Redevelopment - A process that is used in developed areas to rehabilitate and infill under-utilized areas more efficiently and/or replace blighted areas by changing the types of uses, intensities or densities of the land uses, usually to achieve an economically higher and best use of the land.

Refuse - Discarded large material objects; trash; garbage; the worthless or useless part of something.

Regional Activity Center - An area designated in the City's and/or Region's comprehensive plans that is used for the purpose of promoting intense concentrated growth in areas that have adequate infrastructure or planned infrastructure, to reduce sprawled development patterns and their associated negative impacts.

Regional Park - A park which is designated to serve two or more communities.

Regional Planning Council - The agency designated by the State land planning agency to exercise responsibilities under law in a particular region of the State. For the City of Temple Terrace it is the Tampa Bay Regional Planning Council.

Regulatory Authority - A constituted body established under law to control, fix, or adjust the time, amount, degree, or rate of the provision of a public or quasi-public service or facility.

Relocation Housing - Those dwellings which are available to families displaced by public programs, provided that such dwellings are decent, safe, and sanitary and within the financial means of the families or individuals displaced.

Resident Population - Inhabitants counted in same manner utilized by the United States Bureau of the Census in the category of total population. Resident population does not include seasonal population.



Residential Uses - Activities within land areas used predominantly for housing.

Resource Planning and Management Committee or Committee - A committee appointed pursuant to S.380.045.

Resource Recovery - Process of obtaining material or energy from solid waste.

Resource-Based Recreation - Outdoor recreation that is dependent on some particular section or combination of sections in the natural or cultural environments. Activities that are limited in both quality and location include hunting, fishing, camping, boating, water-skiing, surfing and nature study. Also may include visiting historical and archaeological sites that can be provided only to the extent that the supporting natural or historical resources are available.

Retention - Facilities designed to release stormwater by evaporation and by percolation into the ground with no direct discharge to surface water.

Right-of-Way - The publicly-owned land on which transportation facilities are constructed.

Riverine Floodplains - These are lands lying along drainage corridors (rivers and streams) that are subject to flooding. These areas usually contain mixed alluvial, poorly drained soils, and natural vegetation that is adapted to fluctuating water levels.

Roadway Functional Classification - The assignment of roads into categories according to the character of service they provide in relation to the total road network. Basic functional categories include limited access facilities, arterial roads, and collector roads, which may be subcategorized into principal, major or minor levels. Those levels may be further grouped into urban and rural categories.

Roadway Network - The network includes all roads shown on the 2015 Metropolitan Planning Organization Long Range Transportation Plan.

Runoff - The portion of rainfall or irrigation water that flows across ground surface and eventually is returned to creeks, streams, and rivers.

Rural Crossroads - A cluster of businesses in a rural area typically located at an important intersection.

Scale - Generally refers to relative size or extent.

Section 8 - The low- income housing assistance program authorized in Title II of the federal Housing and Community Development Act of 1974. Assistance is provided on behalf of eligible families occupying new, substantially rehabilitated, or existing rental units through assistance payments and contracts with owners.

Service Agreement - A contract by common consent between two or more entities (e.g. municipalities, special authorities) to promote and coordinate programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social, and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, State or federal law. Service agreements can be formal or informal in nature though they are almost always formal.

Service Enclave - An area of unincorporated territory partially surrounded by one or more incorporated municipalities and natural or man-made geographic features such that the delivery of government services to said unincorporated area requires access through the adjacent municipalities.



Service Radius - The radius of the generally circular surrounding land area from which a park, recreation site, or facility draws its participants (adapted from Outdoor Recreation in Florida definition).

Services - The programs and employees determined necessary by local government to provide adequate operation and maintenance of public facilities and infrastructure as well as those educational, health care, social and other programs necessary to support the programs, public facilities, and infrastructure set out in the local plan or required by local, State, or federal law.

Significant Wildlife Habitat - Contiguous stands of natural plant communities which have the potential to support healthy and diverse populations of wildlife and which have been identified on the Florida Game and Freshwater Fish Commission's natural systems and land use cover inventory map.

Single-Family Attached Dwellings - A structure containing three or more single-family dwelling units with both side walls (except end units of building) attached from ground to roof. (See Townhouses.)

Single-Family Detached Dwellings - A single-family dwelling with open space on all sides.

Single-Family Dwelling - A structure containing a single-family unit occupying the building from ground to roof.

Site - Any tract, lot, or parcel of land or combination of tracts, lots, or parcels of land which are in one ownership, or are contiguous and in diverse ownership where development is to be performed as part of a unit, subdivision, or project.

Solid Waste - Sludge from a waste treatment works, water supply treatment plant, or air pollution control facility or garbage, rubbish, refuse, or other discarded material, including solid, liquid, semi-solid, or contained gaseous material resulting from domestic, industrial, commercial, mining, agricultural, or governmental operations.

Solid Waste Facilities - Structures or systems designed for the collection, processing or disposal of solid wastes, including hazardous wastes, and includes transfer stations, processing plants, recycling plants, and disposal systems.

Solid Waste Processing Plant - A facility for incineration, resource recovery, or recycling of solid waste prior to its final disposal.

Solid Waste Transfer Station - A facility for temporary collection of solid waste prior to transport to a processing plant or to final disposal.

Special District - A designated land area set up to manage a unique resource (e.g., water, historical) or to encourage the redevelopment of an area to its original or a more desired state.

Special Park - A park which is a single purpose park characterized by one major facility such as a boat ramp, a fishing pier, a beach, a small playground, an isolated picnic area, or a community center.

Specific Storage - For a confined aquifer it is the volume of water that a unit volume of aquifer releases from storage under a unit decline in aquifer pressure [Freeze and Cherry, 1979].

Specific Yield - The quantity of water that a unit volume of an unconfined aquifer gives up by gravity. (Driscoll, 1986).

Standard Housing - Housing which has no or few structural defects. Defects can be corrected by normal and/or minimal maintenance.

State Bond Act -From F.S., SS.215.57-215.83, as the same may be amended from time to time. [F. S. 380.0662]



State Land Development Plan - A comprehensive Statewide plan or any portion thereof setting forth State land development policies. [F. S. 380.031]

State Land Planning Agency - The Department of Economic Opportunity (DEO).

Storativity - A function of either the specific storage or specific yield of the aquifer and the thickness of the aquifer.

Storm Sewer Capacity - The ability of a storm sewer system to manage runoff, expressed in cubic feet per second for flow and cubic feet or acre feet for storage.

Stormwater - The flow of water which results from a rainfall event.

Stormwater Facilities - Means man-made structures that are part of a stormwater management system designed to collect, convey, hold, divert, or discharge stormwater, and may include stormwater sewers, canals, detention facilities, and retention facilities.

Stormwater Management System - The system, or combination of systems, designed to treat stormwater, or collect, convey, channel, hold, inhibit, or divert the movement of stormwater on, through, and from a site.

Structure - Anything constructed, installed, or portable, the use of which requires a location on a parcel of land. It includes a movable structure while it is located on land which can be used for housing, business, commercial, agricultural, or office purposes either temporarily or permanently. "Structure" also includes fences, billboards, swimming pools, poles, pipelines, transmission lines, tracks, and advertising signs.

Subdivisions - The process of laying out a parcel of land into lots, parcels, tracts, or other divisions of land as defined in applicable state statutes and local land development regulations.

Substandard Housing - Housing which is in need of structural repair over and above regular maintenance or which creates a danger to the health and safety of the occupants.

Suburban - Generally refers to development on the periphery of urban areas, predominantly residential in nature, with many urban services available. Intensity of development is usually lower than in urban areas.

Suburban Commercial Strip - A suburban pattern where most businesses occupy their own building on a lot facing a commercial corridor. Lots on suburban commercial strips are typically large enough to accommodate their peak parking demand. Lots have individual driveways to a commercial corridor as their primary access instead of connecting to adjoining lots or secondary streets.

Sufficiency of Petition - The verification of the signatures and addresses of all signers of a petition with the voting list maintained by the county supervisor of elections and certification that the number of valid signatures represents the required percentage of the total number of qualified voters in the area affected by a proposed annexation.

Sufficiency Review - Means Florida Department of Economic Opportunity review of an adopted evaluation and appraisal report to determine whether it has been submitted in a timely fashion and whether it contains components in accordance with the prescribed criteria in Section 163.3191, F.S., and this Rule.

Suitability - Means the degree to which the existing characteristics and limitations of land and water are compatible with a proposed use or development.

Support Documents - Any surveys, studies, inventory maps, data, inventories, listings or analyses used as basis for or in developing the local comprehensive plan.



Surficial Aquifer System - A permeable hydrologic unit contiguous with the land surface, comprised principally of unconsolidated or poorly consolidated materials.

Suspended Solids - Small particles of solid pollutants in sewage that contribute to turbidity and that resist separation by conventional means.

Tourist - Not a resident of the State of Florida.

Townhouses - Three or more single family dwelling units within a structure having common side walls, front and rear yards, and individual entryways. (See single family attached dwelling.)

Transfer Station - A fixed facility used for removing refuse from collection trucks and other vehicles and placing it in long-haul vehicles for transfer to a disposal facility.

Transitional Use - Land uses which can be compatibly located between high- and low-intensity uses (e.g., office or multi-family developments between single family and commercial areas). Transitional uses are generally projects of a large enough scale to accommodate one or more structures and/or uses within the project boundaries (See mixed use.)

Transmissivity - A measure of the rate of flow in gallons per minute through the vertical section of an aquifer one foot wide and extending the full saturated height or thickness of an aquifer under a unit pressure. (Driscoll, 1986).

Transportation Demand Management - Means strategies and techniques that can be used to increase the efficiency of the transportation system. Demand management focuses on ways of influencing the amount and demand for transportation by encouraging alternatives to the single-occupant automobile and by altering local peak hour travel demand. These strategies and techniques may, among others, include: ridesharing programs,

flexible work hours, telecommuting, shuttle services, and parking management.

Transportation Disadvantaged - Those individuals who, because of physical or mental disability, income, status, or age, are unable to utilize regular public or private transportation services and are, therefore dependent upon others or specialized vehicles or services to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities.

Transportation Mode - The specific method chosen to make a trip such as walking, bicycling, by automobile or rail transit. Typical modes are walking, bicycle, motorcycle, automobile, van, taxi, bus, and a variety of rail transit technologies.

Transportation System - The sum of all forms or modes of transportation which, taken together, provide for the movement of people and goods in a particular region. The system includes all forms of air, water, and ground transportation.

Transportation Systems Management (TSM) - A process for planning and operating a unitary system of urban transportation. This views automobiles, public transportation, taxis, pedestrians, and bicycles as sections of one single urban transportation system. The key objective of TSM is to coordinate these individual sections through operating, regulatory, and service policies to achieve maximum efficiency and productivity for the system as a whole.

Trash - Discarded small material objects, leaves, lawn clippings, tree limbs, or other landscape material.

Travel Time - The number of days or years (or other unit of time) which water on the land's surface will take to reach a well system.

Trip Generation - The total number of trip ends produced by a specific land use or activity.



Trip Generators and Attractors - Types of land use which either generate or attract vehicular traffic. As an example, residential neighborhoods generate traffic, and downtown central business districts attract traffic.

Trunk Main - Sewers used to collect flows and transmit wastewater directly to an interceptor.

Uniform Mitigation Assessment Method (UMAM) – Standardized state assessment method to determine the amount of mitigation needed to offset adverse impacts to wetlands and other surface waters. This methodology was promulgated through Chapter 62-345, F.A.C. and requires the replacement of the ecological value of impacted wetlands and other surface waters.

Urban - Generally refers to an area having the characteristics of a city, with intense development and a full or extensive range of public facilities and services.

Urban Area - Means an area of or for development characterized by social, economic, and institutional activities which are predominantly based on the manufacture, production, distribution, or provision of goods and services in a setting which typically includes residential and nonresidential development uses other than those which are characteristic of rural areas.

Urban in Character - An area used intensively for residential, urban recreational or conservation parklands, commercial, industrial, institutional, or governmental purposes or an area undergoing development for any of these purposes.

Urban Purposes - Land is used intensively for residential, commercial, industrial, institutional, and governmental purposes, including any parcels of land retained in their natural state or kept free of development as dedicated greenbelt areas.

Urban Services - Any services offered by a municipality, either directly or by contract, to any of its present residents.

Urban Sprawl - A development pattern characterized by low density, automobile dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.

User-Oriented Recreation - Outdoor recreation which can be provided almost anywhere for the convenience of the user. Golf, tennis, baseball, archery, skeet and trap shooting, and playground activities are included. Also may include less strenuous pastimes such as listening to a band concert in a park, watching spectator sports, or strolling through a zoo. Can always be provided, assuming the availability of space and funds for development. A local government responsibility.

Utility Rights-of-Way - Land dedicated to a public authority for community services including, but not limited to, electricity, telephone, water supply, gas, and wastewater disposal.

Vegetative Communities - Ecological communities, such as coastal strands, oak hammocks and cypress swamps, which are classified based on the presence of certain soils, vegetation, and animals.

Very Low-Income Family - Means 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 Metropolitan Statistical Areas (MSA) or, if not within an MSA, within the county in which the person or family resides, whichever is greater.



Village – As used in the Future Land Use Section (FLU), village describes mixed-use development at varying scales of density and intensity depending on locations and as described in the text of the FLU. It is intended to convey a pedestrian-oriented development using the design principles of new urbanism.

Volume of Traffic - The number of vehicles passing a given point on a roadway during a given length of time.

Volume Sensitive Lands - Lands that drain into areas that do not have a positive outfall. Positive outfall is the condition when the natural or man-made stormwater conveyance system that drains the land is functioning adequately. This includes man-made swales, waterways or other means of conveyance systems and does not include sheet flow.

Volume-to-Capacity Ratio (v/c) - A ratio of traffic volume to roadway capacity. A value less than or equal to one (1.0) indicates LOS (level of service) D or better operating conditions. A value greater than one (1.0) indicates LOS E or F operating conditions.

Waste Water Facilities (or Sewerage) - Structures or systems designed for the collection, transmission, treatment, or disposal of sewage, including trunk mains, interceptors, treatment plants, and disposal systems.

Waste Water Interceptor - A sewerage conduit which connects directly to, and transmits sewage to, a treatment plant.

Waste water Trunk Main - A sewerage conduit which connects directly to, and transmits sewage to, an interceptor.

Water Bodies - For the purpose of determining permitted density, rivers, lakes, or pond beds and any other permanently or historically water-covered land that occurs naturally at the inundated site up to the mean high water level.

Water Recharge Areas - Land or water areas through which groundwater is replenished.

Water Wells - Wells excavated, drilled, dug, or driven for the supply of industrial, agricultural, or potable water for general public consumption.

Water-Dependent Uses - Activities which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body for: waterborne transportation including ports or marinas; recreation; electrical generating facilities; or water supply.

Water-Related Uses - Activities which are not directly dependent upon access to a water body, but which provide goods and services that are directly associated with water-dependent or waterway uses.

Wellhead Protection Area - Means an area designated by local government to provide land use protection for the groundwater source for a potable water wellfield, including the surface and subsurface area surrounding the wellfield. Differing levels of protection may be established within the wellhead protection area commensurate with the capacity of the well and an evaluation of the risk to human health and the environment. Wellhead protection areas shall be delineated using professionally accepted methodologies based on the best available data and taking into account any zones of contribution described in existing data.

Wetlands - Lands that are transitional between terrestrial (upland) and aquatic (open water) systems where the water table is usually at or near the surface, or where the land is covered by shallow water, such lands predominantly characterized by hydrophytic vegetation. The presence of hydric soils as determined by the U. S. Soil Conservation Service, and other indicators of regular or periodic inundation, shall be used as presumptive evidence of the presence of a wetland area. The existence and extent of these shall be determined by the jurisdictional limits defined by Chapter 62-4, FAC. and implemented by the Florida Department of Environmental Protection, or as defined within Chapter 40D-4 FAC. and



implemented by the Southwest Florida Water Management District, or as defined within the EPC Wetlands Rule, Ch. 1-11, and implemented by the Environmental Protection Commission of Hillsborough County (EPC).

Zoning - In general the demarcation of an area by ordinance (text and map) into zones and the establishment of regulations to govern the uses within those zones (e.g., commercial, industrial, residential, or office) and the location, bulk, height, shape, use, and coverage of structures within each zone.

Zoning Conformance - The process by which zoning in areas is maintained or changed to carry out the specific intent of the land use plan categories as defined by the Future Land Use Section and the adopted zoning conformance matrix which illustrates which zoning classifications are permitted in which land use plan categories. State law requires that all land development regulations must be in conformance with the specified and implied intent of the long-range Comprehensive Plan.

