

Size Criteria Consistency Analysis

The City of Oldsmar Activity Center / Community Redevelopment District is approximately 142 acres, and the proposed amendment area of the Town Center Commercial Residential zoning district is 40 acres. The proposed amendment is consistent with the Community Center size criteria defined in the Countywide Plan, as demonstrated in *Table 3*.

Table 3. Activity Center Subcategories and Maximum Density/Intensity Standards.

Standards Applicable to Activity Center Subcategories					
Activity Center Subcategory	Acreage Range	Maximum Density/Intensity Standard ¹			Traffic Generation Rate (Average Daily Trips Per Acre)
		Residential Density (Units Per Acre) ³	Temporary Lodging Density (Units Per Acre) ²	Nonresidential or Mixed-Use Intensity (Floor Area Ratio) ³	
Urban Center	200 to 500	200	330	8.0	724
Major Center	100 to 500	150	250	5.0	542
Community Center	50 to 500	90	150	3.0	325
Neighborhood Center	20 to 500	60	100	2.0	216

Notes:

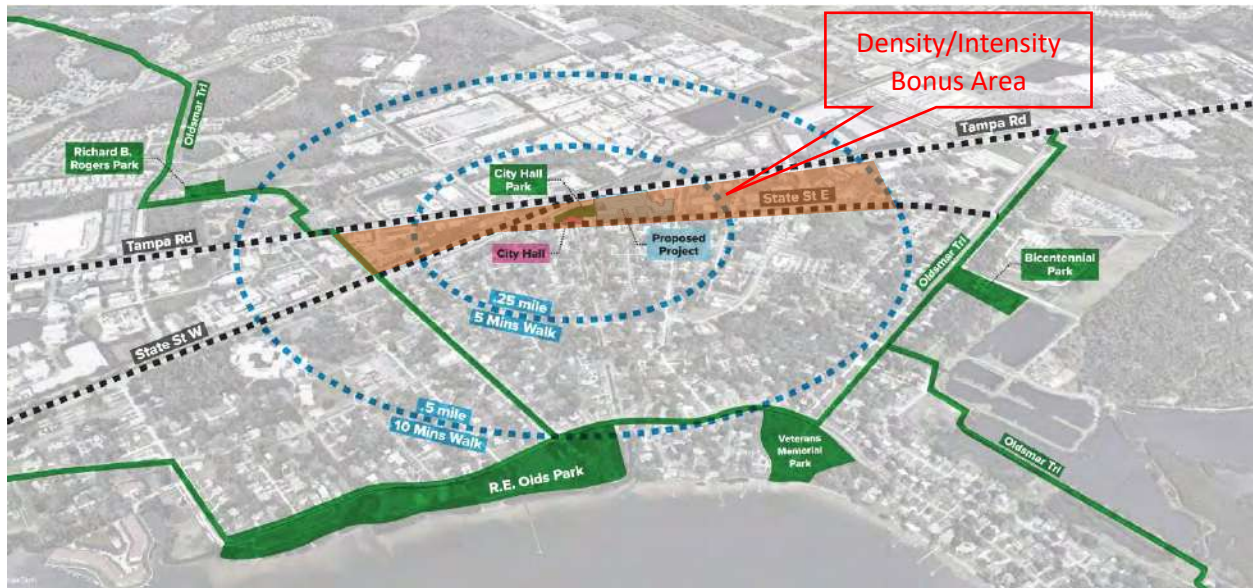
- ¹ Maximum density/intensity may be calculated on an average areawide basis pursuant to Section 5.2.1.2.
- ² For residential or temporary lodging units, either the applicable UPA or the nonresidential FAR standard may be used. In the alternative, upon adoption of provisions for compliance with Section 5.2.1.3, the density and intensity standards set forth in Table 6 may be used.
- ³ For mixed-use projects, either an all-inclusive FAR standard or a proportionate share of residential density and nonresidential intensity may be used. In the alternative, the mixed-use bonus provisions of Section 4.2.3.6 may be used.

Planning and Urban Design Principles Analysis

Per Countywide Rules 6.1.4.3.D, the proposed amendments were measured against the six Planning and Urban Design Principles as defined in the Land Use Goal 16.0 of the Countywide Plan Strategies. Preliminary analysis concludes that the Urban Design Principles are satisfactorily met through the City’s Land Development Code, Town Center Development Code, Tampa Road Corridor Plan, and Comprehensive Plan. Policies and Codes specific to each Land Use Goal are identified in parentheses at the end of each item.

1. **Location, Size, and Areawide Density / Intensity Ranges** – The Countywide Plan Map identifies the subject area as an Activity Center (AC), and a Community Center subcategory. The area of proposed impact is within the designated City of Oldsmar Town Center/Community Redevelopment District (CRD). The area of proposed density/intensity bonus amendment conforms to the Activity Center Best Practices. The entire CRD is approximately 142 acres, and the area of the proposed amendment within the CRD is approximately 40 acres in size. The area of the amendment extends approximately 1 mile along Tampa Road and is located within ½ mile of the Tampa Road and SR 580, both of which are designated regional multimodal corridors, as depicted in *Figure 3*.

Figure 3. 1/4 Mile and 1/2 Mile Network



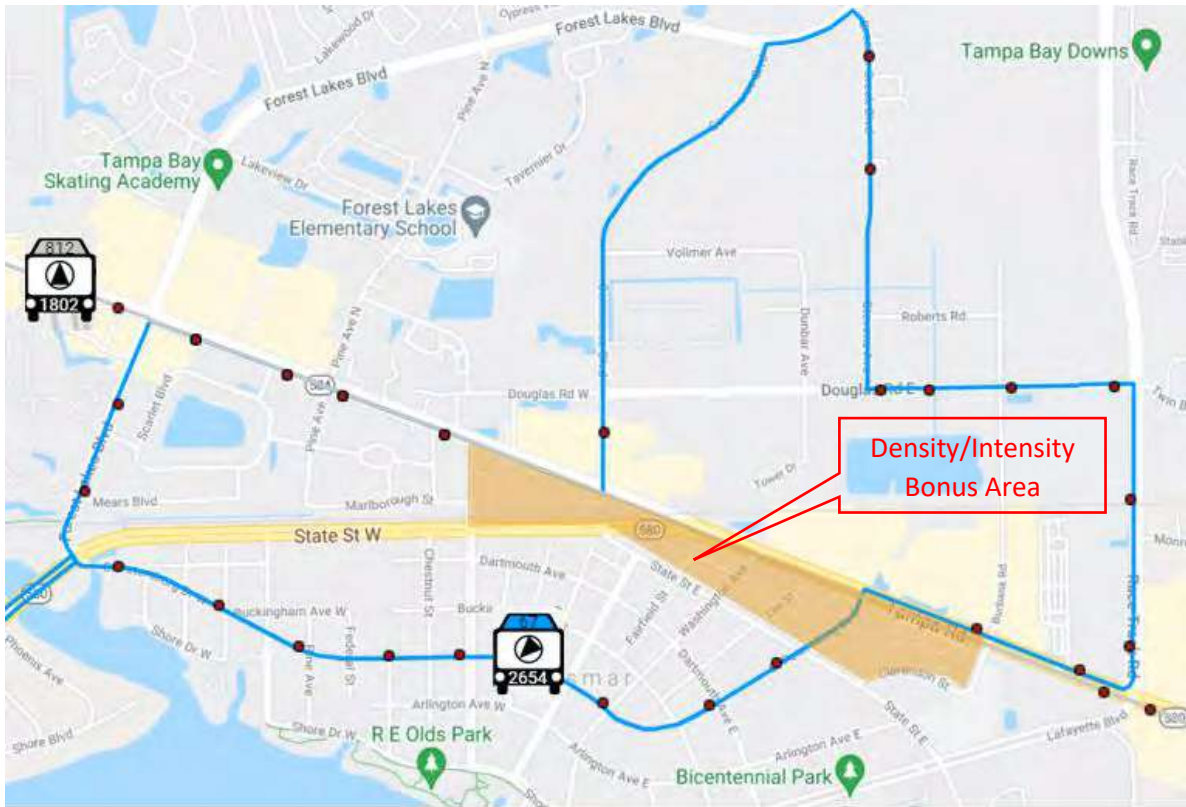
The application of the density/intensity will be restricted to a specific geographic area within the CRD category which has been identified by the City as a mixed-use urban center with existing transit and bicycle/pedestrian facilities. Additionally, the City already has established an Architectural and Design Pattern book for this area located in the Appendix A of the Town Center Code. It contains form-based standards governing the size, scale, and mix of uses for pedestrian oriented streetscape requirements. The area is also subject to the Tampa Road Corridor Plan design standards and the following policies of the Comprehensive Plan: Policy 1.3.4; Policy 6.1.7.B (2)(3)(5)(6)(7)(8)(9).

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2. **Connectivity** – The City’s downtown area was platted in the 1920s and consists of a well-preserved grid pattern, providing for a connected street network in the area. Continuous effort is being done to implement Complete Streets projects in the area, specifically for major urban collector roads, including St. Petersburg Drive and State Street, to accommodate multiple modes of transportation and to allow on-street parking. In addition, the subject area has access to public transit and is served by two major transit routes, as demonstrated in **Figure 4**, which shows PSTA Oldsmar /Tampa Connector route (812) and Clearwater/Downtown Oldsmar route (67) with multiple bus stops in the area. Currently, both routes operate with headways of 60 minutes. In addition, the area is subject to the Tampa Road Corridor Plan design standards, Town Center Architectural and Design Pattern book, and the following policies of the Comprehensive Plan: Policy 6.1.7.B (6)(8), Policy 6.1.7.C (5)(6)(7)(8)(9).

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Figure 4. Existing PSTA Transit Routes 812 and 67 and their designated bus stops.



3. **Site Orientation** – The Town Center Commercial Residential district requires that the front setback be a maximum of ten feet, rather than provide a minimum. The Community Redevelopment District offers a 10% discount on parking requirements, as well as allowing 10% of required parking to be on-street parking. This goal is addressed through building articulation standards, general streetscape standards, architecture, and site requirements of the Tampa Road Corridor Plan design standards, and Town Center Architectural and Design Pattern book.

Town Center Development Code Section 3.3; Town Center Development Code Section 3.7; Town Center Development Code Section 3.9.1; Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.4 – Building Articulation; Appendix A.5 – General Streetscape Standards), in addition to the following policies of the Comprehensive Plan: Policy 6.1.7.D (1)(2)(3)(5)(7), Policy 6.1.7.E (2)(3)(4)(6).

4. **Public Realm Enhancements** – The Tampa Road Corridor Plan requires a fifteen-foot landscape buffer for the new developments that have direct access to Tampa Road. The City’s Town Center requires enhanced facilities for the public realm, including on-street parking along State Street and St. Petersburg Drive. The Town Center requires ten-foot sidewalks along State Street and six-foot sidewalks along Tampa Road. The City also has an extensive trail and public art network and development within the downtown corridor and is expected to maintain and enhance the quality of those features and services (Policy 1.3.10; Policy 1.3.11; Policy 6.1.7.C (1)(2)(3); Policy 6.1.7.E (9)(10); Town Center Development Code Section 3.9.1; Town Center Development Code

Section 5.2.5; Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.4 – Building Articulation; Appendix A.5 – General Streetscape Standards).

5. **Ground Floor Design and Use** – The proposed amendment requires that the density / intensity bonus serve only mixed-use, vertically-integrated developments, thereby emphasizing and encouraging ground floor commercial use and interaction with the public realm. The area of proposed impact is within the Town Center and Tampa Road Corridor Overlay and is subject to various design requirements. Primarily, the Town Center Pattern Book defines architectural standards to fit within the existing character of the area. These standards include architectural styles defining Florida Vernacular, Bungalow, etc. The design of the Town Center Commercial Residential must follow a development pattern “that could support retail or service frontages”. The primary corridor has existing mixed-use developments that support ground-level service use and upper-level residential occupancies (Policy 6.1.7.B(8), Policy 6.1.7.E(2)(6)(7),(8), Appendix 3.2.3 - Architecture and Site Requirements; Appendix A.3 – Town Center Street Types; Appendix A.6 – Town Center Architectural and Design Pattern Book).

6. **Transition to Neighborhoods** – The proposed density / intensity of the Activity Center will serve as the buffer between commercial uses along Tampa Road and the City’s less intense mixed-use and residential districts. The City zoning model evolved over time and is consistent with the Transect Model of the form based code allowing for a gradual increase in density from the City’s natural zone at R. E. Olds Park, and larger lots of Estate Residential district, to more compact single family districts and mixed uses of the Town Center, as demonstrated in **Figure 5**. (Policy 1.2.2; Policy 6.1.7. B (7); Town Center Development Code Section 3.3.6; Appendix 3.2 – Tampa Road Architectural Design Guidelines; Appendix A.3 – Town Center Street Types).

Figure 5: Transect Application to the City of Oldsmar

