

**AN ORDINANCE AMENDING THE PASCO COUNTY COMPREHENSIVE PLAN, CREATING FUTURE LAND USE GOAL 10, TRANSIT ORIENTED DEVELOPMENT WITH ASSOCIATED OBJECTIVES, POLICIES AND MAPS; AMENDING THE FUTURE LAND USE APPENDIX TO ESTABLISH AND RECOGNIZE FUTURE LAND USE OVERLAYS AND PROVIDE FOR IMPLEMENTATION OF OVERLAY CLASSIFICATIONS; AMENDING THE FUTURE LAND USE APPENDIX TO ESTABLISH A TRANSIT CENTER OVERLAY – FUTURE LAND USE CLASSIFICATION WITH ASSOCIATED CRITERIA AND IMPLEMENTATION STANDARDS; AMENDING THE FUTURE LAND USE MAP SERIES TO APPLY THE TRANSIT CENTER OVERLAY TO APPROXIMATELY 14,000 ACRES; AMENDING THE GLOSSARY; PROVIDING FOR A REPEALER, SEVERABILITY, AND AN EFFECTIVE DATE.**

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**WHEREAS**, Chapters 125 and 163, Florida Statutes, authorize and require the Board of County Commissioners of Pasco County to prepare and enforce a Comprehensive Plan for the development of the County; and

**WHEREAS**, the Board of County Commissioners adopted a Comprehensive Plan on June 15, 1989, which has been subsequently amended; and

**WHEREAS**, on February 24, 2010, the Board of County Commissioners authorized transmittal of the proposed amendment to the adopted Comprehensive Plan to the Florida Department of Community Affairs (FDCA) to obtain review and comment on the said amendment; and,

**WHEREAS**, on May 19, 2010, the Board of County Commissioners received a FDCA Objection, Recommendation, and Comment Report (FDCA No. 10-1) on the proposed amendment to the adopted Comprehensive Plan; and

**WHEREAS**, the Board of County Commissioners, as part of said report, was requested to consider adopting certain changes to the proposed amendment in order to have the FDCA find the proposed amendment to the Comprehensive Plan in compliance; and

**WHEREAS**, FDCA objected to proposed Objective 10.2, stating that the policies do not establish in the plan, meaningful and predictable standards to guide development, and recommended revising Transit Oriented Development policies to establish guidelines and standards to support Transit Oriented Development; and

**WHEREAS**, the Board of County Commissioners considered FDCA recommendation and is amending the Future Land Use Appendix to establish and recognize Future Land Use Overlays and provide for the implementation of overlay classification with the associated criteria and implementation standards; amending the Future Land Use Appendix to establish a Transit Center overlay and Future Land Use classification with associated criteria and implementation standards; amending the Future Land Use map series to apply the Transit Center Overlay to approximately 14,000 acres; and

**WHEREAS**, the Board of County Commissioners is also adding establishment of maximum amounts of development density and intensity that could occur under each station type; and

**WHEREAS**, the Board of County Commissioners revised the proposed amendment to respond to the concerns raised by the FDCA; and

**WHEREAS**, the Board of County Commissioners, on July 27, 2010, held an adoption public hearing on the proposed amendment to the Comprehensive Plan with due public notice provided, pursuant to Section 163.3184, Fla. Stat., said hearing which was continued until August 10, 2010, and has considered all comments received during the public hearing and provided for necessary revisions.

**NOW, THEREFORE, BE IT ORDAINED** by the Board of County Commissioners of Pasco County, Florida, as follows:

**SECTION 1. The Pasco County Comprehensive Plan, Chapter 2, Future Land Use Element, is amended to create GOAL FLU 10 with supporting Objectives and Policies as shown below in underline format:**

### **FLU GOAL 10 TRANSIT ORIENTED DEVELOPMENT**

Creation of a land use planning framework encouraging, supporting and implementing transit-oriented development in a manner supporting and implementing the TBARTA and One Bay regional vision of concentrated land use by decreasing auto-dependency and increasing the economic viability, sustainability and livability of Pasco County.

#### **Objective 10.1 Transit Emphasis Corridor**

A Transit Emphasis Corridor connecting activity centers within Pasco County and the Tampa Bay region.

**Policy FLU 10.1.1:** Pasco County Transit Emphasis Corridor is as depicted in FLU Map 2-23.

**Policy FLU 10.1.2:** The County shall encourage the use of mass transit in order to decrease the dependency of automobile trips.

**Policy FLU 10.1.3:** The County shall coordinate with (TBARTA), Pasco Metropolitan Planning Organization (MPO), Florida Department of Transportation, and other regional transit agencies regarding the provision of transit service and location of stations.

#### **Objective 10.2 Transit Oriented Design**

The Transit Emphasis Corridor will have an increasing percentage of development and redevelopment based upon Transit Oriented Design principles including neighborhood context, connectivity, public realm improvements and site development standards.

**Policy FLU 10.2.1:** Pasco County shall adopt a Transit Oriented Design Ordinance by 2012, containing specific and detailed provisions necessary to implement Objective 10.2 and the policies thereunder. Notwithstanding anything to the contrary herein or within Objective 10.2 and the policies thereunder, a property owner with an unexpired DRI, preliminary plan or MPUD zoning approved prior to the effective date of the Transit Oriented Design Ordinance, shall have the option to develop pursuant to the approved and unexpired DRI, MPUD or preliminary plan.

**Policy FLU 10.2.2:** Pasco County shall establish design principles that concentrate a mix of complementary, well-integrated land uses within walking distance (1/2-mile) of anticipated transit stations.

**Policy FLU 10.2.3:** Pasco County shall encourage multi-use developments which include a mixture of uses on the same site.

**Policy FLU 10.2.4:** Pasco County shall encourage mixed-use developments with a mixture of uses within buildings.

**Policy FLU 10.2.5:** Pasco County shall encourage a mixture of housing types including workforce housing.

**Policy 10.2.6:** Pasco County shall encourage mixed-use developments with patterns of compact blocks that form well-connected networks to encourage walking, promote and support mass transit reduce the number and length of automobile trips, and conserve energy.

Policy FLU 10.2.7: Guidelines created by Pasco County shall address streetscape design to encourage pedestrian activity and create streets which are safe, comfortable and interesting to the pedestrian

Policy FLU 10.2.8: The TOD Ordinance shall address the transition to transit use and the evolution of development sites during that transition.

### **Objective 10.3 Transit Center Overlay**

Development of supportive land use patterns adjacent to future identified transit stations.

#### **Policy FLU 10.3.1 Transit Center Overlay Establishment.**

The Transit Center Overlay, depicted in Map 2-24, is an overlay to the Pasco County Future Land Use Map. The Transit Center Overlay and its associated polices are established to:

- Plan effectively for the provision of transit and supporting land uses;
- Reduce automobile trips and trip lengths; and
- Create efficiency in planning and provision of infrastructure

#### **Policy FLU 10.3.2 Transit Center Overlay Status**

The adopted Transit Center Overlay, Map 2-24, functions as an overlay to the Future Land Use Map and does not affect any rights of property owners to develop their property as permitted under the Comprehensive Plan, the underlying Future Land Use Classification, the Zoning Ordinance, or the land development regulations of Pasco County. The utilization of the Transit Center Future Land Use Map Overlay is regulated through policies included herein that create a specific and definitive linkage between the creation of the transit network to serve the overlay land uses and effective date of those land uses.

#### **Policy FLU 10.3.3: Transit Center Overlay Implementation**

To facilitate the furtherance of transit opportunities, the Board of County Commissioners may utilize the Transit Center Overlay to establish stations pursuant to the typology in Figure 10-1. The application of the typology and establishment of specific station locations providing for increase density and intensity shall only be effective after:

- (a) Completion and adoption of a Transit Station Area Plan as described in Policy 10.3.6;
- (b) Identification of a premium transit route in an approved Long Range Transportation Plan; and
- (c) Approval by Board of County Commissioners in a public hearing after receiving a recommendation from TBARTA and the Local Planning Agency. Adopted Station Area Plans shall be included in the technical support document of the Comprehensive Plan and reflected on the Official Zoning Map.

Increased density and intensity may only occur within the boundaries of the Transit Center Overlay and shall be subject to the Station Allocations in Figure 10-2 Transit Center Overlay, Station Allocations.

In determining whether to adopt a Station Area Plan, the Board of County Commissioners shall consider the extent to which the density and intensity increases provided for in the Transit Center Overlay can be offset by transferred development rights.

**Policy FLU 10.3.4: Transit Station Typology**

**Figure 10-1 Transit Station Typology**

<u>Station Type</u>	<u>Maximum # of Stations</u>	<u>Project Development Standards*</u>	<u>Land Use Allocation</u>
<u>Regional Commercial</u>	<u>2</u>	<u>FAR: 1- 2.25</u> <u>Stories: 1-5</u> <u>DU/acre: 20-30 du/ac</u>	<u>Commercial: 45% -60%</u> <u>Residential: 5%-15%</u> <u>Office: 30%-40%</u>
<u>Regional Professional Service</u>	<u>3</u>	<u>FAR: 1- 3.6</u> <u>Stories: 3- 12</u> <u>DU/acre: 40-60 du/ac</u>	<u>Commercial: 15%-30%</u> <u>Residential: 15%-30%</u> <u>Office: 55%-65%</u>
<u>Regional Mixed Use</u>	<u>3</u>	<u>FAR: 1- 5</u> <u>Stories:2-10</u> <u>DU/acre: 40-60 du/ac</u>	<u>Commercial: 10%-30%</u> <u>Residential: 25%-35%</u> <u>Office: 40%50%</u>
<u>Community Commercial</u>	<u>2</u>	<u>FAR: 0.3- 1.25</u> <u>Stories: 1-5</u> <u>DU/acre: 10-20 du/ac</u>	<u>Commercial: 40%50%</u> <u>Residential: 15%-25%</u> <u>Office: 30%-40%</u>
<u>Community Professional Service</u>	<u>2</u>	<u>FAR: 0.6- 2.5</u> <u>Stories: 2- 8</u> <u>DU/acre: 10-20 du/ac</u>	<u>Commercial: 15%-25%</u> <u>Residential: 15%-25%</u> <u>Office: 55%-65%</u>
<u>Community Mixed Use- New Town/ Village</u>	<u>3</u>	<u>FAR: 0.6- 1.35</u> <u>Stories: 1- 5</u> <u>DU/acre: 20-30 du/ac</u>	<u>Commercial: 15%-25%</u> <u>Residential: 55%-65%</u> <u>Office: 15%-25%</u>
<u>Community Business Commerce Park</u>	<u>2</u>	<u>FAR: 0.15- 0.50</u> <u>Stories: 1- 2</u> <u>DU/acre: 10-20du/ac</u>	<u>Commercial: 15%-25%</u> <u>Residential: 15%-25%</u> <u>Office: 15%-25%</u> <u>Industrial: 35%-45%</u>
<u>Neighborhood</u>	<u>2</u>	<u>FAR: 0.6- 1.35</u> <u>Stories: 1- 3</u> <u>DU/acre: 20-30 du/ac</u>	<u>Commercial: 5%-15%</u> <u>Residential: 75%-85%</u> <u>Office: 5%-15%</u>

\* FAR refers to the Floor Area Ratio per net developable acre. Density refers to the number of dwelling units per net developable acre.

**Policy FLU 10.3.5: Transit Center Overlay Station Allocations**

Figure 10-2 identifies the maximum number of stations and the station types which may be located in each portion of the Transit Center Overlay. Map 2-24 identifies the areas of the Transit Center Overlay to be used in implementing Figure 10-2.

**Figure 10-2 Transit Center Overlay Station Allocation**

<b><u>Area Overlay</u></b>	<b><u>Maximum #of Stations</u></b>	<b><u>Station Type*</u></b>
<b><u>Western Hub</u></b>	<u>3</u>	<u>Regional Commercial</u> <u>Regional Professional Service</u> <u>Regional Mixed Use</u>
<b><u>Suncoast Parkway</u></b>	<u>4</u>	<u>Regional Professional Service</u> <u>Community Professional Service</u> <u>Mixed Use- New Town/Village</u> <u>Community Business Commerce Park Neighborhood</u>
<b><u>Sunlake Blvd</u></b>	<u>2</u>	<u>Regional Mixed Use</u> <u>Neighborhood</u>
<b><u>US 41</u></b>	<u>1</u>	<u>Community Commercial</u>
<b><u>I-75</u></b>	<u>2</u>	<u>Regional Commercial</u> <u>Mixed Use- New Town/Village</u>
<b><u>Wiregrass Blvd</u></b>	<u>4</u>	<u>Regional Mixed Use</u> <u>Regional Professional Service</u> <u>Community Commercial</u> <u>Community Professional Service</u> <u>Mixed Use- New Town/Village</u> <u>Community Business Commerce Park</u>

\*Station types within a TRC Area Overlay may be replaced with a less intensive station type.

**Policy FLU 10.3.6: Transit Station Area Plans**

- (a) Transit Station Area Plans shall be prepared prior to system construction and prior to or during design phase of the Transit Corridor to efficiently and effectively plan the land uses around proposed transit stations.
- (b) At the initiation of a Station Area Planning process, all property owners within the affected Transit Center Overlay shall be notified.
- (c) Station Area Plans shall be based on a detailed study which will include all areas within a ½ mile walking distance from the transit station to determine specific Station Area Plan boundaries. In determining the specific Station Area Plan boundaries existing future land use and zoning classification boundaries, physical, contractual, environmental, and community features, boundaries and borders shall be considered. A Station Area Plan shall not require increased density and intensity if there is reasonable density and intensity to support station location. Upon adoption the Station Area Plan shall be the development standard for the identified area.
- (d) Regardless of how the Station Area Plan is funded, a public involvement program, including community stakeholders, public agencies, property owners, citizens and private developers shall be part of the Station Area Planning Process. This process shall include community design and public workshops.
- (e) At a minimum the Station Area Plan shall address:
  - Station area typology and development/redevelopment vision
  - Surrounding development pattern and community character
  - Location based station area market analysis and assessment for near and intermediate development projections to identify intensity and land use mix within ½ mile of stations.
- (f) Station Area Plans shall include design principles for the transit station impact area which shall consider the following:

- **Building and Site Design**
  - Building Form, Setbacks, and Site Design
  - Building Heights
  - Transitions to/Compatibility With Surrounding Development Patterns
  - Alternative Development Standards (Vehicular/Bicycle Parking, Stormwater, etc.)
  - Parking
    - Create parking strategies that can reduce the parking requirements and promote shared parking opportunities.
  - LEED or Other Sustainable Design Principles
  - Roadway Typical Sections
  - Bicycle and Pedestrian Facilities
  - Public Realm, Streetscape, and Open Space
    - Public art, street trees, pedestrian scale lighting, arcades, awnings, Wayfinding signage, and benches
  - Guidelines based on street types: pedestrian priority streets (fronts of buildings/doors and windows), and secondary streets (backs of buildings/blank walls/service areas).
  - Buildings designed to front on public streets or on open spaces, with minimal setbacks and with windows and doors at street level instead of expansive blank walls.
  - Building entrances located to minimize the walking distance between the transit station and the building entrance.
  - Surface parking is located in the rear of buildings, with the encouragement of on street parking.
  - Unencumbered pedestrian paths through surface parking to transit stations.
  - Parking structures are designed to include active uses on the ground floor street frontage.
  - Encourage that buildings are the tallest and most intensely developed structures located near the transit stations.
  
- **Connectivity**
  - Direct pedestrian routes within station areas. Sidewalk locations and widths based on the anticipated level of service needed within public rights of way within 1/2 mile walking distance from all station locations.
  - Encourage pedestrian plazas, and other amenities that will enhance the pedestrian environment in and around transit stations.
  - Encourage the development of bike lanes on arterial and collector roadways that provide connectivity with the Station Area.
  - Encourage an interconnected network of compact blocks and pedestrian-friendly streets.
  - Logical linkages to connect with the Ped/Bike Trail Systems
  
- **Policy**
  - Housing Mix
  - Workforce and Affordable Housing
  - Incremental Parking Reduction Policies
  - Land Use Flexibility
  - Station Development Evolution / Requirement Triggers and Thresholds
  - Economic Incentives to Implement
  
- **Implementation Strategies**
  - Regulatory
  - Public Private Partnerships
  - Joint/Shared Facilities
  - Capital Improvement Funding/Public Investment
  - Property Aggregation
  - Anchor Tenant Identification

**SECTION 2. The Pasco County Comprehensive Plan, Chapter 2, Future Land Use Element Appendix, Section FLU A-6, The Official Future Land Use Map is amended as shown below in underline format:**

**SECTION FLU A-6 THE OFFICIAL FUTURE LAND USE MAP**

**General Application**

1. The Pasco County Future Land Use Element contains an official Future Land Use Map. This map depicts a land use classification system which defines the location and range of permitted uses in each classification, the range of permitted densities and/or intensities of use, and other data necessary to comply with minimum State requirements.
2. The official Future Land Use Map depicts the following land use classifications and map symbols. Such symbols shall be used to implement the Future Land Use concept subject to the projections of future population and employment as described in the Future Land Use Technical Support Document.

**TABLE 2-1**

<b>Resource Protection Land Use Classifications</b>	
Coastal Lands	C/L
Conservation Lands	CON
Major Recreation/Open Space	R/OS
Wetlands/Lakes Overlay	WLO
<b>Rural Land Use Classifications</b>	
Agricultural	AG
Agricultural/Rural	AG/R
Residential - 1	RES-1
<b>Residential Land Use Classifications</b>	
Residential - 1	RES-1
Residential - 3	RES-3
Residential - 6	RES-6
Residential - 9	RES-9
Residential - 12	RES-12
Residential - 24	RES-24
<b>Nonresidential Land Use Classifications</b>	
Commercial	COM
Office	OF
Industrial - Light	IL
Industrial - Heavy	IH
<b>Mixed-Use Land Use Classifications</b>	
Employment Center	EC
Town Center	TC
Planned Development	PD
Connerton New Town	NT
<b>Other</b>	
Public/Semipublic	P/SP
<b><u>Overlay Land Use Classification</u></b>	
<u>Transit Center Overlay</u>	<u>TRC</u>
<b>Inactive Land Use Classifications</b>	
Activity Center	AC
Major Attractors	AT
Retail/Office/Residential	ROR
Mixed Use	MU

3. Within the Northeast Pasco Rural Area, RES-1 (Residential - 1 du/ga) Future Land Use Classification is deemed to be a rural land use classification. Within the rural transition area, RES-1 (Residential -

1 du/ga) may be developed as either a conservation subdivision or as an MPUD (Master Planned Unit Development).

4. The land use classifications shown on the official Future Land Use Map are identified according to the predominant use or maximum level of intensity intended for that classification. Other uses, such as, but not limited to, recreational, public, and semipublic uses, may be permitted in any land use classification consistent with the applicable Goals, Objectives, and Policies of the Future Land Use Element. Specific locations for other uses are not shown on the map because they are predicated on conditions and events which cannot be predicted at this time.

The character of each land use classification is defined by development intensity, residential density, functional use, and the physical characteristics of the land. Each classification has a range of potentially permissible uses which, although not exhaustive, illustrate the character of uses permitted within the land use classification. Not all of the potential uses are acceptable anywhere within the classification. Each potential use must be evaluated in accordance with the Goals, Objectives, and Policies of the Future Land Use Element.

For example, although a residential development must comply with the maximum gross density requirements, it is not ensured of the maximum density allowed for that classification. The application of Comprehensive Plan policies dealing with the natural environment, public facilities, transportation, and/or surrounding land use compatibilities may preclude the development of maximum density on any particular site.

5. The development of a single-family detached home, when the individual Lot of Record does not meet the maximum density requirement of the Future Land Use Element, shall be permitted. Development, as described above, shall be subject to all State and local development regulations including, but not limited to, those regulations designed to effectuate its intent.
6. All land use classifications shall permit the consideration of churches, schools, and sites for compatible public facilities, when in compliance with the Goals, Objectives, and Policies of the Future Land Use Element and applicable development regulations.
7. In general, the computation of maximum gross density shall be the maximum density allowed by the land use classification applicable to the subject property, multiplied by the proposed developable residential acreage of the project plus any density incentives as provided in Section FLU A-4.
8. For nonresidential projects, the maximum gross building square footage shall be the sum of the nonresidential project acreage multiplied by the maximum Floor Area Ratio permitted by the applicable land use classification.
9. Schools shall be permitted in all Future Land Use classifications except CL (Coastal Lands) and CON (Conservation Lands). Pasco shall permit the location of schools within the AG (Agricultural) and AG/R (Agricultural/Rural) Future Land Use Classifications only upon demonstrated need consistent with the following criteria. In the planning, siting, land acquisition, and development of the facility, evaluation shall include consideration of:
  - a. The student population density of the area, such as sufficient student population of the existing rural communities;
  - b. Require, where feasible, the location of new elementary and middle schools, internal or adjacent to residential neighborhoods; and
  - c. Public safety.
10. Overlay Land Use Classifications are established and defined for use on the Official Future Land Use Map to establish targeted geographic areas within which the application of highly specialized policies can be implemented.
11. Overlay Land Use Classifications comprise the second part of the future land use classification system. No land shall be designated on the Official Future Land Use Map using any Overlay Land Use Classification other than those listed in the summary table FLU A-6, Table 2-1. Policies applicable to Overlay Land Use Classifications are described in the Future Land Use Appendix.
12. Overlay Land Use Classifications are intended to act in concert with the underlying Future Land Use Classifications. In circumstances where there is an Overlay Land Use Classification, the proper reference for the Future Land Use classification on a property shall be: Underlying Future Land Use Classification/Overlay Future Land Use Classification. For example, if a property had an underlying classification of COM and had the Transit Center Overlay, it would be referred to as COM/TRC.

**SECTION 3. The Pasco County Comprehensive Plan, Chapter 2, Future Land Use Element Appendix, Section FLU A-6, The Official Future Land Use Map, Definitions of Future Land Use Classifications, is amended as shown below in underline format:**

**DEFINITIONS OF FUTURE LAND USE CLASSIFICATIONS**

**TRC (TRANSIT CENTER OVERLAY)**

Intent: To plan effectively for the provision of transit and supporting land uses, reduce automobile trips and trip lengths, and create efficiency in planning and provision of infrastructure.

The adopted Transit Center Overlay, Map 2-24, functions as an overlay to the Future Land Use Map and does not affect any rights of property owners to develop their property as permitted under the Comprehensive Plan, the underlying Future Land Use Classification, the Zoning Ordinance, or the land development regulations of Pasco County. The utilization of the Transit Center Future Land Use Map Overlay is regulated through policies included in FLU Objective 10.3.

**Transit Center Overlay Implementation**

To facilitate the furtherance of transit opportunities, the Board of County Commissioners may utilize the Transit Center Overlay to establish stations pursuant to the Transit Station Typology below. The application of the typology and establishment of specific station locations providing for increase density and intensity shall only be effective after:

- (a) Completion and adoption of a Transit Station Area Plan as described in Policy FLU 10.3.6;
- (b) Identification of a premium transit route in an approved Long Range Transportation Plan;  
and
- (c) Approval by Board of County Commissioners in a public hearing after receiving a recommendation from TBARTA and the Local Planning Agency. Upon approval of the Transit Station Area Plan, the Station Area Plan shall be incorporated into the Technical Support Document.

**General Range of Potential Uses:**

See Transit Station Typology below

**Density Restrictions: Dwelling Units/Gross Acre:**

See Transit Station Typology below

**Maximum Nonresidential Intensity: Floor Area Ratio:**

See Transit Station Typology below

**Transit Station Typology**

<b><u>Station Type</u></b>	<b><u>Project Development Standards*</u></b>	<b><u>Land Use Allocation</u></b>
<b><u>Regional Commercial</u></b>	<b><u>FAR: 1- 2.25</u></b> <b><u>Stories: 1-5</u></b> <b><u>DU/acre: 20-30 du/ac</u></b>	<b><u>Commercial: 45% -60%</u></b> <b><u>Residential: 5%-15%</u></b> <b><u>Office: 30%-40%</u></b>
<b><u>Regional Professional Service</u></b>	<b><u>FAR: 1- 3.6</u></b> <b><u>Stories: 3- 12</u></b> <b><u>DU/acre: 40-60 du/ac</u></b>	<b><u>Commercial: 15%-30%</u></b> <b><u>Residential: 15%-30%</u></b> <b><u>Office: 55%-65%</u></b>
<b><u>Regional Mixed Use</u></b>	<b><u>FAR: 1- 5</u></b> <b><u>Stories:2-10</u></b> <b><u>DU/acre: 40-60 du/ac</u></b>	<b><u>Commercial: 10%-30%</u></b> <b><u>Residential: 25%-35%</u></b> <b><u>Office: 40%50%</u></b>
<b><u>Community Commercial</u></b>	<b><u>FAR: 0.3- 1.25</u></b> <b><u>Stories: 1-5</u></b> <b><u>DU/acre: 10-20 du/ac</u></b>	<b><u>Commercial: 40%50%</u></b> <b><u>Residential: 15%-25%</u></b> <b><u>Office: 30%-40%</u></b>
<b><u>Community Professional Service</u></b>	<b><u>FAR: 0.6- 2.5</u></b> <b><u>Stories: 2- 8</u></b> <b><u>DU/acre: 10-20 du/ac</u></b>	<b><u>Commercial: 15%-25%</u></b> <b><u>Residential: 15%-25%</u></b> <b><u>Office: 55%-65%</u></b>
<b><u>Community Mixed Use- New Town/ Village</u></b>	<b><u>FAR: 0.6- 1.35</u></b> <b><u>Stories: 1- 5</u></b> <b><u>DU/acre: 20-30 du/ac</u></b>	<b><u>Commercial: 15%-25%</u></b> <b><u>Residential: 55%-65%</u></b> <b><u>Office: 15%-25%</u></b>
<b><u>Community Business Commerce Park</u></b>	<b><u>FAR: 0.15- 0.50</u></b> <b><u>Stories: 1- 2</u></b> <b><u>DU/acre: 10-20du/ac</u></b>	<b><u>Commercial: 15%-25%</u></b> <b><u>Residential: 15%-25%</u></b> <b><u>Office: 15%-25%</u></b> <b><u>Industrial: 35%-45%</u></b>
<b><u>Neighborhood</u></b>	<b><u>FAR: 0.6- 1.35</u></b> <b><u>Stories: 1- 3</u></b> <b><u>DU/acre: 20-30 du/ac</u></b>	<b><u>Commercial: 5%-15%</u></b> <b><u>Residential: 75%-85%</u></b> <b><u>Office: 5%-15%</u></b>

\*FAR refers to the Floor Area Ratio per net developable acre. Density refers to the number of dwelling units per net developable acre.

**SECTION 4. The Pasco County Comprehensive Plan, Glossary, is amended as shown below in underline format:**

**Glossary**

**Transit Oriented Development-** TOD focuses on creating compact activity centers with housing, jobs, shopping, community services, and recreational opportunities, all within easy walking distance (1/2 mile) of a transit station.

**Transit Emphasis Corridor-** Corridor with high quality premium modes of transit including but not limited to Light Rail or Bus Rapid Transit.

**Premium Transit-** High quality transit mode that typically includes Light Rail or Bus Rapid Transit.

**Light Rail Transit (LRT) -** LRT provides the opportunity for the passenger rail service to operate on corridors other than traditional heavy rail and integrate with to transit oriented development. LRT tends to run along its own right-of -way and are often separated from road traffic. With electric propulsion, light rail can operate more efficiently and reduce greenhouse gas emissions.

LRT stations are typically ½ mile to 1 mile apart. Service runs every 10 minutes or less during peak hours or 15 to 30 minutes at other times of the day.

**Bus Rapid Transit (BRT) -** Frequent service with a limited number of stops. BRT provides a service that is of a higher speed and quality than an ordinary local fixed route transit line. BRT is a high-capacity bus transport system often with its own right-of-way or dedicated lanes.

BRT stations are typically 2 to 4 blocks apart in urban areas, ½ mile to 3 miles in suburban areas. Service typically runs every 10 to 20 minutes during peak hours or 30 to 60 minutes at other times of the day.

**SECTION 5. The Pasco County Comprehensive Plan, Chapter 2, Future Land Use Element, is amended to create Maps 2-23, and 2-24 as attached hereto as Exhibit A.**

Map 2-23                      Transit Emphasis Corridor  
Map 2-24                      Transit Center Overlay

**SECTION 6. OFFICIAL FUTURE LAND USE MAP AMENDMENT**

The Official Future Land Use Map 2-15, Map Sheet Nos. 18, 19, 20, 21 and 22 are hereby amended to include The Future Land Use classifications TRC (Transit Center Overlay) on approximately 14,000 acres m.o.l. of real property, as attached hereto as Exhibit B and made a part hereof.

**SECTION 7. REPEALER.**

All provisions of the Pasco County Comprehensive Plan adopted pursuant to Ordinance No. 89-13, as subsequently amended, in conflict herewith are hereby repealed.

**SECTION 8. SEVERABILITY.**

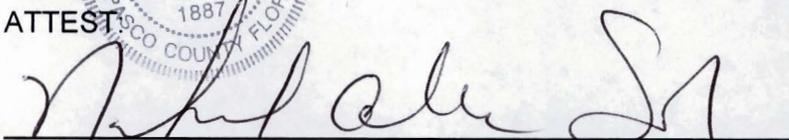
If any section, subsection, sentence, clause, or provision of this ordinance is held invalid or unconstitutional by a court of competent jurisdiction, then the said holding shall in no way affect the validity of the remaining portions of this ordinance having contained such section, subsection, sentence, clause, or provision, and shall not be affected by such holding.

**SECTION 9. EFFECTIVE DATE.**

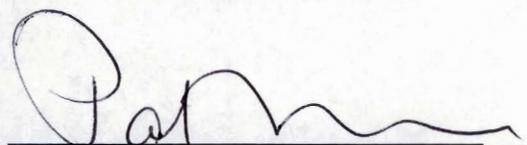
A certified copy of this Ordinance shall be filed in the Office of the Secretary of State by the Clerk to the Board within ten (10) days after adoption of this ordinance. The effective date of this large scale comprehensive plan amendment shall be twenty-one (21) days after the FDCA issues a notice of intent to find the amendment in compliance if no appeal is filed. No development orders, development permits, or land uses dependent on this amendment may be issued or commence before it has become effective. If a final order of noncompliance is issued by the Administration Commission, this amendment may nevertheless be made effective by adoption of a resolution affirming its effective status; and a copy of such resolutions shall be sent to the Florida Department of Community Affairs, Bureau of Local Planning, 2555 Shumard Oak Boulevard, Tallahassee, Florida 32399-2100.

ADOPTED this 10<sup>th</sup> day of August, 2010.



ATTEST  
  
Paula S. O'Neil, Ph.D., Pasco County Clerk and Comptroller

BOARD OF COUNTY COMMISSIONERS  
OF PASCO COUNTY, FLORIDA

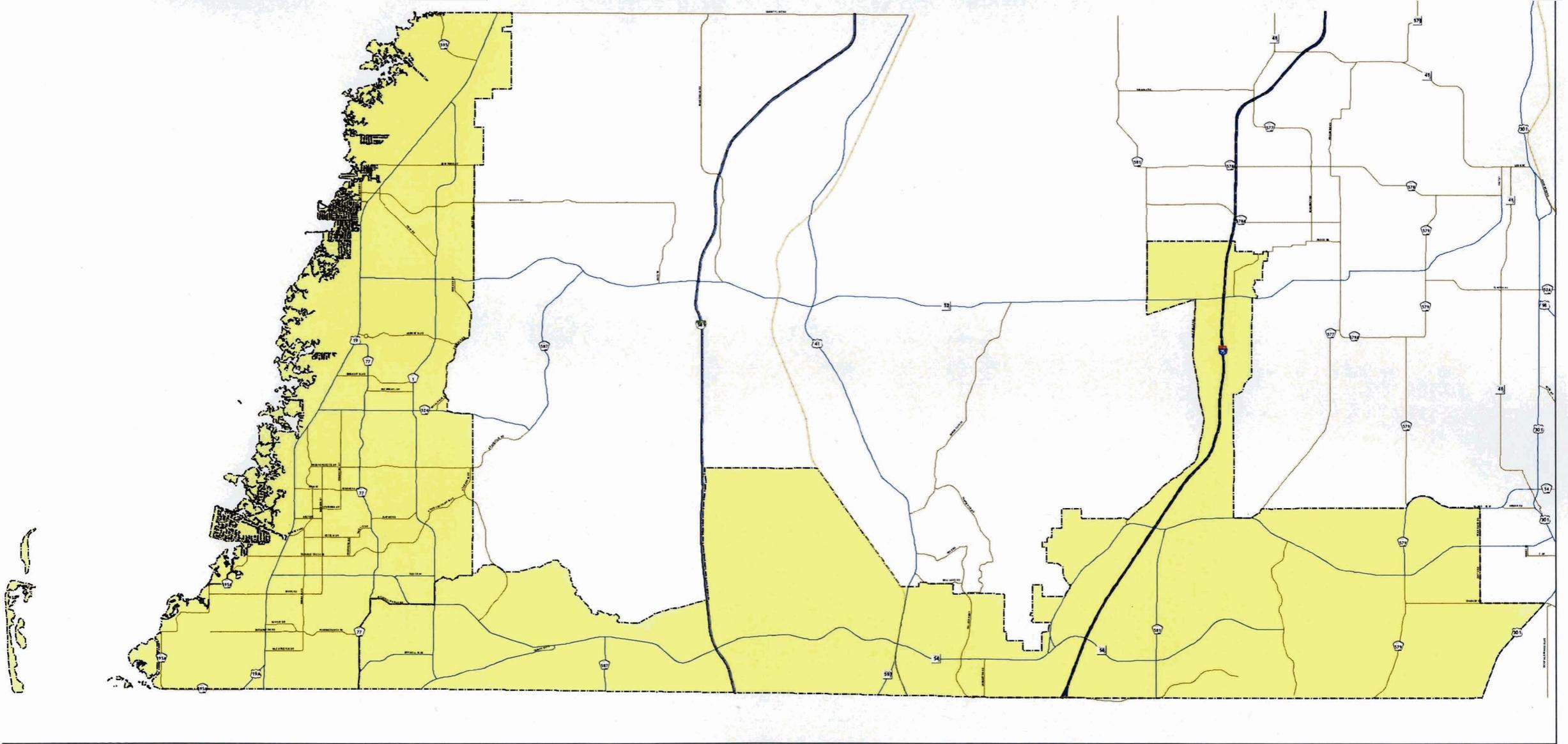
  
Pat Mulieri, Ed.D., Chairman

**APPROVED**  
**AUG 10 2010**  
**BOCC**

## **Exhibit A**

**Map 2-23 Transit Emphasis Corridor  
Map 2-24 Transit Center Overlay**

# MAP 2-23 TRANSIT EMPHASIS CORRIDOR

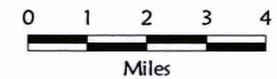


## Legend

 Transit Emphasis Corridor Boundary

**Roads**

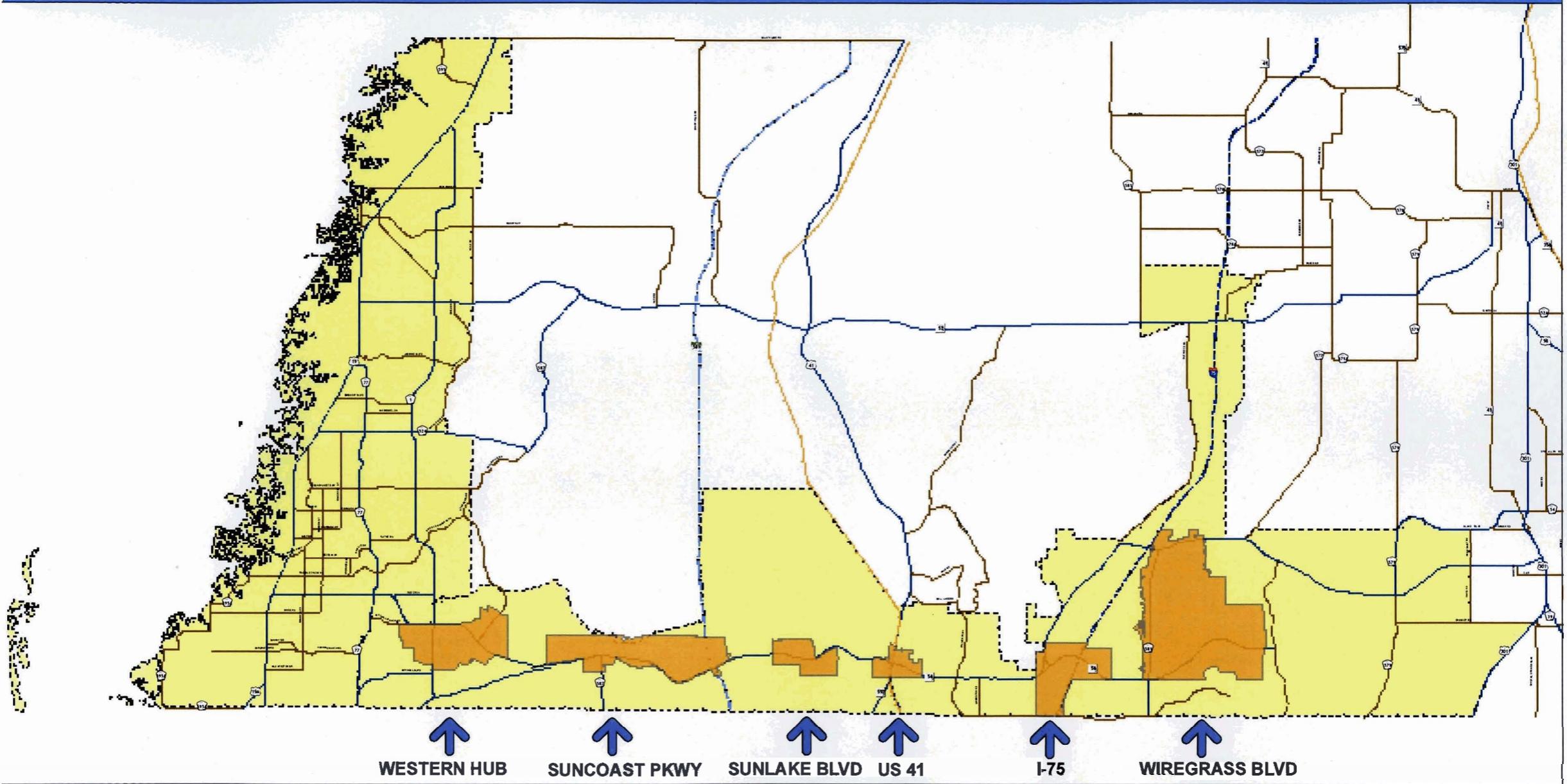
	Collector
<b>TYPE</b>	
	Interstate
	Arterial
	Toll
	CSX_railroad



Pasco County PGM | 7.27.10 | QHU



# MAP 2-24 TRANSIT EMPHASIS CORRIDOR WITH TRANSIT CENTER OVERLAY



## Legend

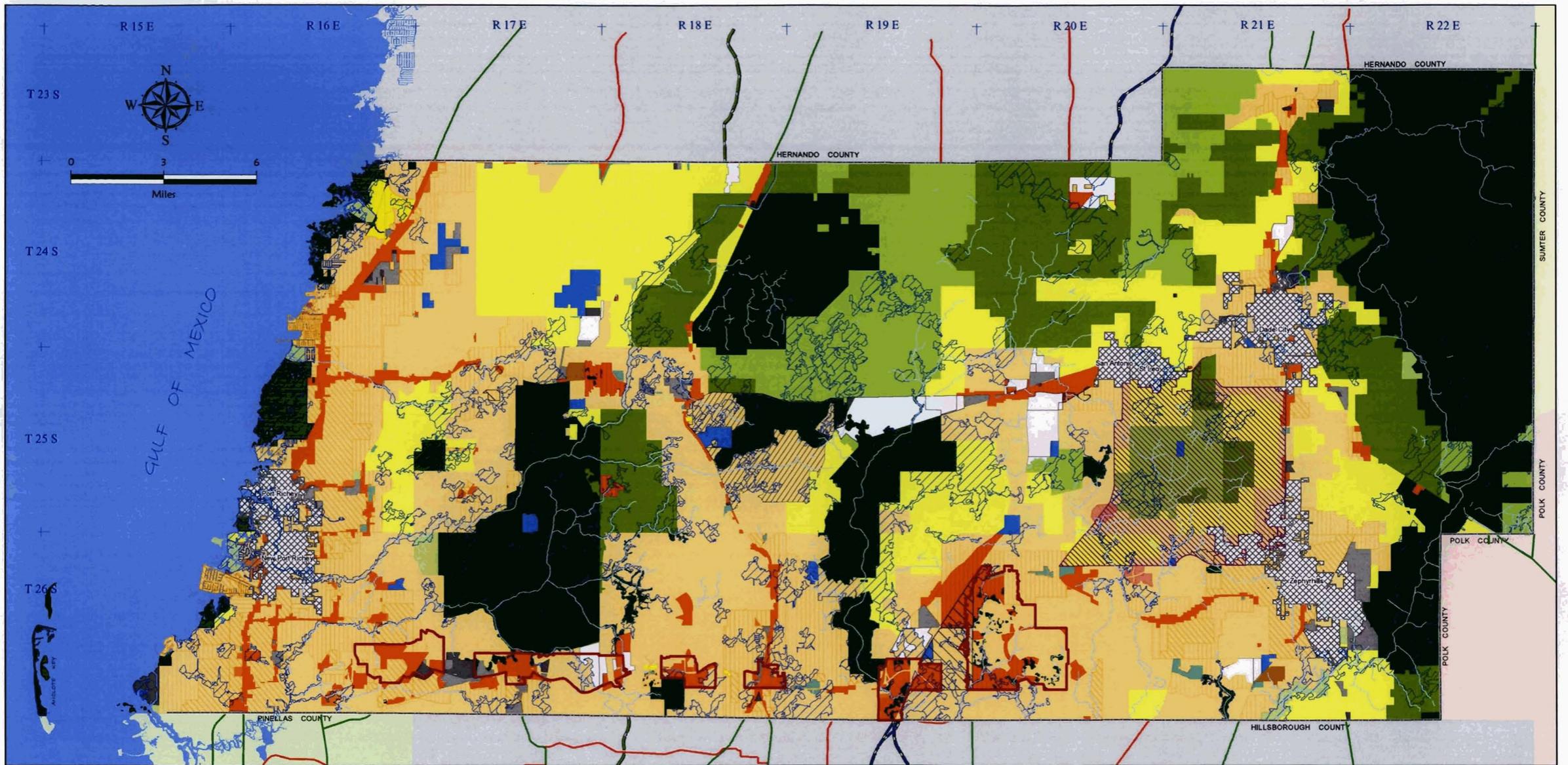
-  Transit Emphasis Corridor Boundary
-  Transit Center Overlay

- Roads**
-  Collector
  -  Interstate
  -  Arterial
  -  Toll
  -  CSX\_railroad



**Exhibit B**

**The Official Future Land Use Map**



**FUTURE LAND USE 2025 CLASSIFICATIONS**

- |   |                                    |                        |                                   |                      |
|---|------------------------------------|------------------------|-----------------------------------|----------------------|
| AG AGRICULTURAL - 0.1 du/ga *           | P/S P MAJOR PUBLIC / SEMI-PUBLIC   | IH INDUSTRIAL - HEAVY  | RES - 9 RESIDENTIAL - 9 du/ga *   | OFF Office           |
| AG/R AGRICULTURAL / RURAL - 0.2 du/ga * | R/OS MAJOR RECREATION / OPEN SPACE | IL INDUSTRIAL - LIGHT  | RES - 12 RESIDENTIAL - 12 du/ga * | TC Town Center       |
| AT MAJOR ATTRACTORS                     | RES - 1 RESIDENTIAL - 1 du/ga *    | MU MIXED USES          | RES - 24 RESIDENTIAL - 24 du/ga * | EC Employment Center |
| C/L COASTAL LAND - .025 du/ga *         | RES - 3 RESIDENTIAL - 3 du/ga *    | NT NEW TOWN            | ROR RETAIL / OFFICE / RESIDENTIAL | COM Commercial       |
| CON CONSERVATION LANDS                  | RES - 6 RESIDENTIAL - 6 du/ga *    | PD Planned Development | NPC NEW PORT CORNERS              | GH GATEWAY HUB       |

\* du / ga = dwelling units per gross acre

**OVERLAYS**

- |                                |
|--------------------------------|
| CLASS 1 WETLANDS ONLY          |
| ROR OVERLAY ( Max 10 du / ga ) |
| FLEXIBLE PLAN BOUNDARY         |
| CITY LIMITS                    |
| PASADENA HILLS OVERLAY         |
| TRANSIT CENTER OVERLAY         |

**Pasco County, Florida**

Geographic Information Systems (G.I.S.)  
Engineering Services  
Survey Department



Title: **Map 2-15**  
**2025 FUTURE LAND USE**

Created: JMH | 07.20.10  
Printed: JMH | 07.20.10  
Checked By:

This map is for informational purposes only. The data contained herein is not intended for the purposes of or approved by a licensed surveyor. It is not intended for any legal use. The data does not show the minimum technical standard under the Florida Administrative Code 61D27.04. The Pasco County Board of County Commissioners does not accept any responsibility for errors or omissions of any kind contained in the data herein. All products and descriptions from the data contained herein must retain this disclaimer.

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**Future Land Use Map Sheet Nos. 18, 19, 20, 21, and 22**

# THE COMPREHENSIVE PLAN OF UNINCORPORATED PASCO COUNTY FUTURE LAND USE 2025

## T 26 S - R 16 E SHEET 18

DATE ADOPTED: 06/15/89

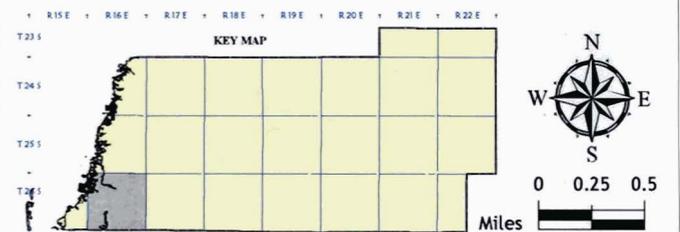
ORDINANCE #: 89-13

### FUTURE LAND USE 2025 CLASSIFICATIONS

- |   |   |
|---|---|
|  AG<br>Agricultural                    |  RES - 24<br>Residential |
|  AG/R<br>Agricultural / Rural.         |  NT<br>New Town          |
|  C/L<br>Coastal Land                   |  RES - 12<br>Residential |
|  CON<br>Conservation Land              |  RES - 9<br>Residential  |
|  AT<br>Major Attractors                |  RES - 6<br>Residential  |
|  R/OS<br>Major Recreation / Open Space |  RES - 3<br>Residential  |
|  P/S P<br>Major Public / Semi - Public |  RES - 1<br>Residential  |
|  MU<br>Mixed Uses                      |  OFF<br>Office           |
|  IL<br>Industrial - Light              |  TC<br>Town Center       |
|  IH<br>Industrial - Heavy              |  EC<br>Employment Center |
|  ROR<br>Retail / Office / Residential  |  COM<br>Commercial       |
|  PD<br>Planned Development             |  NPC<br>New Port Corners |
|  GH<br>Gateway Hub                     |   |

### OVERLAYS

- |  |  |
|--|--|
|  CLASS I WETLANDS / LAKES |  CITY LIMITS            |
|  FLEXIBLE PLAN BOUNDARY   |  ROR OVERLAY            |
|  PASADENA HILLS OVERLAY   |  TRANSIT CENTER OVERLAY |



### REVISIONS

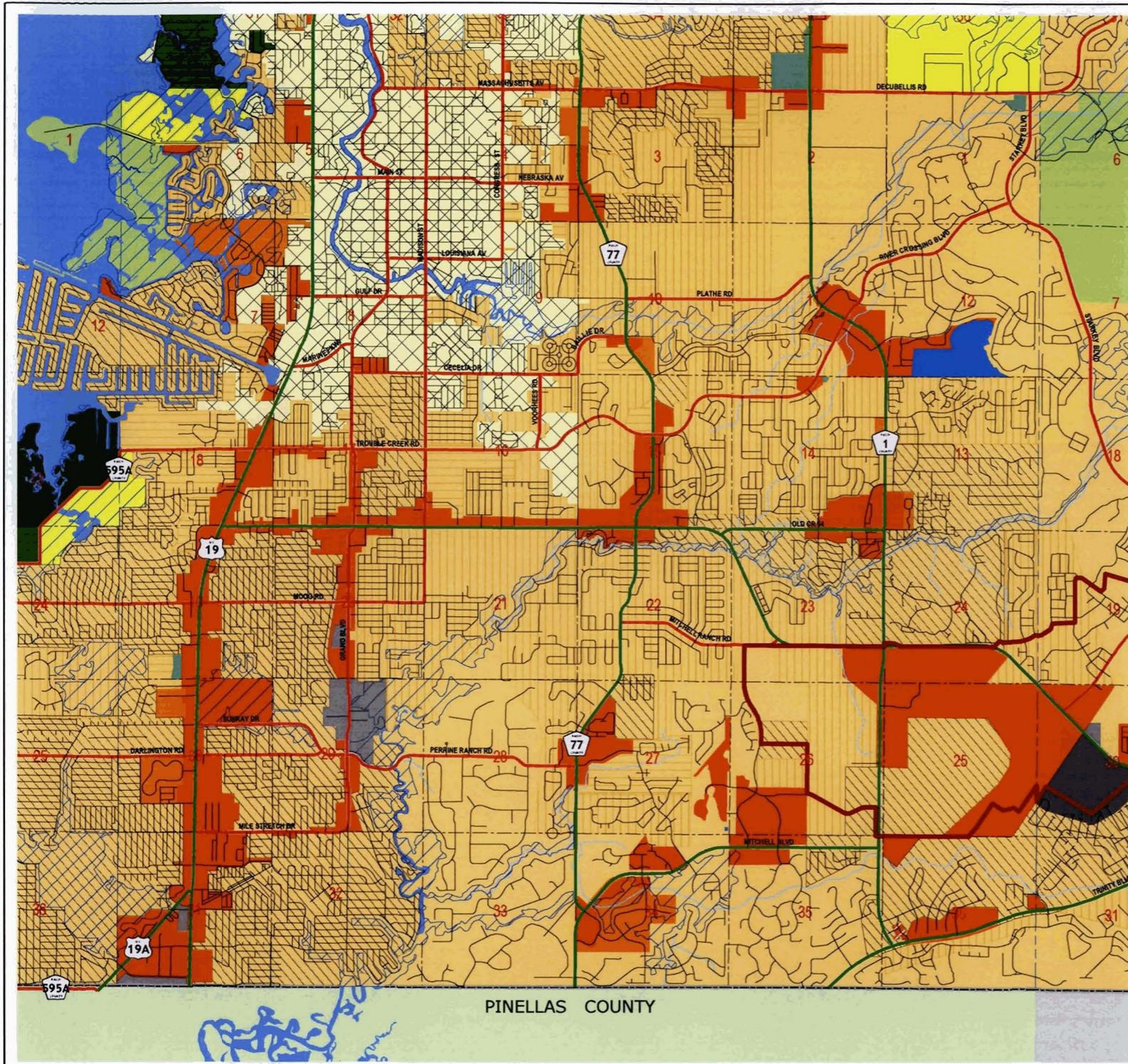
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10/23/91	// AI		
02/04/92	// 92-02		
08/27/92	// AI		
04/27/93	// 93-14		
09/01/95	// AI		
09/23/96	// AI		
04/07/98	// 98-07 SS		
11/20/07	// 07-30		
11/20/07	// 07-32		
06/19/07	// 07-14		
11/05/08	// 08-45		



**Pasco County, Florida**  
Geographic Information Systems  
(G.I.S.)  
Engineering Services  
Survey Department

Created By: JMH Date Created: July 2010  
Created By: Date Printed: July 2010

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# THE COMPREHENSIVE PLAN OF UNINCORPORATED PASCO COUNTY FUTURE LAND USE 2025

**T 26 S - R 17 E  
SHEET 19**

DATE ADOPTED: 06/15/89

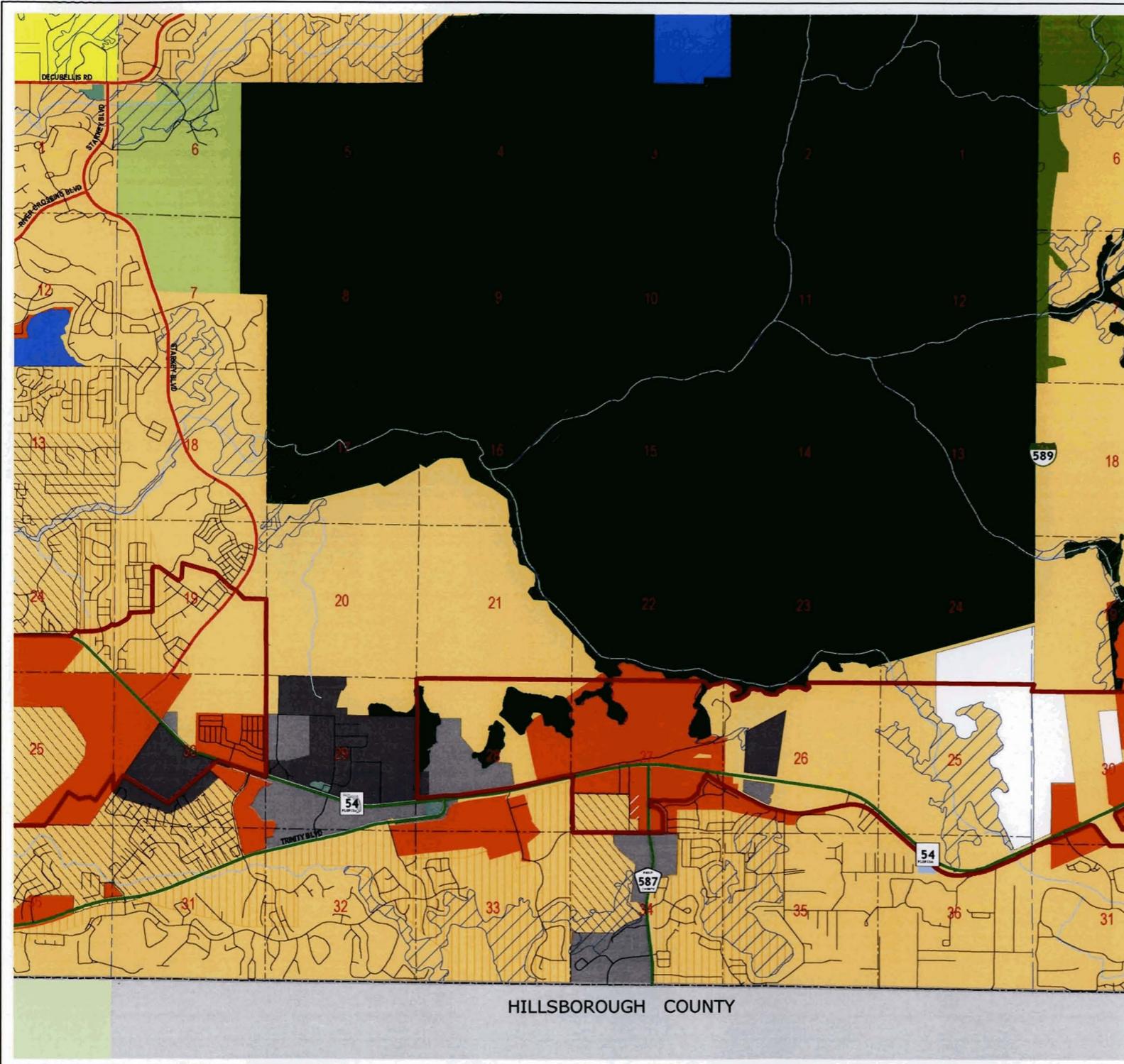
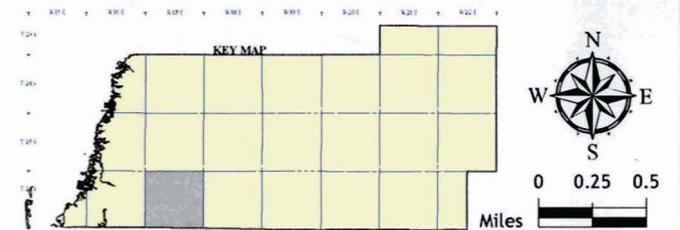
ORDINANCE #: 89-13

### FUTURE LAND USE 2025 CLASSIFICATIONS

- |   |   |
|---|---|
|  AG<br>Agricultural                    |  RES - 24<br>Residential |
|  AG/R<br>Agricultural / Rural.         |  NT<br>New Town          |
|  C/L<br>Coastal Land                   |  RES - 12<br>Residential |
|  CON<br>Conservation Land              |  RES - 9<br>Residential  |
|  AT<br>Major Attractors                |  RES - 6<br>Residential  |
|  R/OS<br>Major Recreation / Open Space |  RES - 3<br>Residential  |
|  P/S P<br>Major Public / Semi - Public |  RES - 1<br>Residential  |
|  MU<br>Mixed Uses                      |  OFF<br>Office           |
|  IL<br>Industrial - Light              |  TC<br>Town Center       |
|  IH<br>Industrial - Heavy              |  EC<br>Employment Center |
|  ROR<br>Retail / Office / Residential  |  COM<br>Commercial       |
|  PD<br>Planned Development             |  NPC<br>New Port Corners |
|  GH<br>Gateway Hub                     |   |

### OVERLAYS

- |  |  |
|--|--|
|  CLASS I WETLANDS / LAKES |  CITY LIMITS            |
|  FLEXIBLE PLAN BOUNDARY   |  ROR OVERLAY            |
|  PASADENA HILLS OVERLAY   |  TRANSIT CENTER OVERLAY |



HILLSBOROUGH COUNTY

### REVISIONS

DATE:	ORDINANCE #	DATE:	ORDINANCE #
10/23/90	// 90-14	05/27/09	// 09-08 SS
02/04/92	// 92-02	06/23/09	// 09-12 SS
04/27/93	// 93-14		
08/12/97	// 97-11		
08/12/97	// 97-12		
04/22/03	// 03-07		
04/27/04	// 04-12		
04/27/04	// 04-13		
09/21/04	// 04-46 SS		
06/27/06	// 06-18		
06/19/07	// 07-14		
06/24/08	// 08-23		
09/23/08	// 08-42		



**Pasco County, Florida**  
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(G.I.S.)  
Engineering Services  
Survey Department

Created By: JMH Date Created: July 2010  
Checked By: Date Printed: July 2010

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# THE COMPREHENSIVE PLAN OF UNINCORPORATED PASCO COUNTY FUTURE LAND USE 2025

T 26 S - R 18 E  
SHEET 20

DATE ADOPTED: 06/15/89

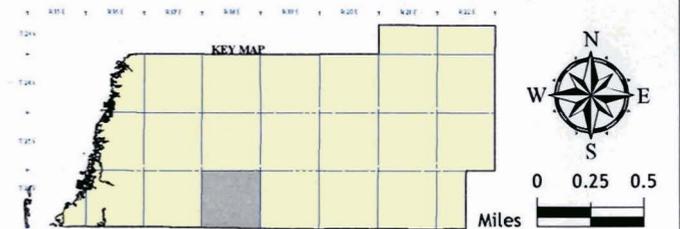
ORDINANCE #: 89-13

## FUTURE LAND USE 2025 CLASSIFICATIONS

- |   |   |
|---|---|
|  AG<br>Agricultural                    |  RES - 24<br>Residential |
|  AG/R<br>Agricultural / Rural.         |  NT<br>New Town          |
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|  CON<br>Conservation Land              |  RES - 9<br>Residential  |
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|  GH<br>Gateway Hub                     |   |

## OVERLAYS

- |  |  |
|--|--|
|  CLASS I WETLANDS / LAKES |  CITY LIMITS            |
|  FLEXIBLE PLAN BOUNDARY   |  ROR OVERLAY            |
|  PASADENA HILLS OVERLAY   |  TRANSIT CENTER OVERLAY |



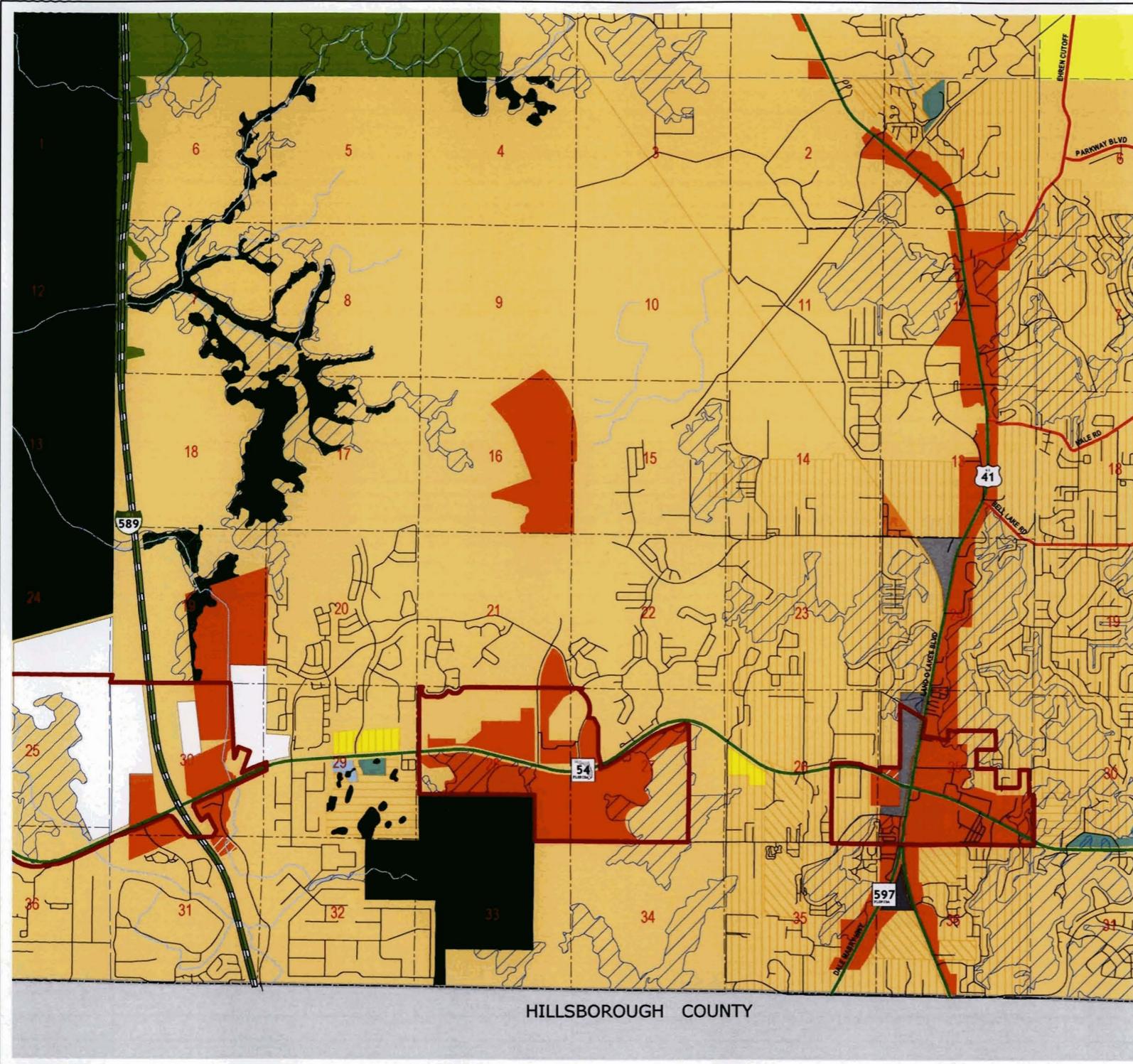
### REVISIONS

DATE:	ORDINANCE #	DATE:	ORDINANCE #
10/23/90	// 90-14	03/28/06	// 06-10
10/23/90	// 90-14	06/27/06	// 06-18
07/16/91	// 91-13	09/25/07	// 07-22
07/13/95	// AI	11/20/07	// 07-42
08/12/97	// 97-11	01/08/08	// 08-03
08/12/97	// 97-12	01/08/08	// 08-05
02/24/04	// 04-06	09/08/08	// 08-30
07/13/04	// 04-30 SS	12/15/09	// 09-37
11/08/05	// 05-37 SS		
12/20/05	// 05-42		
12/20/05	// 05-47		
03/28/06	// 06-09		



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Engineering Services  
Survey Department

Created By: JMH Date Created: July 2010  
Checked By: Date Printed: July 2010



# THE COMPREHENSIVE PLAN OF UNINCORPORATED PASCO COUNTY FUTURE LAND USE 2025

T 26 S - R 19 E  
SHEET 21

DATE ADOPTED: 06/15/89

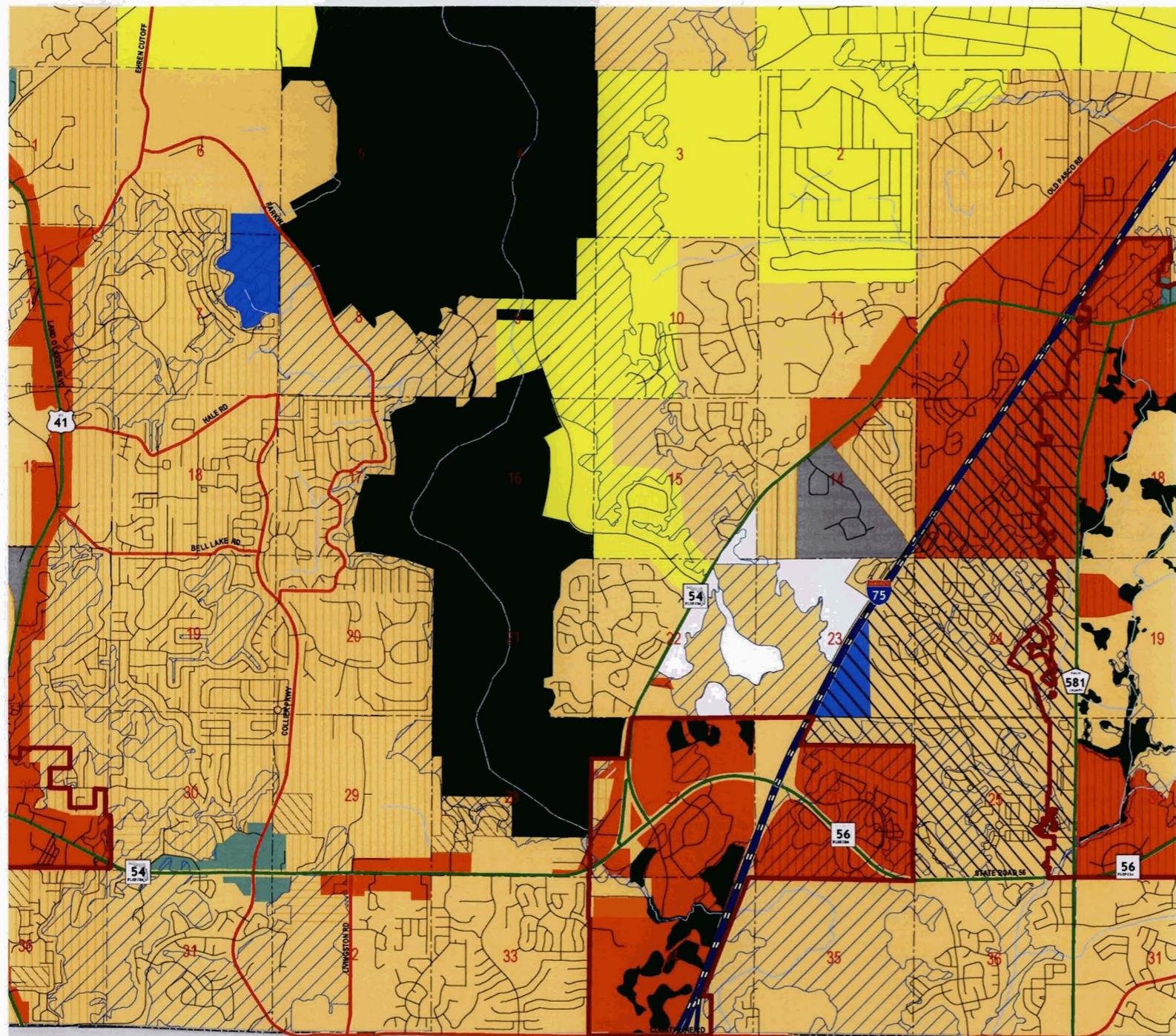
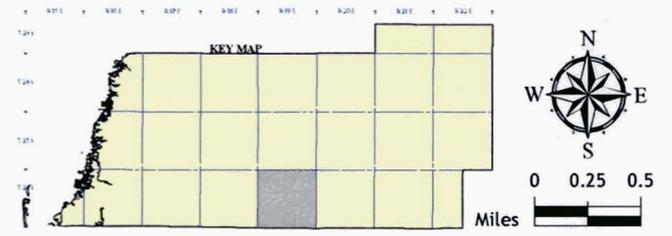
ORDINANCE #: 89-13

## FUTURE LAND USE 2025 CLASSIFICATIONS

- |   |   |
|---|---|
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|  AG/R<br>Agricultural / Rural.         |  NT<br>New Town          |
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|  IH<br>Industrial - Heavy              |  EC<br>Employment Center |
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|  GH<br>Gateway Hub                     |   |

## OVERLAYS

- |  |  |
|--|--|
|  CLASS I WETLANDS / LAKES |  CITY LIMITS            |
|  FLEXIBLE PLAN BOUNDARY   |  ROR OVERLAY            |
|  PASADENA HILLS OVERLAY   |  TRANSIT CENTER OVERLAY |



HILLSBOROUGH COUNTY

## REVISIONS

DATE:	ORDINANCE #	DATE:	ORDINANCE #
04/14/94	// 94-01		
04/05/95	// 94-02		
08/12/97	// 97-11		
08/12/97	// 97-12		
09/28/99	// 99-15		
06/18/02	// 02-11		
08/20/02	// 02-20SS		
12/17/02	// 02-35		
11/23/04	// 04-52		
12/20/05	// 05-46		
06/27/06	// 06-18		
12/05/06	// 06-42		



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