SouthShore Areawide Systems Plan Update
Community Meeting #1
SouthShore Regional Library
15816 Beth Shields Way
Ruskin, FL 33573

September 17, 2013; 6-8PM

Agenda

1. Updated meeting schedule

2. Summary of comments received

3. Summary/comparison of the plan
   i. Transportation
   ii. Environment
   iii. Historic/Cultural Resources
   iv. Economic development goals currently in plan

4. SWOT (strengths, weakness, opportunities & threats) exercise
SouthShore Areawide Systems Plan Update Meeting #1
September 17, 2013
Comments:

Name (optional):

Topic:

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Aug 1 Comments:

- Lynn referred EDA for this area “Is it all of SouthShore or is there a specific spot?”
- We want to have some say about economic development areas and make sure we are not overlooked. The understand we had was that the markers were what we were all going to be part of setting up. Now we are being told here it comes. We hoped that we’d be in the process. Take back these concerns. It’s easy to say where are the investors so we all kind of knew whether we might have a shot or not, but we wanted to discuss that before a decision was made. I know we may be giving away certain incentives, i.e., we don’t necessarily require people coming in to do transportation improvements, but we’re very concerned about transportation improvements.
- Is there a chance that as these things develop, they can come back to this group or the organizations involved with this group?
  - After the analysis is complete are they going to come back with the results of that analysis. I hope they’re not going come back and say this is what it is without any input.
- By Federal and State guidelines you can’t change the enterprise zones. You’re bound. You’re in unchartered territory in Hillsborough County we kind of make it up as we go and we thought we’d be part of making it up.
- Please take back the desires for us and our chambers and organizations that are represented here to look those things over and make suggestions.
- Where does all this information go? How is it used?
  - It will be utilized for discussion in the meetings that we’re scheduling so that when the issues come up the data can back up the discussion.
- What does its impact?

Aug 20 Comments:

- Reconsider timeline and address transportation and Economic Development first.
  - Meaningful community input before Economic Development areas are proposed by Economic Department. (Already well underway without us) is moot by January given pace of Transportation/Economic leadership group.
  - “The Group” and “Imagine 2040” efforts make early treatment of transportation more appropriate than starting with Historic or Environmental resources less likely to change in coming months which become more of updating documentation of approved places and trails.
  - Have Economic Department share their early thoughts about SouthShore so that feedback can be provided before firm “proposal” delivered to “The Group”?
- Keep an eye on traffic/commute.
• Buildings that already exist are not being filled. Builders are always going out to new unincorporated lands to build. We need agriculture or else we die. They are the growers of our food.
• Need a better way of holding the water we get during rains. Instead of spending so much money foolishly we need to educate our children they are the future!
• Sam Sudman, Board of Directors, Sun City Center Community Association 8/21/2013: I left the meeting last evening with a concern that the planning focus is on growth and spending-what new do we have to provide by 2040. Where is the concern and planning for taking care of what we have? We live in a 50-year old community with infrastructure that is in serious disrepair. Money is scarce to repair and replace storm sewer pipes, which underlie the properties of all of the senior citizens (11,000 in number) but seems to be abundant to put in bike and hiking. Most of our residents are totally unaware of this. They retired to Florida to have trouble-free final years. One resident had to take out a $40,000 loan to have a pipe replaced because it was not the responsibility of the county. It is important to look forward but we also have to look at the present. Your comments would be helpful.
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TRANSPORTATION

SouthShore Areawide Systems Plan

Transportation Vision Statement

Looking forward into the future, our communities are served by a balanced transportation system. A thoughtfully planned system of roadways accommodates automobile traffic and is complemented by strategically placed activity centers, connected by mass transit. Community groups actively participated in planning transportation facilities, resulting in a harmonious integration of roads and communities. People have choices in how to get around; they can safely walk, bicycle, drive a car, take the bus or rail transit line. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

- Identify, where appropriate, “co-location” of greenways and corridor co-existence is achievable.
- Pursue an enhanced transportation funding package for an integrated transportation system as a result of collegial commitments from local, state, and federal agencies.
- Reserve and acquire reservations and acquisitions that reflect current and future rights-of-way shall meet our transportation system needs and accommodated pedestrian traffic (i.e. sidewalks, trails and bike paths). The reserved corridors will be acquired, as needed, supplementing the established system in place in 2003.
- Water-borne craft connections between St. Petersburg, Tampa and Sarasota.
- Create of efficient Emergency Management Plans, which include directionally controlled evacuation routes, emergency medical services and shelters.
- Accelerate the planning/design/construction process; enabling the “Areawide Systems Plan,” before development segmented our region, thereby losing the opportunity for the “Plan” to be implemented. (This is considered to have been one of our greatest achievements.)

1. Implementation Strategy – Incorporate the transportation corridor plan will the Comprehensive Plan. Use the Capital Improvements Program to schedule improvements that keep pace with growth within SouthShore.
   a. Implement the system plan with recognition of local values and conditions.
   b. Implement intelligent transportation systems (ITS) that are consistent with adopted County ITS plans and regional architecture to better utilize existing and proposed corridors.

2. Coordination Strategies - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to
avoid encroachment into such rights-of-way by buildings, parking area and other types of developments, acquiring the needed rights-of-way in advance of development.

a. Implement the SouthShore Corridor Plan as shown on Map 25 of the Transportation Element.

b. Provide adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.

c. Review new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.

d. Assure that the integrity of established communities is protected through accepted techniques and principles of land use transition expressed in the Comprehensive Plan.

e. Ensure additional buffering and wildlife undercrossing(s) are considered for the following roadways:
   - Rhodine Road Extension
   - Big Bend Road Extension.

3. Livable Roadways Strategies –Reflect in future and improved roadway corridors their surrounding character, neighborhood and/or historical and environmental features (e.g. rural roads in rural areas).

a. Design roadways of appropriate scale to preserve the scenic characteristics of the surrounding area, such as neighborhood identity, historic or environmental features, points of interest, and other aspects of community character.

b. Discourage roadway design that encroaches upon or adversely affects environmentally sensitive areas or publicly owned natural preserves.

c. Develop roadway corridor landscape guidelines that represent the visual identity the community desires to achieve for specific road segments. Guidelines should utilize but shall not be limited to, the principles of landscape design defined in Florida Friendly Landscape and Florida Yards and Neighborhood procedures. In some cases, low volume irrigation can be considered in medians, to accommodate special features or special areas within SouthShore.

d. Encourage appropriate roadway design and/or traffic calming methods to minimize neighborhood traffic intrusion and to protect neighborhoods from adverse impacts of through-traffic. Such designs may include, but are not limited to rotaries, roundabouts, signage, traffic diverters, on-street parking, bulb-outs, and medians.

e. Implement the Neighborhood Traffic Calming Program, when needed.

f. Provide for, as development occurs and where possible, the interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in “Principles for Good Neighborhoods” endorsed by the BOCC in April 1992.

g. Increase and encourage participation in the “Adopt a Road” programs.

h. All currently designated truck routes and proposed new collectors and arterials shall be available for consideration to continue as or as potential new truck routes with the exception of the following roads:
• 19th Ave. N.E. from US 41 to US 301
• 24th St. extended from SR 674 to Big Bend Rd.
• Big Bend Rd. from US 301 to its eastern terminus

i. To achieve a balance between the need for future road capacity and the need to preserve the community character and environmental resources, the following corridors will be subject to a more detailed examination of alternatives to expansion as community-based planning occurs:

• SR 674 between I-75 and Westlake Dr. (Sun City Center, Wimauma and Ruskin)
• US 41 between 19th Ave. N.E. and SR 674 (Ruskin)
• US 41 between Elsberry Rd. and Leisey Rd. (Apollo Beach)

4. Public Transit Strategies–Increase public transportation in SouthShore. Consider, and when appropriate encourage, a light rail system, exclusive transit lanes, and water borne transportation as well other alternative modes, to serve major employment destinations.
   a. Evaluate bus ridership demand within parts of SouthShore that can be efficiently and effectively served by transit, as development occurs and population increases. This includes the potential need for evening or late shift transit service.
   b. Evaluate the effectiveness of a potential light rail ridership serving SouthShore.
   c. Study the potential of water borne craft connections between SouthShore and neighboring places of interest such as St. Petersburg, Tampa, and Sarasota.

5. Pedestrian Pathways Strategies –Effectively link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment in SouthShore.
   b. Participate in and monitor updates to the Hillsborough County Master Sidewalk Plan to establish an interconnected system of sidewalks throughout the area.
   c. Implement the Hillsborough County Greenways Master Plan within SouthShore.
   d. Ensure the implementation of the adopted Scenic Corridor Map and associated regulations.

   a. The County shall coordinate all emergency management activities including evacuation orders with all local, state and regional response agencies and with adjacent local governments to effect a safe and efficient evacuation and return of County residents.
   b. Continue to notify households of the need to evacuate at various threat levels.

Include through the development review process, the review of new development on evacuation clearance times and the number of persons requiring public shelter. This requirement shall apply to those developments located in the vulnerability zone and those located along or impacting evacuation routes.
Ruskin

Goal 8: Transportation – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit.

Strategies:

• Support and implement the SouthShore Corridor Plan
• Ensure that roadways are designed to preserve the community character of Ruskin.
• Preserve and enhance the traditional “grid” pattern of roadways.
• Support implementation of the “Scenic Corridor” designation and design considerations for 19th Avenue N.E., S.R. 674 and roadways in the SouthShore Corridor Plan with the “Scenic Corridor” designation.
• 19th Avenue N.E. from U.S. 41 to U.S. 301 should not be designated as a truck route.
• Retain Shell Point Road as a 2-lane roadway, allowing only intersection and site-related improvements.
• Complete sidewalks along Shell Point Road West.
• Support mass transit opportunities.
• Expand and enhance opportunities for biking and walking.
Riverview

Goal 4 Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.

- Protect the capacity of low-volume neighborhood and uncongested roads.
- Explore opportunities for constructing a bridge across the Alafia as an alternative north-south transportation route.
- Prioritize and improve major connector roadways and intersections to improve safety and efficiency concurrently as the community grows.
- Provide sidewalks, pedestrian crossings, bike lanes, and connections to the Hillsborough County Greenway and Trail Master Plan, and extend crossing signal times and use traffic calming techniques along major thoroughfares.
- Expand mass transit, such as more bus stops and routes and park and ride facilities.
- Diligently enforce traffic speed laws.
- Provide safe and efficient emergency evacuation routes.
- Continue to implement the Livable Roadways strategies and "Guidelines for Landscaping Hillsborough County Roadways" (or updated replacement documents) for enhancing the appearance of major roadways (such as Boyette Road, US 301, Riverview Drive and Balm-Riverview Road).
- Encourage increased participation in Keep Hillsborough County Beautiful Program (KHCB).
- Implement access management standards such as frontage roads, joint access points, rear lot access points, and managed turning movements.
- Discourage speeding and cut-through traffic by designing roadways with traffic calming measures and using appropriate design speeds to prevent implementation of reactive traffic calming techniques (i.e. speed humps) after construction).
- Coordinate with the Florida Department of Transportation and the County to ensure adequate notice, education and awareness of hazardous material truck and disposal routes and activities.
- Prepare and adopt a US Highway 301 Corridor Plan Overlay that also designates mixed-use town centers.
- Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.
- Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.
- Remove roadside vendors at busy intersections (Hwy. 301/Big Bend Road, Boyette Road and Balm Riverview Road).
Apollo Beach

4. Improve Transportation
   • Improve drainage, landscape, and sidewalks and provide bicycle lanes on Miller Mac Road.
   • Support and implement the SouthShore Corridor Plan.
   • Support an Interstate 75 interchange at or near the Apollo Beach Boulevard extension.
   • Require connectivity within new developments and require new developments to connect to one another.
   • Provide a traffic signal at Miller Mac Road and U.S. Highway 41, conduct warrant studies at Central Avenue/Apollo Beach Boulevard and Fairway Drive/Apollo Beach Boulevard, and require new developments to provide traffic signals where necessary (warrant studies will be required).
   • Improve stormwater drainage on roads throughout the plan area.
   • Support multi-modal mass transit opportunities that include buses, light rail, and water shuttles.
   • Require future development between the CSX rail line and U.S. Highway 41 to reserve areas for commuter rail access.
   • Improve and employ traffic calming measures where necessary.
   • Identify and provide additional hurricane evacuation routes.

5. Establish/Improve Sidewalk, Bicycle Lane and Trail Connectivity
   • Connect existing and future publicly owned land to form a greenway system.
   • Provide pedestrian and bicycle facilities that connect recreational, community and cultural uses.
   • Investigate the potential for providing a golf cart path on Apollo Beach Boulevard from Golf and Sea Boulevard to U.S. Highway 41.
   • Continue to implement the goals and objectives of the Greenways Master Plan.
   • Annually review the Hillsborough County Master Sidewalk Plan to ensure an interconnected system of sidewalks.
Gibsonone

Walkability Strategy

- Ensure incorporation of sidewalks in new housing projects, with connections to adjacent greenways by collaborating with County staff, developers and homebuilders.
- Provide sidewalks along Symmes Road and along all roadways fronting new developments.
- Provide sidewalks before other site construction begins, not at the end of new development projects.

Transportation Strategy

- Identify unsafe intersections and collaborate with State and County transportation agencies in resolving dangerous locations as part of capital improvement plans. Include I-75 interchange with Gibsonton Drive; and traffic lights at U.S. 41 at Symmes Road and U.S. 41 at Nundy Avenue, and street lights on U.S. 41 from Ohio St to Symmes Rd.
- The future Rhodine Road extension will respect all land uses (nature preserve, residential, agriculture, etc.) in existence to prevent future use adversely impacting uses in place now.
- Work with County and FDOT to improve southbound I-75 exit (#250) to Gibsonton Drive with additional lanes, and add traffic signal for northbound I-75 (exit #250) at Gibsonton Drive.
- Work with the County, HARTline and the private sector to ensure people can commute to and from the area with affordable public transit.

This Community Plan was prepared by the citizens of Gibsonton in an era of constrained government funding. Today, it takes far more than government to improve a community. Improvements start with the residents themselves, requiring local organization and leadership in defining needs, priorities and actions. Our Gibsonton Community Plan is our first and major step in this process.

We are just one of many unincorporated areas competing for County attention and resources. Our people cannot accomplish everything themselves. We must rely on assistance and support not only from the County, but also from the private and non-profit sectors in achieving our goals.

The following projects are listed in order of broad community priority and shall be funded either through developer projects, through partnerships with the Community-Based Organization and developers or the following priorities may be utilized by Hillsborough
County as a guide in identifying capital improvement projects for the Five-year schedule of projects as desired by the Board of County Commissioners.

1. Relocate and centralize community services at a revitalized Gardenville Recreation Center, including a gymnasium.
2. Identify unsafe road intersections and add to the Capital Improvement Plan.
4. Plan and carry out conservation projects on Tampa Bay, Bullfrog Creek and the Alafia River.
5. Extend sewer and water services along Gibsonton Drive, Symmes Road and Nundy Avenue.
6. Store and exhibit documents and artifacts about Gibsonton’s history in the new library or at the Showman’s Museum.
7. Develop an access road to the Schultz Property on Tampa Bay.
8. Develop canoe and kayak launching facilities and a pedestrian bridge at Bullfrog Creek.
9. Provide north, south and east gateways (tie).
9. Provide a landscaped median along Gibsonton Drive (tie).
9. Provide a landscaped median along U. S. 41 (tie).
9. Provide a north-south greenway along the TECO right-of-way (tie).
9. Develop civic space at intersection of Gibsonton Elementary School, Gibsonton Drive and above north-south greenway (tie).
ECONOMIC DEVELOPMENT

Ruskin Community Plan

Goal 1: Downtown Ruskin – Revitalize Ruskin’s business center along US 41, enhance the appearance of the district, and promote business growth that is compatible with our small town community.

Strategies:

- Establish a mixed-use, walkable and pedestrian friendly Town Center.
- Develop and implement the Master Plan for the Ruskin Town Center.
- Develop common design and landscape standards for commercial development along US 41 outside the Town Center.
- Upgrade the current sewer system to facilitate redevelopment of the business center and Town Center.
- Ensure that improvements to US 41 are compatible with the revitalization of Ruskin’s historic business center. Seek alternatives to expansion of US 41.
  - Limit US 41 to two through lanes in each direction.
  - Develop 2nd and 3rd Streets as a local alternative to US 41 with direct connection to US 41.
- Encourage commercial development and redevelopment within downtown Ruskin and the Town Center and direct commercial development away from Shell Point Road West and 19th Avenue N.W.
- Encourage locally owned businesses to locate within Ruskin’s historic business corridor and Town Center.
- Establish gateways, located to provide a sense of arrival.


Strategies:

- Ensure that there are appropriate land areas zoned for office and light industrial development.
- Support eco-tourism featuring Ruskin’s natural resources, such as the Little Manatee River, Tampa Bay, the Ruskin Inlet, Marsh Creek, wildlife and wildlife habitat, parks, nature preserves and greenways and blueways trails, within and around our community.
- Promote commercial development at a scale and design that reflects the character of the community. Ensure that future commercial development avoids “strip” development patterns.
- Recognize Bahia Beach as a resort area that contributes to the economy of Ruskin.
Goal 7: College Avenue – Ensure that development along College Avenue enhances the appearance of Ruskin, avoids strip commercial patterns, and is compatible with the revitalization of downtown Ruskin.

Strategies:

- Implement the College Avenue Retail Development Guidelines.
- Locate new uses along College Avenue in the following manner:
  - Commercial, office and residential uses from the intersection of 21st Street and College Avenue to the eastern boundary of the Community Plan area.
  - Office and professional services, and residential uses between 12th Street and 21st Street.
  - Residential uses, including higher density housing will be encouraged between 12th Street and 3rd Street. Commercial and office uses should not be permitted.
- Establish a gateway to provide a sense of arrival.
Riverview Community Plan

Goal 1  Achieve better design and densities that are compatible with Riverview's vision.

- Develop Riverview district-specific design guidelines and standards.

  The standards shall build on recognizable themes and design elements that are reflective of historic landmarks, architecture and heritage of Riverview. The mixed-use, residential, non-residential and roadway design standards shall include elements such as those listed.

  Mixed Use-Commercial-Residential

  - Incorporate traditional neighborhood development (TND) and Crime Prevention through Environmental Design (CPTED) techniques and principles in design standards.

  - Develop visually pleasing sign standards that prohibit pole signs and require monument signs. It also is the desire of the community to limit or keep out any additional billboard signs.

  - Avoid "strip" development patterns for commercial uses.

  - Enhance the ability to walk or bike between adjoining commercial areas.

  - Promote aesthetically pleasing subdivision entrances, formal and manicured landscapes and other amenities such as street furniture, public art, and creative paving techniques.

  - Promote diversity in housing type and style to counter generic subdivision look.

  - Provide appropriate and compatible buffers and transitions to existing, adjacent land uses particularly with agricultural operations and the lands acquired for preservation and/or open space.

  - Require natural and attractive stormwater retention facilities, such as standards for gently sloping grass sides/banks and prohibiting hard (i.e. concrete, asphalt) surfaces and aeration techniques: screen and buffer ponds with natural vegetation or berms or at a minimum vinyl fencing with vines, prohibit plain exposed chain link fencing. Encourage master stormwater facilities.

Transportation

- Develop distinctive roadway design and landscape standards for new developments and redevelopment projects that complement the community’s uniqueness as well as encourage buffers to parking areas, water retention areas and sidewalks. Techniques may include landscaping, berming and median enhancements.
Use standards for new and redeveloped projects that incorporate transit-friendly street design along bus routes (bus stops, bus bulges, bus lanes, etc.). such as those found in the Traditional Neighborhood Development (TND) Infill code.

Miscellaneous

- Develop key design elements and landscape designs for local parks that would promote a unique sense of place and establish community landmarks.
- Improve drainage standards to enhance aesthetics and ensure adequate drainage prior to onsite development.

- In appropriate areas, as described in the District Map, identify and reduce residential densities in the Future Land Use Element.
- Consult with developers regarding residential site design and the creation of neighborhood character.
- Improve enforcement of all county land development codes.

Goal 2 Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts". (see Figure 10)

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. **Hwy 301 Corridor** – Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.

2. **Downtown** – Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.

3. **Riverfront** – Recognize the historical, environmental, scenic, and recreational value of the Alafia River.

4. **Mixed Use** – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.

5. **Residential** – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.

6. **Industrial** – Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.

7. **Open Space** – Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.
Goal 5  Improve and expand public facilities, services, and park systems, including the existing Civic Center.

- Coordinate local efforts with state and other agencies to centrally locate and provide desired community health care programs.
- Create a youth center, increase and diversify community-sponsored youth programs, including local sport and cultural activities and educational/vocational opportunities.
- Provide opportunities for library/media resources (i.e., bookmobile, satellite branches, co-op with schools, and partnership with local businesses).
- It is the desire of the community to have a regional park, sports complex and community pool within the Riverview community.
- Increase and expand neighborhood and community park facilities to provide for highly accessible (within a 5-10 minute walking distance) and safe community park system.
- Collaborate with local groups and clubs to develop special purpose parks and amenities that appeal to different cultural interests and age groups, e.g. Scout camp, youth-oriented or skateboard park.

Goal 6  Prioritize the significance of improved quality, enjoyment, and protection of the Alafia River and other natural resources such as open space.

- Promote environmental education and awareness programs to promote water conservation, Florida Friendly landscaping techniques, and to protect water quality and environmental resources.
- Reduce to the extent possible Future Land Use Map densities and intensities along the Alafia River to maintain, preserve, and protect the environmental quality and wildlife habitat of the Alafia River and surrounding watershed.
- Protect the water quality and wildlife habitat associated with the Alafia watershed.
- Support environmental agencies such as the Southwest Florida Water Management District and the Department of Environmental Protection in protecting and restoring shoreline integrity and river ecosystems.
- Expand and expedite acquisition for fee or less than fee of environmental lands, open space and environmental restoration projects through the Greenways/Trails Master Plan, ELAPP, etc.
- Implement a plan for voluntary stewardship with willing landowners, through acquisition/easement tools and cost sharing.
- Support and enforce protection and restoration of natural shoreline integrity and river watershed.
Goal 7   Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.

- Provide incentives for the redevelopment of commercial structures to enhance building facades, signage, landscaping, general buffering and access management.
- Promote the benefits of high accessibility to urban areas via major highway system.
- Support local efforts to draw tourism and promote community events and festivals.
- Encourage well-designed, family-oriented businesses and recreational opportunities particularly in the Downtown District including movie theaters, bowling alleys, arcades, and miniature golf centers.
- Upgrade existing infrastructure to state-of-the-art, technologically advanced infrastructure.

Goal 9   Attract, locate and support appropriate industry and employment with state-of-the-art infrastructure.

- Provide state-of-the-art infrastructure for existing and prospective industry.
- Make locating appropriate industry in Riverview as free of obstacles as possible by utilizing a team approach to site selection and permitting.
- Orient marketing to clean, locally based industries that provide well-paying employment opportunities.
- Provide incentives to attract employment centers.
- Recognize accomplishments and assets that local industry brings to the community.
- Continue to protect environmental resources and maintain quality standards through comprehensive monitoring education and regulation.

Goal 13   Support and promote agriculture.

- Encourage the establishment and continued operation of local feed stores, farmer's markets, farm supply stores and other related business in the area.
- Convey public awareness of the importance of agriculture in the economy and to the heritage of Riverview.
- Balance agriculture's need for protection from incompatible uses while acknowledging the market conditions affecting its continued viability.
- Ensure that new non-agricultural uses provide adequate buffers on their property adjacent to existing agricultural uses.
6. **Improve and Expand Public Use Facilities**
   - Establish a regional sports center and community fitness complex.
   - Identify opportunities for co-location of recreational, school and community and cultural uses.
   - Provide public waterfront improvements, public boat ramps, and a community beach with walkways, restrooms and other amenities.
   - Establish a community dog park.
   - Require school sites to be reserved concurrent with rezoning of property.
   - Require applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites.
   - Explore opportunities to provide library locations and access to library resources.
   - Establish a full-service post office within a Town Center.

7. **Support Economic Development**
   - Preserve areas with a future land use designation of Light Industrial near Big Bend Road and U.S. Highway 41.
   - Collaborate with public and private entities to ensure professional and well-paying employment is available in the area.
   - Balance agricultural and agricultural-related uses’ need for protection from incompatible uses while acknowledging the market conditions affecting their continued viability.
1. **NEIGHBORHOODS**

**Goal 2:** Gibsonton will improve and enhance its neighborhoods by:
- Revitalizing older residential areas;
- Revitalizing outdated mobile home parks; and
- Incorporating new single-family and rental units offering a range of housing choices.

**Strategies:**

**Code Enforcement Strategy**
- Citizen-Based Organization to establish desired results for a Code Enforcement Plan, taking into account such factors as low income workers who cannot afford rent increases, roadside littering/dumping, outdated mobile home park revitalization and other local factors.
- Citizen-Based Organization to collaborate with County to carry out the Gibsonton-specific code enforcement approach, including working with County and franchise contractors to provide monthly pickup of furniture, appliances, etc.

**Workforce Housing and Revitalization Strategy**
- Work with the County, churches and other housing organizations to inventory substandard housing.
- Examine workforce income levels and set targets (e.g. % of annual income) for housing costs and the number of units required. Liaise with County Housing and Community Code Enforcement.
- Team with partners to develop both required and incentive-based actions to achieve workforce housing targets. Maximize the use of County’s State Housing Initiatives Program (SHIP), Community Housing Development Organization (CHDO), and First Time Home Buyers programs.
- Assist low income property owners with code related repairs via community grants, etc.

**Goal 3:** The availability of public water and wastewater services to reduce reliance on septic tank and well systems, utilizing the excess capacity built into current and future development pipelines will be expanded by:

**Strategies:**

**Sewer and Water Extension Strategy**
• Extend sewer and water lines along Gibsonton Drive, Symmes Road and Nundy Avenue to reduce reliance on septic tank and well systems, through new development activity and/or as a County public works project.

Stormwater Management Strategy
• Carry out the County’s Stormwater Management Plan related to Gibsonton that reduces flooding and mitigates water quality impacts on Bullfrog Creek and the Alafia River.
• Ensure that the Stormwater Management Plan prohibits new developments from causing adverse impacts on neighboring properties.

2. ECONOMY

Goal 4a: Gibsonton will enjoy appropriately-scaled commercial development by:
• Working with developers and the County to amplify the positive aspects of a large retail center at Gibsonton Drive and East Bay Road; and
• Enhancing the opportunities for small professional, businesses and specialty neighborhood retail along Gibsonton Drive and U.S. 41.

Goal 4b: Gibsonton and the County will take steps to ensure that sustainable agriculture and residential show business-zoned areas are protected from incompatible adjacent development, and to allow conversion to other land uses only when the land owner wishes to cease farm, ranch or RSB operations.

Strategies:

Riverfront Revitalization and Mixed Use Area Strategies
• Designate appropriate properties along the Alafia River as Riverfront Revitalization and Mixed Use areas, to attract waterfront-related uses and to incorporate new or revitalized housing and parks.
• Eliminate No Impact Fee Zones in Gibsonton.

Signature Corridor Strategy
• Designate Gibsonton Drive as a “signature corridor” to encourage small scale business development and beautification.
• Prepare and carry-out a redevelopment plan for residential properties having frontage along Gibsonton Drive to allow small business, professional office and specialty neighborhood retail uses. Develop a special zoning district and/or specific criteria that support rather than obstruct small businesses and offices along Gibsonton Drive. Incorporate a minimum standard of landscaping consistent with
Gibson Drive’s “signature corridor” status for office and special retail-oriented development.

**Agriculture and Residential Show Business Protection Strategy**
- Avoid the placement of incompatible land uses adjacent to agricultural operations.
- Where avoidance or buffering is not possible, ensure that the residents or operators of such adjacent uses are advised in advance of the existence of and type of agricultural and residential show business operations and the potential for conditions or nuisances that may not be resolved in maintaining agriculture or residential show business as the priority land use.
Wimuama Village Plan

1. **Wimuama Village Residential-2 (WVR-2)** – Establish the Wimuama Village Residential-2 (WVR-2) Future Land Use Category in areas previously classified as Residential Planned-2 (RP-2) inside the boundaries of the Wimuama Village Plan
   - **Residential Gross Density**
     Up to 2 dwelling units per gross acre provided that the development is clustered at a minimum of 3.5 dwelling units per net acre on at least 10 acres. Otherwise the gross residential density may not exceed 1 dwelling unit per 5 acres. Clustering is required to obtain the maximum gross density of 2 dwelling units per acre.
   - **Typical Uses**
     Agriculture, residential uses, multi-purpose and clustered projects. To satisfy locational criteria requirements for non-residential uses, the required non-residential square footage shall be contained, to the greatest extent possible, in the Wimuama Village Downtown, the Light-Industrial/Office area & the West End Commercial Area.
   - **Open Space**
     Open space (including parks, forestry, outdoor recreation, ELAPP, public uses, ponds, wetlands, corridors and agricultural open space) shall constitute an important component of the Village Residential. To avoid environmental isolation and fragmentation, the plan seeks contiguity and connection to other open space or conservation areas.
   - **Employment Areas**
     To satisfy the employment requirements of the plan, to the greatest extent possible, the proposed commercial square footage shall be contained in the Wimuama Village Downtown. Other employment square-footage requirements shall be contained in the Light Industrial/Office District & the West End Commercial Area.
   - **Shopping Areas**
     To the greatest extent possible, the required commercial square footage shall be contained in the Wimuama Village Downtown.
   - **Specific Intent of Category**
     In order to avoid a pattern of single dimensional development that could contribute to urban sprawl, it is the intent of this category to designate areas inside the boundaries of the Wimuama Village Plan, formerly in the RP-2 category, that are suited for agricultural development in the immediate horizon of the Plan, but may be suitable for the expansion of the Village as described in this Plan.
   - **Utilities**
     The development shall be on a central public water and sewer system.
   - **Approvals**
     All approvals shall be through a planned unit development of at least 10-acres, requiring at a minimum, integrated site plans controlled through performance standards to achieve developments that are compatible with surrounding land use patterns.
   - **Transfer of Development Rights**
     Allow for the transfer of up to 2 dwelling units per gross acre densities between 2 separately owned or commonly held properties, whether or not they are contiguous to
each other. The designated sending area shall be inside the limits of the Wimauma Village Residential-2 category. The designated receiving areas shall be inside the Wimauma Village Residential-2 category or inside the Urban Service Area portion of the Wimauma Village Plan. No property shall be left with less development rights than there are existing dwellings on said properties, or less than 1 dwelling unit development for any parcel which would otherwise be eligible for a dwelling unit.

3. **Wimauma Village Downtown Plan** – Revitalize the Wimauma Village Downtown by developing a downtown master plan to enhance the appearance of the district, and promote business growth. The Working Committee defined the boundaries of the Wimauma Village Downtown Plan on February 20, 2006 as: Center Street to the north; Hillsborough Street to the south; Kenilworth Avenue on the west and the CSX Rail Road corridor on the east. *To ensure that standards for both block faces of each street are identical, the actual boundaries conform to property lines and or service alleys.* The Wimauma Village Downtown Plan shall include:

- Planting trees, providing bike paths & pedestrian friendly development
- Creating an overlay district or special zoning district to implement the plan
- Maintaining the existing grid system
- Connecting development to the proposed Greenway system
- Encouraging alternative development patterns to the north of SR-674 to promote greater pedestrian interaction and reduce truck conflicts
- Encouraging the implementation of traffic calming and Florida-friendly landscape features in the Wimauma Village Downtown
- Maintaining the historic character
- An architectural theme for downtown
- Encouraging developments along SR-674 to adhere to “Design Guidelines” that include reduced building setbacks, courtyards, pedestrian friendly sidewalks, parking to the rear, accommodating parking spaces for larger than standard vehicles, etc
- Establishing a “Lighting District” with specific fixture styles
- Sidewalks

4. **Economic Development** – Provide opportunities for business growth and jobs in the Wimauma community

- Expand the commercial core north and south of SR-674 within the Urban Service Area - (Refer to the Wimauma Village Downtown borders defined by the Working Committee on February 20, 2006)
- Create a Light Industrial and Office district along SR-674, east of the CSX Rail Road corridor to the intersection of Balm-Wimauma Road
Greater Sun City Center

COMMERCIAL DEVELOPMENT

GOALS

1. BUILDING STANDARDS
   Enforce appropriate Hillsborough County Land Development Code standards, including height restrictions. Encourage individual storefronts that are developed and maintained to a high standard.

2. A TOWN CENTER
   Create a town center focusing at Sun City Center Plaza that will provide an inviting venue for shopping, with a large bookstore and a wide variety of dining options, and serve as a pleasant gathering place for entertainment and social activities. Make it golf cart and pedestrian friendly.

3. EMPLOYMENT OPPORTUNITIES
   Attract the types of businesses that will benefit the community and provide employment opportunities for all age groups, including seniors. Encourage establishment of satellite government offices including job search agencies that are bus and golf cart accessible.

4. PROHIBITIVE COMMERCIAL
   Discourage uses within the commercial areas that are not considered appropriate to our communities such as:
   
   a. Single Family Detached Housing Type
   b. Duplex Housing Type
   c. Radio and Television Transmitting Facilities
   d. Lawn Care/Landscaping
   e. Outdoor Storage
   f. Motor Vehicle Repairs (Major with exception of Golf Cart Repair)
   g. Motor Vehicle Sales (with exception of Golf Cart Sales)
   h. Recreational Vehicle Sales and Rentals
   i. Private Pleasure Craft Sales and Rentals
   j. Rental leasing, Light Equipment and Farm Equipment
   k. Labor Pools--All Types
   l. Mini-Warehouses
   m. Tattoo Parlors/Shops
   n. Pawnshop
   o. Outdoor Advertising (Billboards)
   p. Sexually-Oriented Businesses

LAND USE
GOALS

1. **MEDIANS**
Retain attractive medians and rights-of-way throughout Greater Sun City Center. Create a Special Taxing District or other appropriate means for continued maintenance of medians.

2. **CONTROLLED DENSITY**
Discourage amendments to the Comprehensive Plan that would allow increases to densities and intensities as currently exist in the Greater Sun City Center Area.

3. **WATER CONSERVATION**
The community will partner with Hillsborough County to continue to promote responsible use and conservation of water resources including expanded use of recycled water for irrigation.

4. **CODES & COVENANTS**
Encourage active enforcement of codes and covenants including sign control to maintain an attractive community. Authorize a local group to work with code enforcement authorities.

5. **GREEN SPACES**
Expand and encourage preservation of property through the Hillsborough County Environmental Lands Acquisition Protection and Preservation (ELAPP) acreage in the area.

6. **WILDLIFE PRESERVATION**
Establish a bird sanctuary and revise the Audubon Society’s Window in the Woods feeding and viewing station. Utilize wildlife preservation provisions to preserve golf course open spaces through existing conservation programs.

7. **TELECOMUNICATIONS**
Encourage tower locations that are attractive and unobtrusive as possible.

8. **NOISE POLLUTION**
Coordinate the provision of sound barriers with the Florida Department of Transportation and the County Roads Department along major traffic areas to minimize traffic noise intrusion into bordering residential and commercial areas.
Little Manatee South Community Plan

Goal 4  Infrastructure and Services
The Community recognizes the importance of opportunities to enhance infrastructure and
government services which improve the quality of life within the Little Manatee South
Community. These opportunities underpin the local economy when provided in a consistent,
orderly and cost effective manner. It is important that appropriately scaled infrastructure and
services are provided in-line with development.

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

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

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

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

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

Urban Service Area Designation
The Urban Service Area designates the location of urban level development in the County to
provide an efficient use of land and public and private investment. Any proposals identified in
this Community Plan not consistent with the adopted Future of Hillsborough 2025
Comprehensive Plan are viewed as being “long term” in nature, beyond the existing planning
horizon of 2025 (possibly to 2050) and are not considered appropriate for near term development. Any amendment to the Comprehensive Plan to allow for “long term” development is subject to growth thresholds and requires a change in the Urban Service Boundary (see Criteria to Expand the USA, Policy 2.2, Future Land Use Element). Changes to the existing land use categories are also required and must be evaluated for compliance with the goals, objectives and policies of the Future Land Use Element (see Policy 8.2, Future Land Use Element).

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

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

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

**Goal 5 Economic Development**

The Little Manatee South Community desires to improve opportunities for private sector investment while respecting and building upon the existing character found within the Little Manatee South Community through, such means as, education, better transportation facilities, sustainable development and the opportunity for the creation of new businesses at appropriate times.

*Strategies*

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

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

Goal 6  Long Term Development Options
The Community desires to ensure that new development protects the community’s environmental assets, maintains community character, and is compatible with existing neighborhoods while providing opportunities to enhance infrastructure and government services, which would improve quality of life within the Little Manatee South Community. In order to preserve the desirable elements of and ensure that a cohesive, attractive and economically viable community results, the Little Manatee South Community Plan includes an extensive treatment of the long term future of the area, in addition to the traditional 10 year community plan and time horizon of the County’s adopted Comprehensive Plan.

Strategies

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

• New development east of I-75 should reflect the preferable patterns of development of approximately 1 du/2.5 acres average. However, the underlying allowable density shall be 1 unit per acre. Clustering may be utilized to lessen the impact of the 1 unit per acre density and provide for open space between developments. Development rights not used in support
of the preferred development patterns shall be used as provided for under the Transfer of Development Rights section of this community plan.

− Commercial development should meet adopted locational criteria standards and be designed in a manner reflective of the Community’s desired character.

• New development along the corridor immediately West of I-75 should reflect the preferable development patterns of approximately 1 du/acre average. Future land density would increase, as development takes place moving towards the U.S. Highway 41 corridor, to include at a minimum those properties immediately adjacent to I-75. Development rights not used in support of the preferred development patterns shall be used as provided for under the Transfer of Development Rights section of this community plan.

− Provide appropriate density transitions from larger lot development.

− New non-residential development, such as, limited-light industrial, office and commercial development are encouraged to locate within identified areas of this Plan.

• The clustering of residential units should be incentivized in order to maximize overall open space and allow additional areas for the enhancement of wildlife and/or agriculture.

• Provide incentives such as bonus densities or intensities in the Land Development Code through a table of performance standards for increased setbacks, open space and environmental enhancements for Cockroach Bay, Little Manatee River, creeks, wetlands, bayous, ELAPP and SWIM lands and any other conservation/preservation lands (e.g. establishment of wildlife corridors, enhancement of environmental areas through removal of nuisance species and planting of native species, establishment of water quality monitoring programs, etc.).

• Any new development shall be respectful of existing natural preservation areas, creeks, bayous, wildlife corridors, scenic vistas and/or public spaces.

• Support the creation of employment opportunities, at appropriate locations as provided for in this community plan.

• Encourage the location of a commuter rail station within the community planning area with transit oriented, pedestrian-friendly developments within 1/2 mile radius of the transit station location.

Strategies

Design Criteria

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

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

• Clustering regulation concepts including:
- Lots with minimum footprint, adjacent to natural or environmental areas, maximizing open space and common areas which back up on natural or open areas,
- Provision for preserved open space, trails, pedestrian connections, dedication of civic sites (provisions that go beyond minimum requirements for open space should be accomplished through incentives),
- Interconnected appropriate roadway design,
- Buffer and screen along roadways around development to retain community character and preserve a sense of space and privacy.

- Encourage low impact through:
  - Implementation of green design standards to minimize the percentage of impervious cover,
  - Integrated natural stormwater runoff management techniques,
  - Water conservation, reclamation and reuse,
  - Native plantings and landscaping treatments,
  - Centralized sewer and water treatment delivery and disposal (once growth thresholds are met).

- Sustainable economic, environmental and social development concepts and practices:
  - Retention of the maximum amount of native vegetation,
  - Shallow vegetated swales in all areas, including parking,
  - Appropriate Florida-friendly plant selections,
  - Stormwater reuse,
  - Small, recessed garden areas throughout landscaped areas,
  - Disconnected imperious surface areas,
  - Porous pavement and other pervious pavement technologies where feasible,
  - Stabilized natural areas for overflow parking,
  - Design requirement should encourage orientation of development that recognizes and incorporates environmental features into all design (where development abuts and backup to).
  - Include Design Criteria applied to Residential Development already provided in this Plan.

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

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

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

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

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

US Highway 41

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

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

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

**Design Criteria of US Highway 41 Study Area**

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

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

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

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

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

Mixed Use (residential, and limited commercial and retail within ½ mile of Transit station):
• Mixed uses are required to be of more than one use and to provide a percentage of mixes (to be provided for in the Land Development Code):
Residential is a required use in the mixed use and activity center(s)

- Mixed use and corporate office developments are permissible only through a overlay district application

- Any retail uses within the mixed use area should be restricted to a mixed use structure (retail/office). Limited warehouse and/or industrial uses may be considered with compatible design and use.

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

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

**Corporate Park**
Design recommendations for Corporate Park areas:

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

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

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

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

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

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

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

**Goal 1:** The Balm community seeks to maintain and preserve the rural and agrarian characteristics, atmosphere, and quality of life established by long standing community residents, which include leisurely activities, strong neighborhood ties, faith based organizations, and rural low density land use designations.

The community supports …

- Rural scale residential development that contains an eclectic and diverse mix of housing styles and lot sizes, while discouraging suburban scale density, and conventional subdivision development outside of the areas where such development is permitted by the adopted Future Land Use Map.
- The protection of Balm’s natural assets including scrub lands, water bodies, wildlife, ELAPP sites, palmettos, pines, etc.
- If desired, property owners whose existing parcels do meet the minimum land use designation lot size to change their land use to match their lot size (e.g. a 10 acre parcel in AM 1/20 would be supported to change to AE 1/10).
- Maintaining the current Urban Service Area (USA) location in Balm until such time the USA expansion criteria established in the Future Land Use Element is demonstrated.
- No additional Residential Show Business (RSB) uses located in the Balm Community Plan boundary.

The County will…

- Continue to allow agricultural related open storage as established in the Land Development Code (LDC).
- Continue restrictions on non-agricultural related open storage in agricultural and residential zoning which includes, but is not limited to, furnishings, broken vehicles, boats and RV’s, excess debris, scrap metal, etc. established in the LDC.
- Continue to apply the Residential Show Business (RSB) uses locational criteria as established in the LDC until the LDC is amended. (See next strategy.)
- Amend the Comprehensive Plan and Land Development Code to outline the areas where Residential Show Business uses can be located, such that no additional RSB uses are located in the Balm Community Plan boundary.
- Continue to maintain rural Future Land Use Map designations that are compatible with the existing rural character and level of development in Balm. Specifically, maintaining the Comprehensive Plan definition of rural densities in the Rural Area as 1 unit per 5 acres or less. The County will not designate any further Residential Planned-2 (RP-2) land use categories unless due to split land uses on one parcel, consistent with Future Land Use Element policies.
Goal 2: Balm encourages Hillsborough County to make necessary improvements to, and provide continued maintenance of, new and existing infrastructure in order to keep Balm attractive, functional, and safe for visitors and local residents. Local citizens encourage the establishment of pathways such as multimodal paths, greenway corridors, and equestrian trails that allow for more convenient, accessible connections between residential, nonresidential and recreational areas and that conserve the natural environment.

Specifically Balm encourages...

• Provision of infrastructure improvements along major collectors and arterials such as Sweat Loop Road, which includes additional resurfacing and/or appropriately attending to maintenance needs such as potholes and ditches along roadways and designated bicycle lanes and/or widened roadway shoulders to facilitate long distance cycling as an economic and recreational activity and prevent roadside accidents between bicycle and vehicles.

• Designation of interconnected multi-modal trails that accommodate activities, including bicycling, jogging, sightseeing, etc. The design of any pathways and trails are to be rural in character and incorporate natural plant life and open space. Priority should be given to the creation of paths that connect Balm Civic Center/Park to surrounding neighborhoods and interconnections between adjacent developments as new development occurs, especially in the Village(s).

• Leveraging the use of surrounding neighborhood horse farms (e.g. Rhodine Road existing equestrian trail) as an economic and recreational resource by creating destinations/pathways that encourage equestrian ridership, and establish connectivity among neighborhoods.

Goal 3: Balm residents, business stakeholders, and land owners strongly support the viability and profitability of agricultural businesses in order to provide a strong, diversified economic base for the community.

Balm community members recommend...

• Introducing new, profitable businesses such as agricultural eco-tourism (e.g. bus tours of strawberry fields, fairs, horse shows, equestrian competitions, etc.) and implementing other eco-tourism strategies as defined in the Future Land Use Element.

• Expansion of traditional agricultural uses and the production of new, sustainable agriculture uses including but not limited to organic farming and alternative energy or bio fuel production. (Examples of existing businesses: Goodson Farms, Jaymar Farms, Davis Farms, etc.)
• Balancing agriculture’s need for protection from incompatible uses while acknowledging the market conditions affecting its continued viability.
• Addition of agricultural businesses and industries (i.e. feed and farm supply, farming equipment services, sales, and repair) at appropriate locations.
• Encouraging the ELAPP General Committee continues to add and use Agricultural Buffers (conservation easements) to preserve agricultural lands adjoining ELAPP preserves. In particular, Balm supports the acquisition of the Balm Boyette Scrub Agricultural Buffer (“West” 575 +/-acres and “South” 904 acres +/-buffers, shown on Concept Map).

Goal 6: The community seeks the creation of a pedestrian friendly Village(s) that includes a diverse mix of uses meeting their daily needs.

Community members recommend…
• Village(s) locations are those areas that meet locational criteria. Preferred locations are: at the intersection of Balm Road and Balm Wimauma Road (near the existing Post Office), and/or at the intersection of Balm Boyette Road, County Road (CR) 672 and Shelley Lane (near Balm Civic Center).
• Village(s) uses be limited to “commercial neighborhood” serving uses, such as, but not limited to: a country store, bed and breakfast inn, beauty parlor/barber shop, cafes/diners and community facilities including parks, schools, libraries, places of worship.
• Pedestrian links between Village(s) and adjacent uses. (e.g. trails, sidewalks, etc.)

The County will…
• Implement existing Future Land Use Element policies calling for countywide Rural Design Guidelines to foster the rural environment, reinforce its character, and distinguish it from the more urban environment.
SouthShore Areawide Systems Plan

Environmental Vision Statement

Looking forward into the future, our community is working to achieve harmony between positive development and nature. The environmental quality of our air, water and soil has improved. The Bay and the supporting water systems are clean and healthy, supporting growing wildlife and recreation. Our conservation and management of sensitive lands and species habitats is a regional model. An extensive, interlocking network of environmental resources extends throughout the SouthShore area.

1. Sustainability Strategies – Manage environmental resources and species habitats to maintain, protect and enhance the flora and fauna using an integrated, inclusive approach.
   a. Incorporate detailed refinement and expansion of the approved Hillsborough County Greenways Systems Plan map, during Community Plan development, including future natural and recreational corridors.
   b. Implement the goals and objectives of the Greenways Master Plan, within SouthShore, for new development and redevelopment.
   c. Implement guidelines for new development and redevelopment to identify environmental linkages, and integrate environmental resources (i.e. waterways and greenways) within prospective development plans.
   d. Improve local efforts to control and eradicate invasive non-native plant and animal species on public and private lands through: 1) better coordination among county, state and regional agencies; 2) prioritizing sites for removal efforts, and 3) increasing public education on invasive plants.
   e. Enhance participation and expand opportunities for use of the Hillsborough Beautiful and Solid Waste Recycling Program.
   f. Continue to identify, protect, acquire, and manage open space for the purpose of conservation, preservation and provision of open space corridors and park and recreational needs through programs such as the Environmental Lands Acquisition and Protection (ELAP) Program.
   g. Coordinate with the land acquisition programs of regional, state, and federal agencies such as ELAP Program, to encourage the connection of existing publicly owned parcels of land into a greenway system.
   h. Continue to work with the Florida Department of Environmental Protection (FDEP), Hillsborough County Environmental Protection Commission (EPC) and other government agencies to insure the atmospheric purity of the air and soil in SouthShore.
2. **Water Resources Strategies** – Properly manage water resources, water quality, water supply and water availability to sustain the community’s desired lifestyle in SouthShore.
   a. Evaluate and implement the, “Linking Land and Water Management in the Alafia River Watershed” and “Linking Land and Water Management in the Little Manatee River Watershed” reports as endorsed by the Board of County Commissioners.
   b. Investigate septic tank usage as a contributor to groundwater and surface water pollution and develop a program to resolve septic use that contributes to water quality degradation.
   c. Identify and implement a process whereby permits that are issued by other agencies and that affect the County’s participation under the National Flood Insurance Program are reviewed. Agencies that may be involved include the County Health Department for septic permits, the State Department of Transportation for roadwork and the Tampa Port Authority for dock, dredging, and rip rap permits.
   d. Promote the use of and encourage adherence to the principles of the Florida Friendly Landscapes and the Florida Yards and Neighborhood programs to ensure excessive water usage is not designed into landscape plans.
   e. Continue to work with Tampa Bay Water (TBW), Department of Environmental Protection (DEP), Environmental Protection Commission (EPC), National Pollutant Discharge Elimination System (NPDES), Tampa Bay Estuary Program (TBEP) and Southwest Florida Water Management District (SWFWMD) and other government agencies to ensure the existence of an adequate potable water supply and to protect watersheds by maintaining water quality standards through comprehensive monitoring education and regulation in SouthShore.
   f. Continue to work with Tampa Bay Water, DEP, EPC, and SWFWMD and other government agencies to regulate and prohibit development that would significantly harm water quality or significantly alter volume or flow in the bay, rivers and natural systems of SouthShore.

3. **Shoreline Accessibility Strategies** - Maintain and/or obtain public accessibility through emerging development along our shorelines. Such accessibility shall be designed in a manner that protects the integrity of the natural system.
   a. Inventory existing public access points and determine if access, both parking and physical, is sufficient to meet demand.
   b. Utilize and enhance, where feasible, existing public access rights-of-ways and easements in shoreline areas. Improve citizen awareness of public access to shoreline access.
c. Encourage regional cooperation with adjacent jurisdictions and the State to provide new public shoreline access and enhance existing public access in order to ease overuse of existing facilities.

4. Phosphate Mining Strategies – The mining of phosphate in SouthShore generates significant economic benefits. However, the unregulated mining activity of the past was responsible for degradation of environmental systems. Guidance in the planning, management and regulation of phosphate mining and land excavation is necessary to preserve and protect natural systems and emerging development in SouthShore.
   a. Continue to support the multi-agency regulation of phosphate industry mining activities.
   b. Encourage a collaborative community planning effort among public and private sectors to initiate a long-term reclamation/redevelopment plan for the phosphate mining and land excavation property in South East Hillsborough County.
Ruskin

Goal 3. Environment – Protect and enhance Ruskin’s natural environment and ensure that it remains an integral part of the community.

Strategies:

- Density calculations will be based on upland areas and no density credits will be assigned to wetland areas for new development within the Ruskin Community Plan area.
- Support the restoration of Marsh Creek and identify possible public uses.
  - Support surveying Marsh Creek to determine the extent of County-owned property.
  - Support replacing the US 41 and 2nd Street culverts to improve water flow and to provide pedestrian access to Marsh Creek.
- Implement the Hillsborough County Greenways Master Plan within the Ruskin Community.
- Support continued acquisition and restoration of environmentally valuable, or sensitive, lands by the County’s Environmental Lands Acquisition and Protection Program, the Southwest Florida Water Management District and Florida Communities Trust, and encourage connection of existing publicly owned lands to form a greenway system.
- Support regulations to enhance protection of the Little Manatee River.
- Enhance and expand passive and low-impact access to the Ruskin waterfront, including the Little Manatee and Marsh Creek shorelines.
- Minimize the impact of recreation facilities on the Little Manatee River by encouraging passive uses, such as hiking, nature study, fishing and canoeing.
- Native landscaping and trees should be used in new development. Maximize the retention of native plant species when new development occurs.
- Require new development to remove invasive non-native plants.
- Protect and improve water quality in the Little Manatee River, its creeks and inlets.
- Support environmental education for homeowners, boaters and children.
- Create “Low Impact Development” (LID) principles to guide new growth, and protect the Little Manatee River, Marsh Creek, Tampa Bay and wetland areas.

Goal 9: Parks and open space - Provide adequate and quality recreational opportunities.

Strategies:

- Parks should be located within neighborhoods, preferably co-located with schools.
- Retain corridors for the Greenway and trail loop outlined on the Master Plan map.
- Provide for a park facility within Ruskin for league and organized sports.
- Ensure that E.G. Simmons Park continues to improve and remains a quality Bay access and water use resource.
• Enhance and expand Camp Bayou as a center for learning about nature, natural history and as a nature preserve for passive recreation.
• Support the purchase, or dedication, of additional land for parks.

Goal 10: Public Facilities and Services - Provide for appropriate facilities and services as the community grows.

Strategies:
• Support a new regional library for the South County area.
• Continue to provide library services in downtown Ruskin.
• Sheriff and Fire Services facilities should be located near US 41.
• Government services should be co-located within the downtown.
• Strengthen Code enforcement efforts in order to enhance community appearance.

Goal 8 Enhance the Alafia River's recreational and economic opportunities particularly non-motorized access.
• Prepare and adopt a river public access master plan that features the Alafia River, as the centerpiece of recreational and community facilities, including public shoreline access, viewshed protection, and boat ramps and canoe launches particularly near Bells Shoals Road. Inventory county-owned lands and incorporate leftover parcels (such as road ends) to expand public access.
• Identify and acquire riverfront lands for community and neighborhood riverfront parks and playgrounds.
• Increase recreational opportunities such as boating, waterskiing and fishing along the Alafia River in areas designated in the public access master plan.
• Prioritize boat ramp access for local residents.
• Expand bay access outside Riverview, such as Simmons Park and Williams Park boat ramps to foster local serving only ramps with in Riverview.
• Place appropriately scaled commercial uses such as restaurants and local retail establishments that complement recreational uses (e.g. canoe rental, bike shop, bait and tackle) along the river.

Gibsonton
1. Natural Resources
Goal 5: Gibsonton will protect and enhance its public lands for conservation and recreation purposes by:
• Planning its public lands as an open space system rather than a collection of individual sites; and
• Increasing the connectivity of public lands through trails and canoe/kayak/boat routes.

Strategies:
Open Space, Recreation and Interpretive System Strategy

- Prepare and carry out a master plan for public access and recreation, offering low-impact recreational facilities compatible with the natural resource characteristics and capacity. Integrate access and recreation with the open space system as well as local community parks and river walks.
- Acquire or negotiate an easement for connecting Golden Aster Scrub Nature Preserve to Shultz Park, and work with County and Tampa Electric Company (TECO) to develop a major north-south greenway trail connection along TECO power line corridor, from East Bay High School to the Alafia River.
- Provide a pedestrian bridge over Bullfrog Creek at/near Ekker ELAPP site, with a kayak/canoe launching facility.
- Work with agencies and other organizations to develop and promote blueways along the Alafia River, Tampa Bay Shoreline and Bullfrog Creek. Carry out conservation projects throughout this system to protect, restore and enhance natural resources.
- Require new developments along Bullfrog Creek and the Alafia River to provide open public access to the waterfront via public riverfront parks.
- Require all waterfront development to install “softened shorelines”.
- Enhance facilities at Gardenville Recreation Center with gymnasium and fitness trail.
Wimuama Village Plan

2. Parks, Recreation, and Conservation – Protect and enhance Wimauma’s natural environment

- Implement the “Hillsborough County Greenways Master Plan” within the Wimauma Village Plan Area
- All new development must occur such that sensitive native habitats are protected to the greatest degree possible
- Encourage connection of existing publicly-owned land to form a greenway system
- Promote eco-tourism related businesses to take advantage of Wimauma’s natural resources, such as the Little Manatee River and promote passive recreation within the ELAPP sites
- Require open space to be established as a focal point of new subdivisions with 50 or more dwelling units
- Encourage sustainable practices to maintain the long-term health of Lake Wimauma, the only natural lake fed by underground freshwater springs in the Little Manatee River watershed
- Encourage development that allows for the maintenance of the scenic view corridors to Lake Wimauma
- Investigate and identify funding opportunities to acquire properties along the northern edge of Lake Wimauma
- Explore options to provide public access to Lake Wimauma from SR-674
- Allow and encourage the transfer of development rights from properties along the north edge of Lake Wimauma to other property within the Urban Service Area of the Wimauma Village Plan. If transferred within the designated downtown area, two times the existing development entitlements may be permitted
- No flexing of the plan category boundary will be permitted between SR-674 and the northern edge of both segments of Lake Wimauma from Sheffield Street in the east to West Lake Drive on the west
### Little Manatee South Community Plan

#### Goal 2  Protect Environmental Areas

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

#### Strategies

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

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

To protect, support and enhance the Cockroach Bay Aquatic Preserve and its surrounding shoreline and uplands, and the Little Manatee River, an evaluation of the various existing designations, management authorities, and protective measures and enforcement processes in this area is needed. An integrated approach, with key stakeholder participation and vetting in the planning process should be encouraged through the following:

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

• Memorializing early Spanish exploration (Hernando de Soto, 1539, i.e., placement in Cockroach Bay Aquatic Preserve of De Soto Trail Kiosk).

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

• Support and expand Hillsborough County’s Greenways and Trails program within the Little Manatee South Community. Encourage a greenway trail connection to Manatee County.

• Encourage the continued development of the Blueway Paddle Trails system within Cockroach Bay and the Little Manatee River.

• Add canoe/kayak (low-impact/no motor boating) launch ramps at County line road, on SWIM/ELAPP property on Tampa Bay north of Cockroach Bay Boat Ramp, at Heritage Park and others sites where feasible.

• Add parking, and restrooms sites north of Cockroach Bay Road and east of the Cockroach Bay Boat Ramp.

• Promote Shoreline Wildlife Corridors as defined in the Conservation Element, Policy 13.44.

• Encourage the identification of preferred pedestrian access points to public lands. As development occurs, provide assurances that these access points remain open to the public.

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

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

• Wildlife Corridors
• Natural Preservation Land
• Parks (Heritage Park, Little Manatee River State Recreation Area, etc.)
• ELAPP, SWIM (Rock Pond), and other Conservation Area
• Cockroach Bay Aquatic Preserve
• Little Manatee River and its identification as a Blueways Paddle Trail
• Extension of Greenway Trail

Hillsborough County Comprehensive Bicycle Plan:
  − On Road Bicycle Network – all roads on the MPO major road network, made up of arterials and collectors (Map 2-1 On-Road Facilities in 2006, projects under construction as of 2008)
  − Off Road Bicycle Facilities –
    • multi-use paved trails for hiking, bicycling, and in-line skating, in their own exclusive right-of-way (ROW) and often including trail heads; roadway crossings are minimized but where they occur require special intersection treatments
• greenways (generally defined as linear open spaces having recreational or natural resource functions);
• Paved side paths with a road right-of-way parallel to but separated from motorized traffic.
Balm Community Plan

Goal 4: Balm stakeholders support the preservation of existing open spaces and acquisition of new open spaces which is accessible to the public.

Balm stakeholders recommend….

- Preservation of vistas and panoramic views, both public and private, such as ELAPP lands (Balm Scrub lands), water resources (Shelley Lakes), open fields, palmetto and pine trees, etc.
- Creation of wildlife corridor connections (e.g. along the old Balm Railroad right-of-way) that will protect the area’s natural wildlife.
CULTURAL/HISTORIC

SouthShore Areawide Systems Plan

Cultural/Historic Vision Statement

Looking forward into the future, the SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural heritage.

1. Sustainable growth and development is clustered and well planned to preserve the area’s environment, cultural identity and livability. The area enjoys a healthy, thriving economy that is the foundation for continued community progress. South Shore is a highly desirable place to live, work and do business because of its well-educated workforce and high quality of life.

a. Cultural and historical protection strategies – Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.

b. Encourage and support the preservation of areas of archaeological, cultural and/or historical significance as shown on the SouthShore Historical Resources Inventory map.

c. Encourage and support the identification and preservation of significant older structures such as houses, outbuildings, bridges, and fences to retain a sense of identity, visual beauty, and history.

d. Support communities and neighborhoods in preserving and revitalizing downtown centers using economic development and historic resource incentives whenever possible.

e. Assist the Historic Preservation Board, historical societies, museums, and other preservation organizations in SouthShore in their public education and preservation efforts.

f. Continue to support the agricultural activities that have historically been an important part of SouthShore heritage and maintain agriculture as an integral part of the SouthShore economy, landscape, and natural resource base. Identify and implement incentive-based program(s) to provide for the continued use of viable agricultural lands and discourage the premature conversion of agricultural land to non-agricultural use.

g. Support aquaculture and agri-businesses services and facilities, such as equipment sales and service, research, facilities, nurseries and greenhouses, packinghouses, and fertilizer services.

h. Recognize that the State of Florida has adopted the “Florida Right to Farm Act” (F.S. 823.14) limiting the circumstances under which agricultural operations may be deemed a
nuisance When new development is proposed adjacent to or near active agricultural operations.

2. Eco-Tourism Strategies – Utilize the environmental features of SouthShore as assets that attract tourism in the area. Promote the development of Eco-tourism opportunities for both economic and educational benefit.
   a. Encourage civic groups, community groups, and chambers of commerce to market South Shore as an eco-tourism destination and promote local events and festivals within the greater SouthShore area. Techniques could include developing an annual calendar of events, advertising, and literature (i.e. newspaper articles news editorials,) for distribution.
   b. Promote Eco-tourism that respects and draws upon the natural environment. Recognize eco-tourism opportunities within publicly owned lands by improving public access and parking within SouthShore. Improve citizen awareness of public access to County owned lands within SouthShore.

   a. Encourage citizens to participate in their civic associations, chambers of commerce, schools and homeowners associations to work toward implementation of the vision.
   b. Recognize and enhance individual community identity by developing community plans for Ruskin, Riverview, Gibsonton, Wimauma, Sun City Center and Apollo Beach and encourage broad based public participation in those efforts.
   c. Increase options in the Land Development Code to accommodate the retrofitting of existing communities to include a broader range of internal mixed uses, such as: 1.) mixed density housing; 2.) local-serving goods/shopping; 3.) civic uses and; 4.) neighborhood scale employment.
   d. Work with local and regional groups, civic associations and chambers of commerce to identify opportunities for the co-location of future recreational, community, cultural, civic centers, with civic amenities (i.e. schools, libraries, emergency services, post offices, government agencies), and use those facilities as focal points of the communities.

4. Diversified Housing Strategy - Maintain housing opportunities for all income groups.
   a. Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.
**Ruskin**

**Goal 4:** Culture and History – Promote development that recognizes the historic character of the Ruskin community and enhances the quality of life.

*Strategies:*

- Promote the history and culture of Ruskin.
- Support development of a community center.
- Recognize the agrarian and commercial fishing past of the Ruskin.
- Support continued agricultural and aquacultural activities.
- Promote a small town character.
- Support the Ruskin Tomato, and Seafood festivals, building on their themes for community identification.

**Goal 5:** Community and Neighborhood Character – Provide for a diversity of home styles and types while protecting Ruskin’s small town character.

*Strategies:*

- Eliminate the “flex” provisions within and into the Ruskin Community Plan area.
- Limit the height of new residential development to 50 feet, unless a more restrictive limitation exists.
- Implement the Characteristics of Livable Neighborhood Guidelines for future residential development within Ruskin to ensure an attractive community that balances new development with historic uses.
- Encourage development that is connected with, and integrated into, the Ruskin community. Design features (e.g. walls, gates) that isolate or segregate development from the community is inconsistent with the community’s character and should be discouraged.
- Developments should continue and/or replicate the traditional “grid” street pattern found in Ruskin to the greatest extent practicable.
- Support housing to accommodate a diverse population and income levels.
- Recognize the four distinct neighborhood areas depicted on the Ruskin Neighborhood Area Map. Each neighborhood has a unique character and associated development guidelines. The areas are listed below.
  - Area 1- Northwest Ruskin.
  - Area 2- Northeast Ruskin
  - Area 3- South Ruskin
  - Area 4- Rural Ruskin.
- Subdivisions and other development existing prior to this plan do not set precedents for future development that would be inconsistent with this community plan.
- Initiate and support community clean-up efforts.
• Promote beautification and landscaping along US 41, College Avenue and Shell Point Road
• Prohibit pole signs and limit ground signs to eight (8) feet in height.

Goal 6: Education - Provide quality education opportunities for Ruskin.

Strategies:
• Support the development of a community college.
• Secure future neighborhood school sites concurrent with the rezoning of property for homes.
  ▪ Elementary schools should be located internal to neighborhoods and should avoid locations along arterial streets.
• Every effort should be made to co-locate schools with park facilities.
• Require applicants of rezonings containing 50 or more residential units to consult with the Hillsborough County School District regarding potential school sites.
Riverview

Goal 3  **Enhance the community’s “sense of place”, small town spirit and gateways.**

- Increase gateways to create a sense of arrival using landscape features, public art and signage at strategic areas.
- Create community events and activities that promote the heritage and environmental qualities of Riverview, such as water-related events, art shows highlighting local artists, and walking tours.
- Promote distribution of local publications, newsletters, and other media to inform and foster a sense of community for Riverview residents particularly in the Downtown District.
- Establish community-gathering places, such as a “town square” or plaza in which people of all ages can socialize and honor special events.
- Encourage the exchange of ideas and information with local schools to bolster community spirit and support for local initiatives.

Goal 10  **Maintain and support high quality schools also serving as community amenities.**

- Continue to maximize joint planning and cooperative funding of community facilities to be co-located with school facilities.
- Collaborate with school principals and higher education administrators to address the effects of emerging growth pressure issues on the quality of service provided by the school system.
- Expand after-school programs for youths.
- Work with local schools to co-develop roadway and pedestrian facilities.
- Promote educational diversity to serve individuals of all ages and interests.
- Support local efforts to attract and develop a community college/vocational center.
- Work with education officials to locate satellite and specialty schools in Riverview.

Goal 11  **Interconnect districts and public places with concepts for walkability, particularly schools and parks.**

- Develop a pedestrian, bicycle and equestrian trail pathways plan that connects key destinations such as the Civic Center, Camp Christina’ schools, neighborhoods and parks and links environmental greenways through various districts. Use techniques such as cooperative agreements, easement based public lands, and public rights-of way.
- Incorporate Riverview’s park and open space system into the Hillsborough County Greenway and Trails Master Plan.
• Implement strategies in the MPO Bicycle and Pedestrian Master Plan such as safe bicycle and pedestrian routes for adults and children, and pedestrian facility design standards.

• Collaborate with private sector developers, government agencies and non-profit organizations to provide safe roadway, sidewalk and pathway connections, biking and equestrian linkages and other pedestrian amenities.

• Encourage “walk to school” programs, e.g. “walking school buses,” to increase safety and to reduce school-related automobile trips.

• Provide sidewalks, pathways and/or trails wide enough (wider than 5 feet) for people to easily pass each other or travel side-by-side.

Goal 12  Recognize, preserve, and expand historic and cultural resources and places in Riverview.

• Identify and document additional historical structures and places such as the Women’s Club and Moody house.

• Make information available and utilize existing incentives for developers and property owners to preserve and promote adaptive re-use of historic structures and locations.

• Create and maximize opportunities to establish partnerships with the private sector for the conservation and recognition of Riverview’s heritage through techniques such as markers, signage, and incorporation into gateways’ design themes.

• Define a coordinated vision for the arts and provide a variety of artistic and cultural events and programs.
Apollo Beach

1. Enhance Community Character
   • Improve sidewalks, landscaping, curbs and gutters along Apollo Beach Boulevard and bury electrical lines.
   • Provide gateways or markers at recommended locations on U.S. Highway 41, Big Bend Road and the Apollo Beach Boulevard extension.
   • Develop sign regulations that include architectural standards encouraging ground signs and prohibiting pole signs.
   • Promote beautification and landscaping of existing and proposed thoroughfares, paying particular attention to Big Bend Road, U.S. Highway 41, Miller Mac Road and all new collectors and arterials.
   • Strengthen code enforcement efforts.
   • Support continued acquisition of environmentally sensitive lands by the County’s Environmental Lands Acquisition Program.

2. Ensure Quality Land Use and Design
   • Encourage mixed use town centers at Apollo Beach Boulevard and U.S. Highway 41, and between U.S. Highway 41 and Interstate 75 in close proximity to the Apollo Beach Boulevard extension, as well as at other appropriate locations.
   • Incorporate a range of housing choices including multi-family and live-work units in and around town centers.
   • Create a special district for the commercial node at Apollo Beach Boulevard west of U.S. Highway 41 that requires new construction to meet design guidelines that further the town center concept.
   • Create a special district containing design guidelines for the Apollo Beach Boulevard corridor west of the commercial node at U.S. Highway 41.
   • Discourage development of over 50 feet in height in residentially zoned areas.

3. Maintain Canal System
   • Establish stormwater management facilities that will protect the canals from silt occurring from development runoff.
   • Dredge and maintain canals.
   • Investigate funding opportunities to dredge and maintain canals.

Apollo Beach

8. Strengthen Community Associations
   • Strengthen existing associations.
   • Encourage creation of new associations where appropriate.
   • Encourage homeowner associations to educate residents on residential development regulations.
   • Form an Apollo Beach Community Plan Advisory Committee.
• Promote an alliance of associations to provide a unified voice advocating the needs of Apollo Beach.

9. Encourage Renovation and Retrofitting of Residences
• Permit encroachments into existing front yard setbacks, subject to design guidelines.
• Pursue funding sources such as low interest loans for housing renovation and retrofitting
1. **COMMUNITY-BUILDING**

*Goal 1:* Gibsonton residents shall become active participants in influencing the area’s future quality by:

- Creating a formal citizen-based organization (CBO); and
- Applying our own talents and skills through leadership and volunteering in partnership with the public, private and non-profit sectors.

*Strategies:*

**Community-Based Organization (CBO) with Early Victories Strategy**

- Inventory local skills and talents, recruit leaders and volunteers and formalize a non-profit community organization to take the lead in implementing Community Plan Strategies. Consider making it a Community Housing Development Organization (CHDO).
- Demonstrate organization and leadership with some “early victories” on selected, smaller-scale but highly visible projects.
- Seek partnering support from all three sectors in developing more extensive specific strategies over time.
- Maintain a high visibility, facilitative presence within collaborative teams in every forum that counts, such as capital improvement plans, Comprehensive Plan updates, new development (rezonings) negotiations, grant applications, conservation projects, and other civic programs. Praise participants in successful collaborations.

2. **CULTURAL AND COMMUNITY SERVICES**

*Goal 6:* Gibsonton will interpret its cultural history, expand civic awareness and improve access to community services by:

- Adding a library and creating other civic places; and
- Consolidating most or all government and non-profit services in one location.

*Strategies:*

**Library and Special Civic Places Strategy**

- Design and develop special civic spaces in key locations of Gibsonton, including:
  - A new library co-located with Gibsonton Elementary School and related Civic Space;
– A Riverfront Revitalization area of homes and parks at Gibsonton Drive and U.S. 41.
– A Riverfront Mixed Use area along Alafia River north of the large retail commercial site south of Gibsonton Drive and East Bay Road; and
  ▪ Store and exhibit documents and artifacts about Gibsonton’s history in the new library or at the Showman’s Museum.

**Consolidated Community Services Strategy**
- Work with agencies and institutions to relocate most community services to the Gardenville area.
- Develop a collaborative plan and funding for revitalization of the old Gardenville School as a central facility for such community services.

3. **IMAGE**

**Goal 7:** Gibsonton will enhance its image in two ways by:
- Demonstrating an active citizenry in civic affairs, and a high profile of community accomplishment; and
- Enhancing the visual quality of its key streets and gateway entry points.

**Strategies**

**Gateway and Street Enhancement**
- Prepare and carry out a master gateway plan for; signing, lighting and landscaping at U.S. 41 north, U. S. 41 south, Gibsonton Drive east at East Bay Road and Rhodine Road extension east at East Bay Road. Work with County and developers to ensure landscape compatibility with Gibsonton Drive gateway and landscaping.
- Convert two major roadway medians to enhanced landscapes:
  - Convert center dual turning lane on Gibsonton Drive into a landscaped median, developing and carrying out a landscaping concept including special paving and identity at the north-south greenway crossing at Gibsonton Elementary School; and
  - Develop and carryout a landscaping concept for the grassed median along U. S. 41 between the proposed north and south gateways.
Wimauma Village Plan

Safety – Create a safer environment for the Wimauma Community
- Locate more officers in the Wimauma Village Downtown area in order to provide greater presence/visibility of law enforcement. Relocate Sheriff’s Office to Wimauma Village Downtown
- Construct sidewalks on both sides of SR-674 within the USA portion of Wimauma Village
- Encourage the use of energy efficient street lights and down-lighting to preserve the rural character
- Establish a street “Lighting District” throughout the USA portion of Wimauma Village
- Discourage waivers to required sidewalks
- Construct sidewalks in existing neighborhoods with priority given to neighborhoods closest to schools

8. Education – Improve educational opportunities at all levels
- Co-locate schools, parks, libraries and fire stations
- Provide after school programs collocated with educational facilities
- Support a community library in Wimauma that includes Spanish-language resources and historic data/material sections
- Improve the existing facilities at Wimauma Elementary School
- A new elementary, middle and high school will be needed to support the projected residential development of the area
- Encourage community college level courses, adult education courses, and English for Speakers of Other Languages (ESOL) courses in Wimauma
- Require applicants of re-zonings containing 50 or more residential units to consult with the “School District of Hillsborough County” regarding potential school sites

9. Appearance – Enhance the appearance of the Wimauma Village Community
- Strengthen enforcement of commercial building and housing codes within the community
- Provide for beautification / Florida-friendly landscaping along all main thoroughfares in Wimauma Village Downtown
- Establish a community initiated clean-up program coordinated with County Solid Waste Department
- Provide community gateways on SR-674 at US-301 and SR-674 and Balm-Wimauma Road
Little Manatee South Community Plan

Goal 1  Community Character

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

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

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

Strategies

Community Design

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

- Energy efficient design concepts in new development as well as redevelopment/refurbishment of existing areas.
- Development of gateway entry points to the Little Manatee South Community that include streetscape design and landscape elements.
- Development of design concepts that include roadway network and connections between general areas of residential, commercial, mixed use, office and economic development.
- New roadways, including any proposed widening of an existing roadway, should comply with the Roadway Level Design section of the Community Design Component of the Future Land Use Element of the County’s adopted Comprehensive Plan.
- Roadway treatments along US Highway 41 and 301 that reflect the open space character of the community.
- Development to incorporate sustainable design principals.
- Site design to maximize the overall views and vistas from public space and roadways.
- Consideration of green building and clustering concepts such as traditional neighborhood development, new urbanism and/or form based code principals.
• Support and enhancement of agriculture uses consistent with the County’s adopted Comprehensive Plan addressing retention of agricultural enterprises, within the Little Manatee South Community.

• Any new development should be respectful of existing natural preservation areas, creeks, bayous, scenic vistas and/or public spaces. Incentives should be provided in the Land Development Code to encourage provision of additional buffers (above current minimum code requirements) and other environmental enhancements (e.g., establishment of wildlife corridors, of environmental areas through removal of nuisance species and planting of native species, provision of public open space, establishment of water quality monitoring programs).

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

**Goal 3  Plan for Growth**

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

*Strategies*

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

**Current Residential Development**

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

• All residential development to comply with the Community Design strategies identified under Goal 1.

• Master planning of residential development that allows for current densities and also identifies areas held open for future residential expansion and public open spaces and uses,
and preserves the open vistas and environmental features and connections to them is to be undertaken.

Current Non-Residential Development

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

Long term development Strategies are provided following Goal 5 Economic Development
**Balm Community Plan**

**Goal 5:** Balm citizens, both long-term and newer residents alike, hold great pride in their community’s assets and wish to see them preserved. Balm will strive to preserve and maintain its community landmarks in order to provide a continued sense of identity and build historical significance.

To accomplish this goal, the citizens support…
- Given Balm already has its “fair share” of liabilities (e.g. Sun Country Materials Management Facility (a.k.a. “Balm Mountain” landfill), Hillsborough County Correctional Institute (a.k.a. Prison/Detention Center), borrow pits, the community supports not locating additional undesired land uses in Balm.
- Creation of “Balm gateway entrance signs, (community sign)” as per Land Development Code. (See Concept Map for desired locations.)

**Goal 7:** The community encourages local law and code enforcement to provide appropriate methods, and effective services to prevent the occurrence of crime or violations throughout Balm and establish a safe, secure and attractive community.

The community desires…
- Increased or expanded implementation of the Crime Prevention through Environmental Design standards in the Land Development Code.

**Goal 8:** The community will foster the establishment of partnerships between residents, local groups and government entities.

The local residents support…
- Citizen-governmental relationships that keep both parties informed of governmental regulations, zoning changes, code violations, and actions affecting the community at large (current and pending).
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<thead>
<tr>
<th><strong>Strengths</strong></th>
<th><strong>Weaknesses</strong></th>
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<tr>
<td><strong>Examples:</strong></td>
<td><strong>Examples:</strong></td>
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<tr>
<td>• Knowledge of the issue</td>
<td>• Lack of experience with fundraising</td>
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<td>• Passion for the project</td>
<td>• Limited human resources</td>
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<td>• Past successes</td>
<td>• Limited time (both daily and until deadline)</td>
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<td>• Diverse, strong coalition</td>
<td>• Lack of philanthropic entities in community</td>
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<td>• Reputation of The Robert Wood Johnson Foundation</td>
<td>• Feel like resources are tapped out</td>
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<td>• Small coalition</td>
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<td><strong>Opportunities</strong></td>
<td><strong>Threats</strong></td>
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<td><strong>Examples:</strong></td>
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<td>• Large number of nonprofit health care facilities transitioning to for-profit and establishing grantmaking bodies</td>
<td>• SCHIP has been/is going to be capped</td>
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<td>• Have established corporate partnerships with local businesses</td>
<td>• State budget is facing a deficit</td>
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<tr>
<td>• Have established partnerships with local organizations</td>
<td>• Competition from other nonprofits</td>
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<td></td>
<td>• Match deadline is nearing and still have money to raise</td>
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