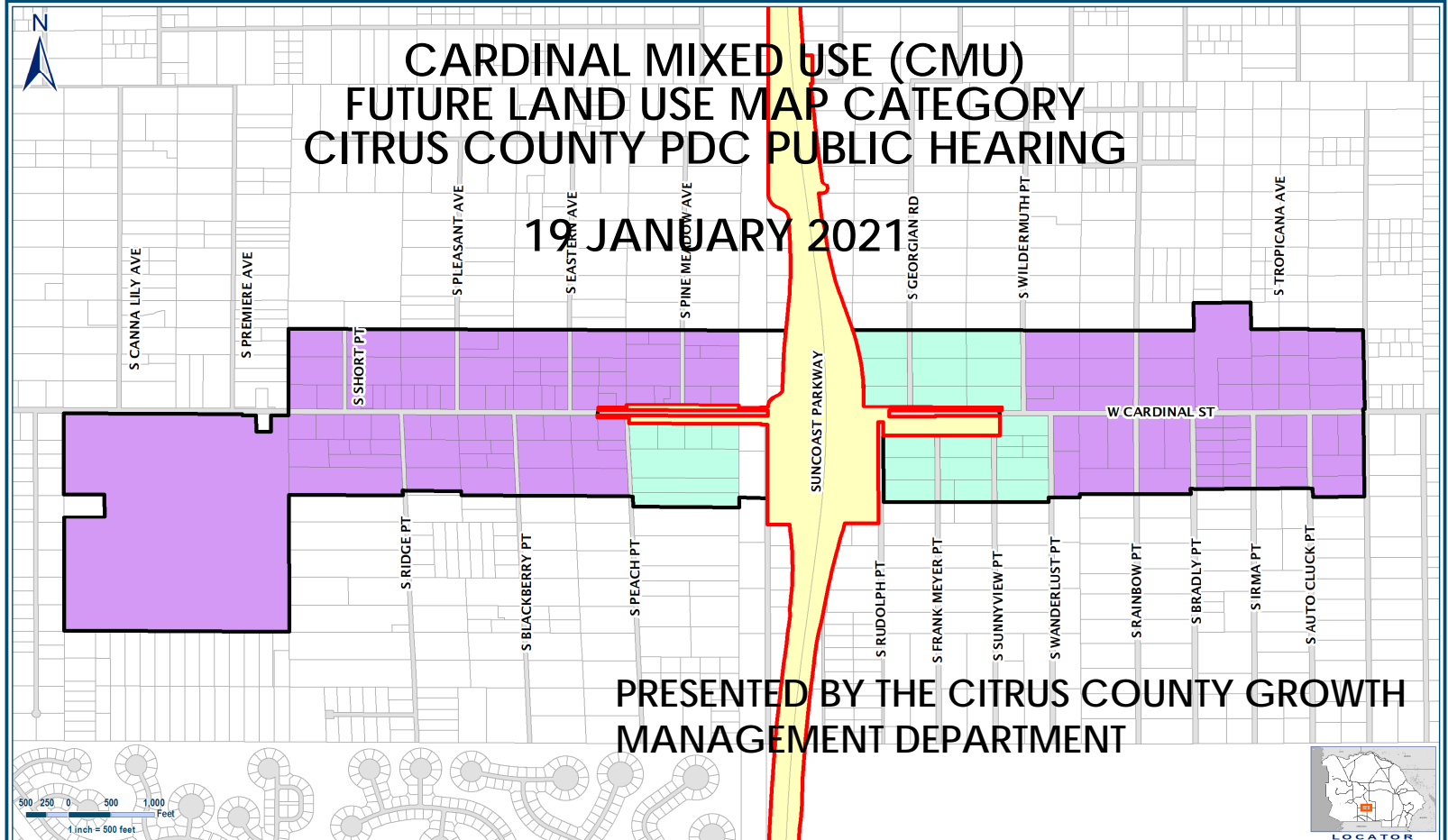
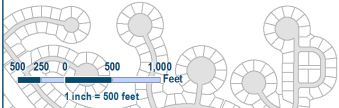


# CARDINAL MIXED USE (CMU) FUTURE LAND USE MAP CATEGORY CITRUS COUNTY PDC PUBLIC HEARING

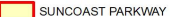
19 JANUARY 2021



PRESENTED BY THE CITRUS COUNTY GROWTH  
MANAGEMENT DEPARTMENT



Legend

	SUNCOAST PARKWAY		EDTA
	CARDINAL IMA		MIXED USE

Cardinal Interchange Management Area (IMA)  
Proposed Future Land Use

Geographic Information Systems

Prepared By: Susan O'Connell  
Date: January 6, 2021  
Source: Enterprise Geodatabase  
Map Number: FUG\_proposed.mxd

Citrus County  
Florida



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## WHAT ARE WE DOING TODAY?

Discussing –

- A new Future Land Use Map category (Cardinal Mixed Use – CMU).
- New policies to support the new Future Land Use Map category.

## BACKGROUND TO DATE

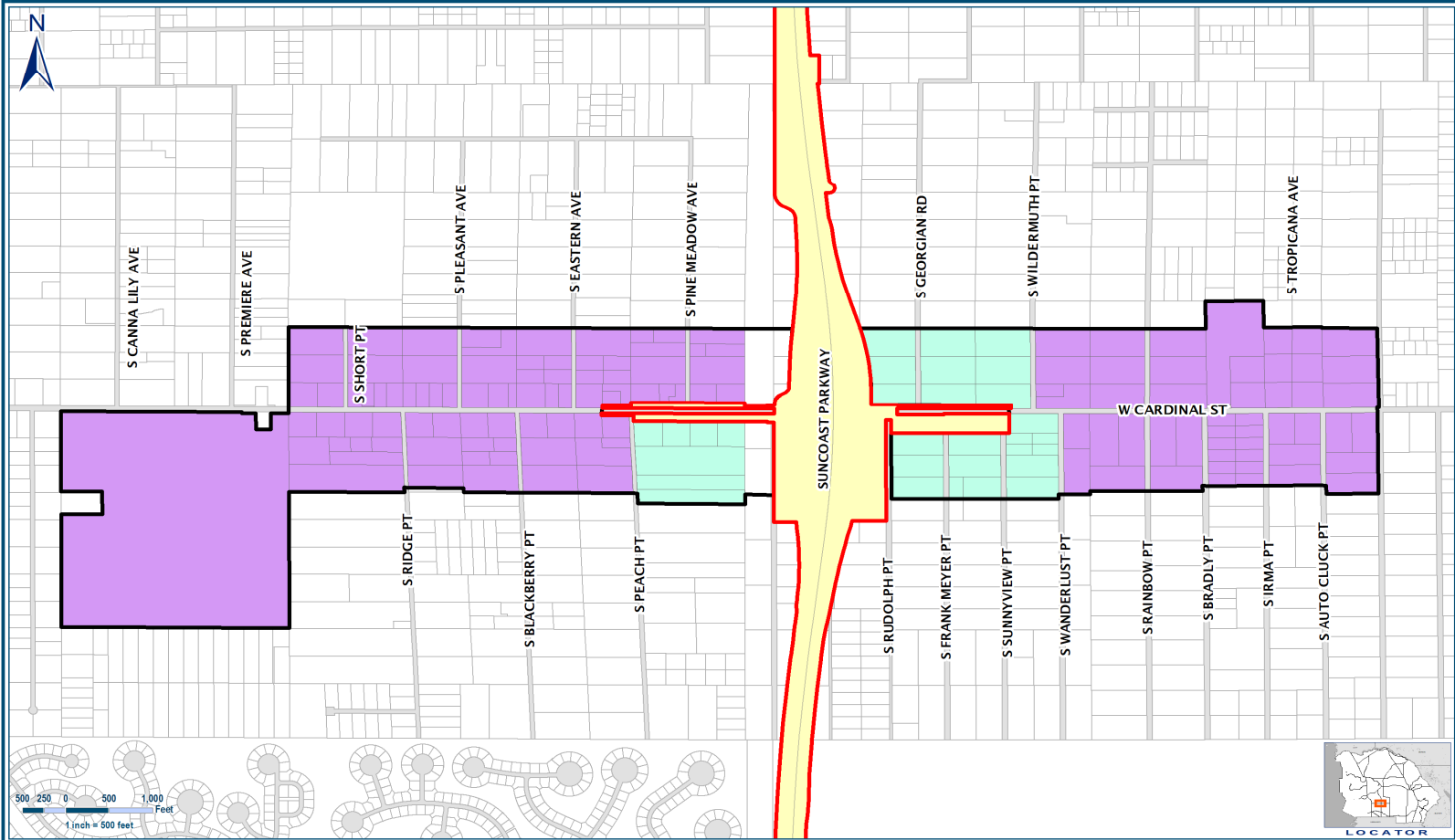
- 2005, established Interchange Management Area (IMA) and supporting objectives and policies for the IMA.
- 2019, TBRPC/Citrus County Suncoast Corridor land study
- January 30, 2020, public information meeting
- May 20, County releases narrated power point presentation
- Two local Chamber Shows
- Meetings with Building Alliance
- Meeting with Cardinal area residents

## BACKGROUND TO DATE

- July 16, PDC Workshop
- August 11, BOCC Workshop
- August 20 PDC Workshop 2
- October 15 PDC 1<sup>st</sup> Public Hearing
- November 19 PDC 2<sup>nd</sup> Public Hearing
- December 17 PDC 3<sup>rd</sup> Public Hearing
- January 19, BOCC 1<sup>st</sup> Public Hearing

## VISION SLIDE

- What is our goal? Create the Cardinal Gateway to Citrus County.
- Over the past year, we've heard from residents, the Builders Alliance, the Planning Development Commission and the Board.
- We can change the current development pattern.
- Compact development, more efficient design that is resilient and adapted to market trends.
- Commercial sites (shops) with a variety of dwelling unit types.
- Economic development that is fiscally responsible.



**Legend**


 SUNCOAST PARKWAY	 EDTA
 CARDINAL IMA	 MIXED USE

**Cardinal Interchange Management Area (IMA)  
Proposed Future Land Use**

**Geographic Information Systems**

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Cynthia R. Zamboni  
 Director



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US 19

# Alternative Designs





## MIXED USE – WHAT IS IT?

- Blends Residential, commercial, cultural, institutional or entertainment uses into one space.
- Significant physical and functional integration of project components oriented toward the pedestrian.
- Compact development, more efficient use of land
- Variety of dwelling units.
- Development in conformance with a coherent plan.
- Fiscally Responsible.

## MIXED USE - WHY?

- Coordinated compact mixed use is a very desirable land use pattern
- Growing market for walkable, car-optional communities especially with young professionals and active retirees
- Increased utilization of the land, more development in a shared area
- Fewer lane miles of roads and utilities to construct and maintain
- Less area for police, fire and other services to cover
- High taxable value per acre
- Ideally, to create a place that delivers value, appeal and longevity centered around people

## What is sprawl and why is it not desirable?

- Florida Statute definition: 163.3164 (52) “Urban sprawl” means a development pattern characterized by low density, automobile-dependent development with either a single use or multiple uses that are not functionally related, requiring the extension of public facilities and services in an inefficient manner, and failing to provide a clear separation between urban and rural uses.
- 163.3177(6)(a)9. The future land use element and any amendment to the future land use element shall discourage the proliferation of urban sprawl.

## Why plan for Cardinal Interchange?

- The Suncoast is changing the character of the area
- This is an opportunity to promote economic development
- The current plan is a patchwork of disconnected parcels
- Potential new developers and investors need predictability, that there will be quality standards for surrounding properties
- The proposed plan is intended to promote coordinated development
  - With long term viability
  - To help diversify the local economy
  - To prevent urban sprawl

## But this is a rural area?

- Every place you recognize today was a rural area
- Those places didn't happen by accident, they were planned
- Cardinal will remain a rural area until a significant project is developed
- The Cardinal Interchange can be just another off ramp to a gas station or it can be something more
- The new highway presents an opportunity to promote economic development that benefits the local community

## Water and Sewer?

- Public water is currently available in the corridor
- Sewer main is being constructed from the south to the south west quadrant of the interchange
- Sewer connections will require extension of lines and the construction of a pump station paid for by the developer
- Extensions to the north side of Cardinal will require directional drilling at an additional cost
- Most existing single family parcels may have the option to hook-up to water and sewer
- All other new development will be required to hook up to water and sewer

## What does it mean to be fiscally sound?

- Analysis of existing land development patterns
- When growth actually pays for itself
- New development requires public services
- There are significant differences in choosing higher value and sustainable land use patterns
- In many existing communities, compact mixed use is the most fiscally sound development pattern

## QUESTIONS AND ISSUES

- What is sprawl and why is it not desirable?
- Why are we planning for the Cardinal Interchange?
- But this is a rural area?
- What about water and sewer?
- Why is mixed use desirable?
- What is fiscally sound development?
- Why 20 Acre minimum size?



**AMENDMENT 1**

**CARDINAL MIXED USE (CMU)**

**FUTURE LAND USE MAP CATEGORY**

**Objective 17.35** Cardinal Mixed Use (CMU) Future Land Use Map (FLUM) category

The Cardinal Mixed Use (CMU) FLUM category is intended to promote mixed use residential and non-residential land uses as well as economic development opportunities in an area designated as the Cardinal Street Interchange Management Area (IMA). At the Cardinal Interchange of the Suncoast Parkway a new land use category is authorized for use within the IMA established in 2020 and as provided for and identified in the Citrus County Comprehensive Plan Future Land Use Element. Areas directly adjacent to the on/off ramps of the interchange are considered Economic Development Target Areas (EDTA's) and the emphasis will be on job creating, light industrial and transportation related land uses. For areas outside of the designated EDTA's, Mixed Use development with a minimum of two land uses is required. One of the land uses must be residential. Compact, concentrated developed areas or nodes shall be the preferred pattern of development as opposed to sprawling or linear single use development.

## **A. EDTA PERMITTED USES**

1. Light Industrial / manufacturing with supporting office development
2. Transportation and distribution
3. Restaurants
4. Parkway related uses

## **B. MIXED USE PERMITTED USES**

1. Single Family Residential
2. Multi-Family Residential
3. Restaurants
4. General Commercial, including retail, restaurants/finance institutions.
5. Institutional and Civic
6. Government offices and facilities
7. Personal Services

## **C. PROHIBITED USES**

1. Truck Stops for vehicle repair
2. Cement/Asphalt batch plants
3. Uses requiring outdoor storage
4. Low density residential

## **D. EDTA MINIMUM PARCEL SIZE**

- 10 ACRES
- All development must be functionally integrated.
- Minimum parcel/development area size may be achieved through aggregation of smaller size parcels.
- If aggregation is precluded by previous approvals, development may proceed with contiguous parcels.
- Developments less than 10 acres must be accessible to the surrounding parcels.

## E. GUIDELINES FOR DEVELOPMENT IN EDTA's

1. **Location** – Areas directly adjacent to the on/off ramps of the interchange
2. **Allowable Land Uses** – single use and mixed use development with a focus on job producing light industrial, manufacturing and transportation related land uses
3. **Protection of adjacent properties from off-site impacts**

## **F. GENERAL GUIDELINES FOR DEVELOPMENT IN MIXED USE**

The CMU FLUM category outside of the EDTA is intended to support local and community commerce with commercial, retail, office as well as multi-family development mixed both vertically and horizontally. The CMU FLUM category is envisioned to have small scale, multi-story residential buildings with first floor retail/office space located at the core of the development surrounded by residential neighborhoods.

## PERMITTED LAND USES

- Single Family residential
- Multi-family residential
- General commercial, including, retail, restaurants, office and financial institutions
- Hotel and travel accommodations
- Travel centers
- Institutional and Civic
- Government offices and facilities
- Personal services

## Mixed Use Development Minimum Parcel Size

- Minimum size is 20 acres
- Each individual phase of a mixed-use project shall plan for and to accommodate
  - future adjacent development
  - adequate infrastructure,
  - landscaping and
  - all other built conditions to allow the phase to stand alone if no other subsequent phases are developed.
- Requires Master Plan of Development



## Mixed Use Development Minimum Parcel Size

The minimum parcel size can be achieved by **aggregating contiguous parcels within the IMA**. Parcels may be aggregated across local streets, so long as the necessary access through the property is maintained.

If the surrounding parcels have been approved by the County for mixed-use development and are configured to preclude the aggregation of twenty (20) acres, development may proceed with all of the available contiguous parcels, regardless of the total acres, so long as the new development is accessible to the surrounding parcels.

## MIX OF USES

- Uses may be mixed horizontally and/or vertically
- Uses may be located in separate free standing buildings or may be combined in multi-use buildings of single or multi-story design
- Residential uses mixed with commercial uses requiring outdoor storage

# Residential Density in Mixed Use Developments

## Density:

- Minimum of 6 dwelling units per acre
- Maximum of 20 dwelling units per acre
- No Mixed Use development shall contain more than 50% of the dwelling units provide as single family.

## Residential allowed:

- Single Family
- Attached townhouses
- Duplexes
- Triplexes
- Multifamily apartments

# PREFERRED PATTERN OF DEVELOPMENT

Neighborhoods, urban centers with a mix of uses shall be the preferred pattern of development



## COMPACT DEVELOPMENT

Create compact, bicycle and pedestrian oriented mixed-use neighborhoods and urban centers. Develop in clusters and keep the clusters small. Concentrate commercial development in compact centers rather than letting it spread out in strips.



# PLACEMAKING

Create a variety of spaces small, medium and large in size that offer opportunities for display of public art, education, history, icons, and focal points. Encourage spaces that allow people to spend quality time gathering and lingering.



## BALANCE MIX OF USES

Balance land uses to promote pedestrian scale and walkability in order to reduce the need for vehicle trips and to enhance sense of place and user experience. Mix land uses at the finest grain the market will bear and include civic uses in the mix. All mixed use development must contain at least two land uses where one of the land uses is residential.



## DIVERSITY OF HOUSING

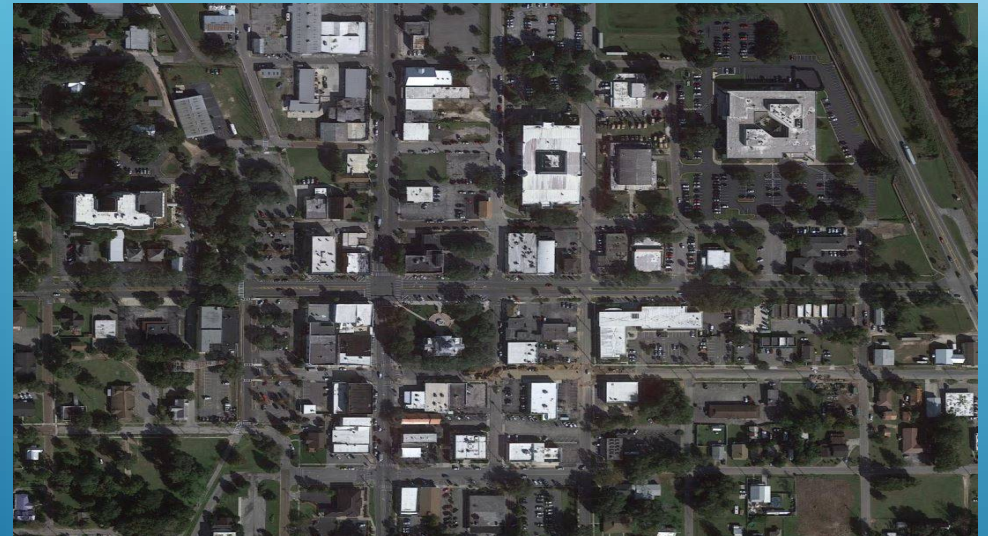
Promote a range of housing types and price levels to accommodate diverse ages and incomes within neighborhoods. Place higher density and senior housing near commercial centers and community facilities.





## CIRCULATION SYSTEM/BLOCK LENGTH

Provide an efficient, safe and well-defined, interconnected circulation system that links the users directly with building entries, public spaces, trails and transit, reduces the trips length and encourages transit, walking and bicycling.



Shorter block lengths are more walkable. Provide mid-block pass-through or plazas to facilitate pedestrian access to parking areas and surrounding uses and to create pedestrian gathering spaces.

## Why 20 acres?

- To create a viable planned project, there needs to be more than a small parcel.
- It allows for a mix of uses that can share infrastructure such as stormwater and parking
- The costs of utility extensions favors larger projects
- Reviewing individual lots for compliance is not planning.
- Is 20 acres big enough? Not necessarily.
- Quality development requires attention to design, not just engineering

## **AMENDMENT 2**

### **SUPPORTING OBJECTIVES AND POLICIES**

## Multi-Modal Transportation Element

Policy 10B.5.2 For purposes of access management and development regulation, the limits of the IMA shall be that area around the Suncoast Parkway interchange ramps as adopted in the ~~Land Development Code~~ Comprehensive Plan.

## Future Land Use Element

Policy 17.15.11 The following density and open space standards shall apply to all new residential development except in the Interchange Management Areas (IMA):

Outside the PSA - in order to encourage conservation design in the transitioning rural areas of the County, Planned Development shall be allowed as follows:

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Policy 17.35.1 The Future Land Use Map Series establishing the Cardinal Street Interchange Management Area (IMA) is adopted as part of the GFLUM Map Series.

Policy 17.35.2 All development permits issued within the Cardinal Street IMA shall conform to the CMU FLUM category.

Policy 17.35.3 The County shall provide opportunities for non-residential and residential development that is designed to promote traffic safety, ensure compatibility with surrounding land uses, and promote highway beautification within the Cardinal Street (IMA) of the Suncoast Parkway.

Policy 17.35.44 The County shall adopt enhanced development standards within the Land Development Code for development within IMAs with specific emphasis on control of access, use of frontage roads or joint and cross access, specified driveway throat distances, separation of access from interchange ramps and other transportation planning concerns, unified landscaping for quadrants, enhanced buffering along roadway, pedestrian circulation, subdivision regulations, signage, and lighting.

Policy 17.35.25 Until land development regulations are included within the Land Development Code, All residential and non-residential development within the IMA, whether newly proposed, or deemed a change of use (occupancy classification), or an expansion of existing non-residential development, shall be considered through a Comprehensive Plan Amendment/Land Development Code Atlas Amendment with an affiliated master plan of development as a Planned Development Overlay (PDO) Unit Development (PUD). This requirement does not apply to development of parcels of record designated Rural Residential (RUR) and in existence prior to the adoption of the CMU Future Land Use Map category. If the existing land use district already allows for the non-residential use, then a PDO must be established to address new, change of use, or expanded development.



Policy 17.35.36 The County shall not consider an Atlas Amendment within the IMA to allow for residential and/ or non-residential land use without central and central sewer service.

Policy 17.35.47 Non-residential uses approved within an IMA should be related to and supportive of the interstate highway function. Interchange areas classified as an IMA should not be developed with inappropriate uses which are locally oriented (i.e. neighborhood shopping centers, low-density residential development) that would generate unnecessary local traffic on the interstate highway.

Policy 17.35.8 All new residential and non-residential land uses within the IMA shall be required to use central water and central sewer.

Policy 17.35.9 Economic Development Target Areas (EDTA) are those shown areas shown and mapped on the Future Land Use Map series and are adjacent to the on/off ramps of the Suncoast Park Way/W. Cardinal Street interchange.

Policy 17.35.10 Within the EDTA's development should be located, designed, and/or screened to minimize off-site impacts to nearby residential properties.

Policy 17.35.11 Mixed use development outside the EDTA shall contain at least two land uses, where one land use is residential and shall demonstrate that the proposed land uses will be functionally integrated.

Policy 17.35.12 Mixed use with a residential component shall demonstrate functional integration through the use of connected open spaces, pedestrian systems and street network in order to foster a sense of community by creating a strong pedestrian orientation through design, placement and organization of buildings connected to a common public space or spaces.

Policy 17.35.13 Development within the IMA should be located, designed, and/or screened to minimize off-site impacts to nearby residential properties.

Policy 17.35.14 Land development regulations shall minimize visual impacts from development on the edges of the IMA. These development regulations could include landscaping, buffering, building step-back requirements for multi-story buildings.



QAMAR AND ASSOCIATE

Policy 17.35.15 A mixture of residential, commercial, office, financial, institutional, lodging, medical, research and development, clean / green technology and civic uses are encouraged throughout the IMA.

Policy 17.35.16 A range of housing options is encouraged and provides opportunities for a variety of residents of various ages and income levels to reside within the same community. Single-family attached, multi-family, assisted and independent living facilities are allowable residential uses.

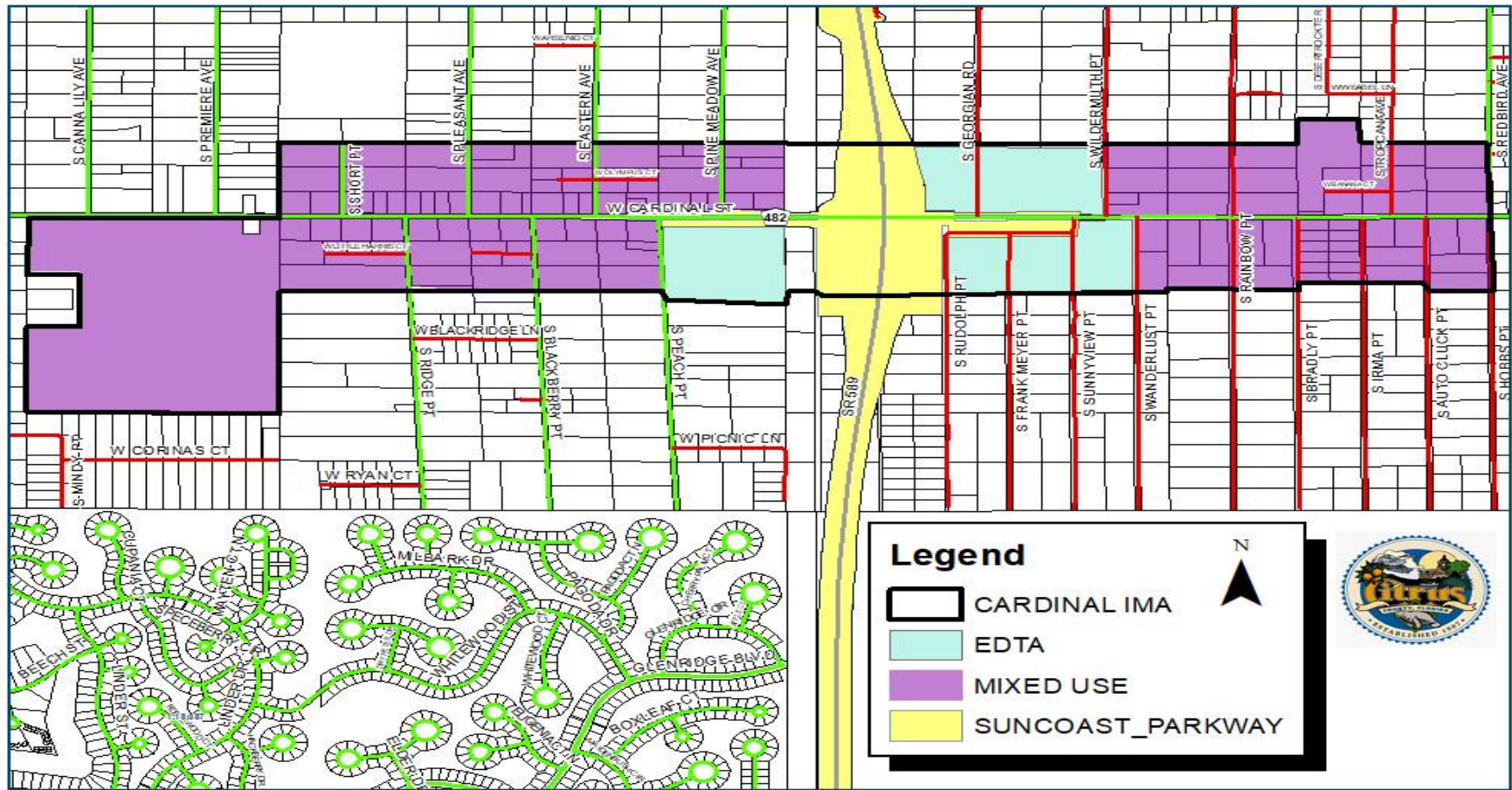
Policy 17.25.17 The use of gray water disposal systems shall be encouraged when feasible. New subdivisions and planned developments within the IMA shall install water lines for reused water in order to ensure the availability of lines for future service.

Policy 17.35.18 For lots of record in existence at the time of adoption of the CMU FLUM category all development and land uses as envisioned by the Rural Residential District (RUR) shall continue to be allowed at the lot sizes, densities, intensities and infrastructure requirements as outlined in the comprehensive plan and LDC. For lots and parcels created after the adoption of the CMU FLUM category, all development shall conform to the CMU FLUM category requirements.

## **AMENDMENT 3**

### **AMEND FUTURE LAND USE MAP SERIES**

# CARDINAL INTERCHANGE MANAGEMENT AREA (IMA)



0 0.1 0.2 0.4 0.6 0.8 Miles



## We can't predict the future

- No one could have predicted 2020
- We do know there will be more changes
- Autonomous vehicles, more remote work, new technology
- People will continue to seek more walkable communities
- Continued market trend toward more emphasis on where you live and lifestyle

## Design Standards to be included in the LDC:

- Landscaping
- Street Trees
- Shared Parking and on-street parking
- Floor Area Ratio
- Height and Step-back standards
- Shared infrastructure
- Other design standards

## Next Steps

- With the PDC Recommendation, this will go to the Board on January 19<sup>th</sup>, 2021
- Transmittal to the FL Dept. of Economic Opportunity
- Adoption hearing early spring
- Future Land Use changes will be initiated
- LDC revisions adopted
- Concurrently, staff will be planning for other areas

# QUESTIONS/DISCUSSION