



**PLANNING COMMISSION
ZEPHYRHILLS, FLORIDA**

**Tuesday, August 27, 2024
6:00 PM**

**Zephyrhills
City Hall**

**Council
Chambers**

Call to Order – Mayor Monson
Roll Call – Carlos Maldonado
Invocation – Beth Aker

1. CONSENT ITEMS

- 1.1 Planning Commission Meeting 7/16/24 Minutes Approval

2. BUSINESS ITEMS

- 2.1 **ANX000023-24 Mitek Annexation, FLUMA, & Rezoning;** The applicant is to have the property annexed into the City with change in FLU from County IL to City IN, and Rezone from County AC to City LI (Light Industrial). Parcel #: 23-26-21-0020-00200-0010 & 23-26-21-0020-00200-0000, 9.98 acres. Located on Tucker Rd, West of Pine St.
1. MITEK Location Map
 2. Mitek Annexation Attachments
 3. Annexation Presentation
 4. Mitek Annex, FLUMA, Rezoning Staff Report
- 2.2 **CU0011-24 Mitek Conditional Use;** Submittal is for approval for change in the maximum allowable building height. The property is located on Paul Buchman Hwy and Chancy Rd. Parcel # 24-26-21-0010-03900-0010, 23-26-21-0020-01300-0020, 23-26-21-0020-00200-0000, & 23-26-21-0020-00200-0010, 110.41 acres.
1. Mitek Architectural Concept
 2. Mitek Concept Plan
 3. MITEK Location Map
 4. MiTek Conditional Use Staff Report
 5. MiTek Conditional Use Attachments

6. Conditional Use Presentation

3. OTHER ITEMS

- 3.1 Transportation Element Work Shop; Workshop to review and discuss the draft Transportation and Mobility Element of the City of Zephyrhills Comprehensive Plan.
1. Draft Transportation Element Work Shop Plan
 2. Transportation Element Maps

ADJOURN

*** PLEASE NOTE: This is a Public Meeting. Should any interested party seek to appeal any decision made by the Council with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceeding is made, which record includes the testimony and evidence upon which the appeal is to be based. F.S. 286.0105. If you are a person with a disability which requires reasonable accommodation in order to participate in this meeting, please contact the City Clerk at 813/780-0000 at least 48 hours prior to the public hearing. A.D.A. and F.S. 286.26.**



Planning Commission Meeting Minutes
Tuesday July 16th , 2024 at 6:00PM

I. Call to order by Mayor Monson

A regular Planning Commission meeting was called to order by Mayor Monson at 6:00 PM in Council Chambers of City Hall at 5335 8th Street, Zephyrhills FL.

II. Roll Call by Carlos Maldonado

III. Commission Members Present:

Mayor Monson, David Armstrong, Beth Aker, Thomas Vanater (absent from the meeting), Dr. Randy Stovall, Ellen Taylor (Arrived at 6:04 PM), Dr. Christa Remington, Tracy Sullivan & Rosie Paulsen.

IV. Invocation by Beth Aker

V. Pledge of Allegiance

- 1. Consent Items:** Minutes from June 18th, 2024 Planning Commission Meeting: Motioned for approval with corrections of typos that were mentioned by the board.

2. Business Items:

2.1 USE0014-24 Bauducco Foods Conditional Use; Submittal is for approval for change in maximum allowable building height. The property is located on 6th Street and Chancey Rd. Parcel #07-26-22-0000-00100-0012. Size; 72.52 Acres.

The discussion was led by Todd Vandeberg: A summary of the proposed manufacturing facility coming into the city was briefed, along with an overview of the location. This meeting's purpose was to get approval from the board for the approval for the facility to have a higher building than what would be allowed to facilitate their manufacturing equipment. Greg Crawford with Florida Engineering Group was present and began with his presentation mentioning their goals to get the conditional use permit to allow a higher building to be permitted. He mentioned the project will be completed in phases. Certain buildings will have different heights than others, according to the site plan displayed. Phase 1 building will be 160,000 SF. The building with higher heights will be mainly to accommodate the equipment for the facility. One of the Architects for the project was present Dennis Uchida from Walker Design. Mr. Uchida went over a slide presentation they provided. Numerous slides presented showed renderings such as proposed building locations and designs, proposed cafe area and retail shop that will be open to the public. The retail shop will be approximately 6,635 SF. North side will have a warehouse, production facility along with office areas. Phase one building will be 42' in height. Rendering of the shop's interior and Admin buildings and offices were presented. Admin buildings will be on the west facade. Mr. Vanderberg made closing comments on the approval of the



conditional use. He mentioned that additional items were reviewed during this process such as LDC (Land Development Code) compatibility and believes all standards are being met. Also believes the proposed height in buildings will be compatible with the surrounding areas and future development that is to come to the industrial corridor. FAA approval was completed by the applicant. Files are on record. The applicant mentioned they asked FAA for 65' approval but were dropped down to 63'. The conditional height approval was recommended by staff. The applicant will need to return for approval of the site plan once they officially submit the site plan application.

Recommendation: Motioned for approval by Dr. Stoval and seconded by Dr. Remington, all board members approved.

2.2 ANX000022-24 5L Property Annexation, FLU (future land use) & Rezoning; The applicant is proposing to have the property annexed into the city with a change in FLU from County IL to City IN, and Rezone from County AC to City LI (Light industrial). Parcel#18-26-22-0010-00500-0000, acres 12.92. Located on Chancey Rd, South of 6th Ave.

The discussion was led by Rodney Corriveau; he gave a summary on the property. This parcel is to the South of the previous item on the agenda. The applicant has no plans for development on this property, the goal is to only secure it into the city by annexation, change in future land use and rezone. The parcel will be for future expansion of the Bauducco manufacturing location in the coming years. The annexation will complement recently annexed land from the Applicant. Property meets JPA and the utility service area. Will meet Florida Statue chapter 171 requirements. It's contiguous with existing boundaries, reasonably compact, not part of another municipality. To be developed for urban purposes and will not result in the creation of an enclave. A map was presented showing the future land use of IN (Industrial) and rezoning to city LI (Light Industrial) will be compatible with the surrounding area. This was approved by the site plan review committee last month in June and was recommended to move forward to Planning Commission. Closing comments were on the industrial zoning being compatible with most industrial use ongoing on Chancey Road. Staff recommends approval for annexation, future land use change and rezoning.

Recommendation: Motioned first for approval by Beth Aker and seconded by Rosie Paulsen. All board members approved.

3. Other Items

3.1 Comprehensive Plan Update Discussion.



Mr. Vandenberg mentioned this item will be rescheduled for another Planning Commission Meeting. The engineer on record along with the planning staff was unable to get all items ready for the presentation tonight. Additional comments and discussion were mentioned such as Rosie Paulsen board members last meeting tonight and a new member was selected to join the board. Minor discussion on a mobility plan comprehensive plan update was mentioned and that the county will be using the same engineer on record that worked with the city for their mobility comprehensive plan review. An update on Geiger Road improvements was mentioned and that possible to have the improvements going into effect next calendar year. New developments pending were mentioned briefly. The water use issue is still being monitored prior to new developments. Closing comments from Mayor Monson she mentioned she met with a county commissioner to be assured that the improvements to Geiger Road were happening along with a discussion on traffic issues happening within the city. Further review will need to be conducted of the items mentioned.

Adjourn

Staff Report

Memorandum

To: Planning Commission

From: Tommy-Lee Hunt, GIS/Community Planner

RE: ANX 23-24 MiTek Annexation, Land Use Map Amendment, and Rezoning

Date: August 27th, 2024

I. BACKGROUND & INFORMATION

A. History | Application Summary

This Annexation, Future Land Use Map Amendment (FLUMA), and Rezoning Petition was presented to the City by Christian Bassolino, Engineer on behalf of the Property Owner, MiTek, Inc. The subject site is 9.98 acres More or Less (MOL) and located on the southside of Tucker Road, immediately north of the MiTek property already within the City. See Figure 1 — Aerial Map and Figure 2 — Location Map.¹



Figure 1 — Aerial Map

¹ 'Figures' contained herein are attached in original format.

ACCORDING TO THE APPLICANT AND THE UTILITIES DEPARTMENT, THE ANTICIPATED IMPACT ON THE CITY’S WATER SUPPLY IS: 3 MILLION GPY OR +/- 10 THOUSAND GPD AT PROJECT BUILD-OUT. THE UTILITIES DEPARTMENT HAS DEEMED THIS APPLICATION ‘BENEFICIAL’ TO THE CITY.

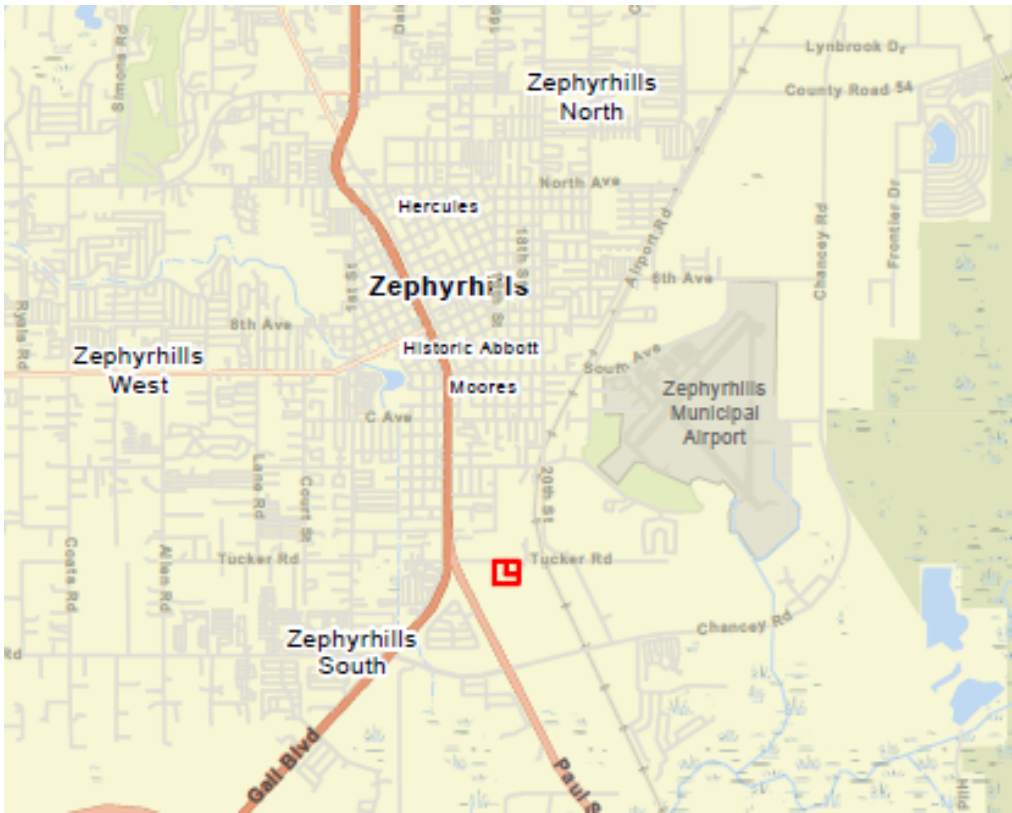


Figure 2 — Location Map

B. Site Information

<u>Applicant Owner:</u>	MiTek, Inc.
<u>Location:</u>	South side of Tucker Road, west of Pine Street
<u>Parcel ID Number(s):</u>	23-26-21-0020-00200-0000, 23-26-21-0020-00200-0010
<u>Acreage:</u>	9.98 Acres (MOL)
<u>Existing Land Use:</u>	Vacant and Residential
<u>Existing Future Land Use:</u>	County Industrial-Light
<u>Proposed Future Land Use:</u>	IN (Industrial)
<u>Existing Zoning:</u>	County AC
<u>Proposed Zoning:</u>	LI (Light Industrial)

II. DETAILED PROJECT DESCRIPTION

MiTek, Inc. is a construction technology company that fosters the adoption of offsite construction. The subject property is generally located south of Tucker Road in the southern portion of the City of Zephyrhills. The subject of this three-part application under review includes approximately 9.98 acres and stems from the applicant purchasing two tracts of land adjacent to their property already within the city limits. The subject property is square in shape and is bordered to the south and southwest by MiTek properties. The future manufacturing plant operation will be directly to the south and southeast of the subject property.

This application identifies Parcel ID Numbers 23-26-21-0020-00200-0000 and 23-26-21-0020-00200-0010; including the two individually addressed lots listed below within its boundary. 38822 and 38834 Tucker Road. Both properties fall under the second Parcel ID Number.

The Zephyrhills future land use map indicates the subject area to the south and east of the subject property as Industrial. The City Zoning Map assigns the Light Industrial zoning district to the surrounding areas of the subject property. The applicant proposes to annex these lots from unincorporated Pasco County into the City of Zephyrhills.

The general area of southeastern Zephyrhills contains a blend of Industrial, Mixed use and Residential uses. The County jurisdiction is generally approximately 3000 feet MOL in dept from the north side of the subject property before reaching the existing city boundary of properties on the Eagle Ranch Drive cul-de-sac. The properties in this area contain Future Land Use Map Plan categories of Industrial, Mixed Use, Residential, and Recreation/Open Space within the Zephyrhills city boundary. The unincorporated county lands that abut the north side of the subject property are platted for large lot industrial and residential uses.

III. PROPOSED DEVELOPMENT

This applicant plans to use this annexed property as secondary access to their additional property to the south and southeast during the construction phase of their manufacturing plant. This manufacturing plant will be located on the larger two tracts of land, while the subject property being annexed is not slated for any structures, see Figure 3 — Site Concept.

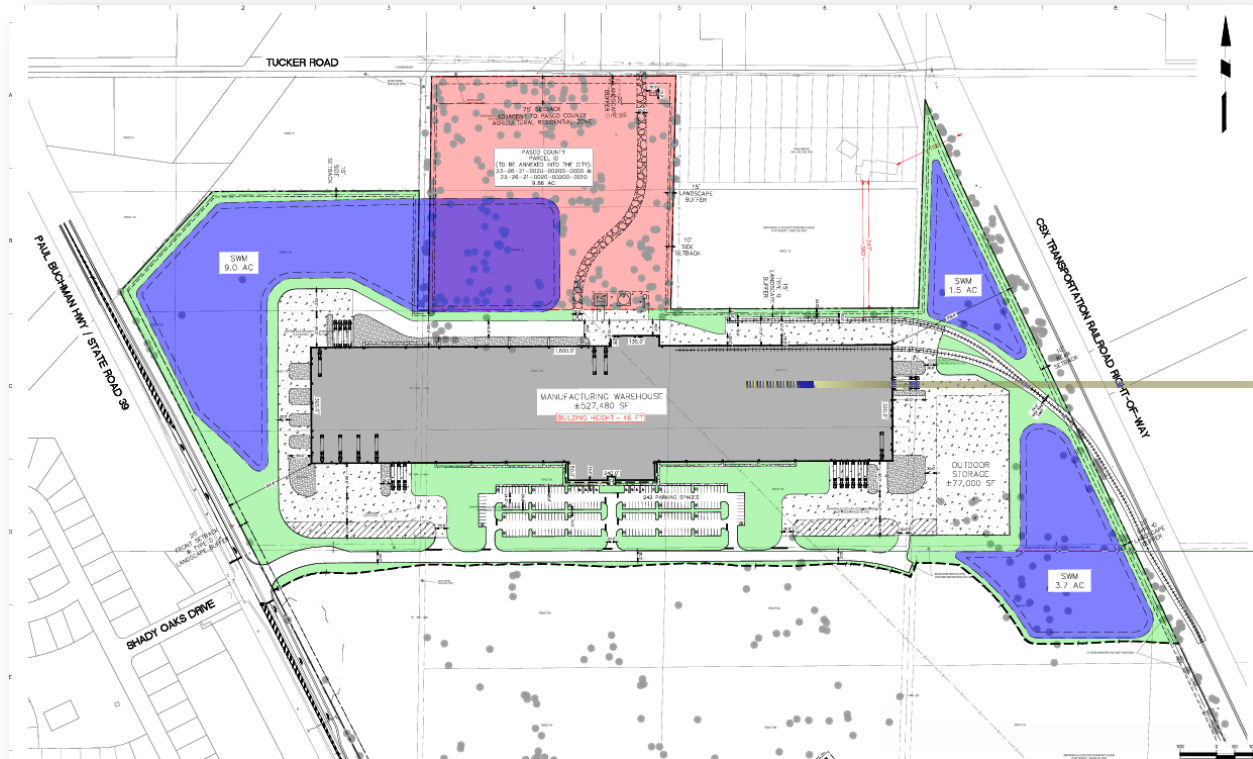


Figure 3 — Site Concept

Courtesy Langan Engineering Inc.

IV. DATA & ANALYSIS REVIEW

A. Character Analysis

East – Agriculture and various residential uses.

West – Commercial and warehousing.

North – Vacant and residential.

South – Vacant, site of future manufacturing plant.

B. Compatibility Analysis/Annexation

Annexation: The proposed annexation portion of the three-pronged petition meets the following criteria set forth under State Statutes, and compiles with the Joint Planning Area agreement between the County of Pasco and City of Zephyrhills (Please see Figure 3 — Proposed Properties Annexation Area Map):

State Statutes Chapter 171.043 Character of the area to be annexed. A municipal governing body may propose to annex an area only if it meets the general standards of subsection (1) and the requirements of either subsection (2) or subsection (3).

1. The total area to be annexed must be contiguous to the municipality's boundaries at the time the annexation proceeding is begun and reasonably compact, and no part of the area shall be included within the boundary of another incorporated municipality.
2. Part or all of the area to be annexed must be developed for urban purposes. An area developed for urban purposes is defined as any area which meets any of the following standards:
 - a) It has a total resident population equal to at least two persons for each acre of land included within its boundaries;
 - b) It has a total resident population equal to at least one person for each acre of land included within its boundaries and is subdivided into lots and tracts so that at least 60 percent of the total number of lots and tracts are 1 acre or less in size; or
 - c) It is so developed that at least 60 percent of the total number of lots and tracts in the area at the time of annexation are used for urban purposes, and it is subdivided into lots and tracts so that at least 60 percent of the total acreage, not counting the acreage used at the time of annexation for nonresidential urban purposes, consists of lots and tracts 5 acres or less in size.
3. In addition to the area developed for urban purposes, a municipal governing body may include in the area to be annexed any area which does not meet the requirements of subsection (2) if such area either:
 - a) Lies between the municipal boundary and an area developed for urban purposes, so that the area developed for urban purposes is either not adjacent to the municipal boundary or cannot be served by the municipality without extending services or water or sewer lines through sparsely developed area; or
 - b) Is adjacent, on at least 60 percent of its external boundary, to any combination of the municipal boundary and the boundary of an area developed for urban purposes as defined in subsection (2).

Currently the subject property is surrounded on two sides (south and west) by MiTek properties that are already located within the city limits. Staff feels that an annexation at this location is reasonable and meets the legal requirements for inclusion into the City boundary. Furthermore, the proposal meets the guidelines as prescribed above.

Compatibility: The immediate area of south Zephyrhills includes lands that are privately owned tracts owned by both MiTek, Inc. and Gagne Trust. The Gagne owned lands are on the northwest and south sides of Chancey Road which is slated to provide mixed uses until the southern city limits and Paul Buchman Hwy on the westside.

The general area of this portion of the city includes existing industrial facilities and general businesses. To the east is the CSX Railroad that abuts to the southeastern MiTek property already in the City.

1. Future Land Use Map (FLUMA) Amendment

- a) The subject property (9.98 acres) qualifies as a small-scale plan amendment;
- b) The request is to change the subject property's future land use designation from County IL to Industrial and is consistent with the abutting properties, which are:
 - i. Industrial Light to the north (County)
 - ii. Industrial Light to the east (County)
 - iii. Industrial to the south
 - iv. Industrial & Industrial Light to the west
- c) The proposed change is consistent with the City of Zephyrhills Comprehensive Plan Goals, Objectives, and Policies;
- d) Utility capacity is available for the proposed petition. As indicated by the applicant and verified by Planning Staff "[John Bostic] ...
- e) Transportation:
 1. Subject property abuts Tucker Road, and a County ROW use permit will be required at the time of site plan review;
 2. The industrial development of the facility to the south is projected to have a maximum daily trip generation of 460 trips at the worst case. The AM peak hour total trips is estimated to be 56 trips with the PM peak hour total being estimated at 51 trips.

The proposed future land use map amendment (FLUMA) is consistent with Chapter 163, Part II, FS, the City of Zephyrhills Comprehensive Plan, and the City's Land Development. It is also consistent and compatible with the land use/development trends of the area as it provides an essential industrial element. See Figure 4 — Proposed FLU Map.

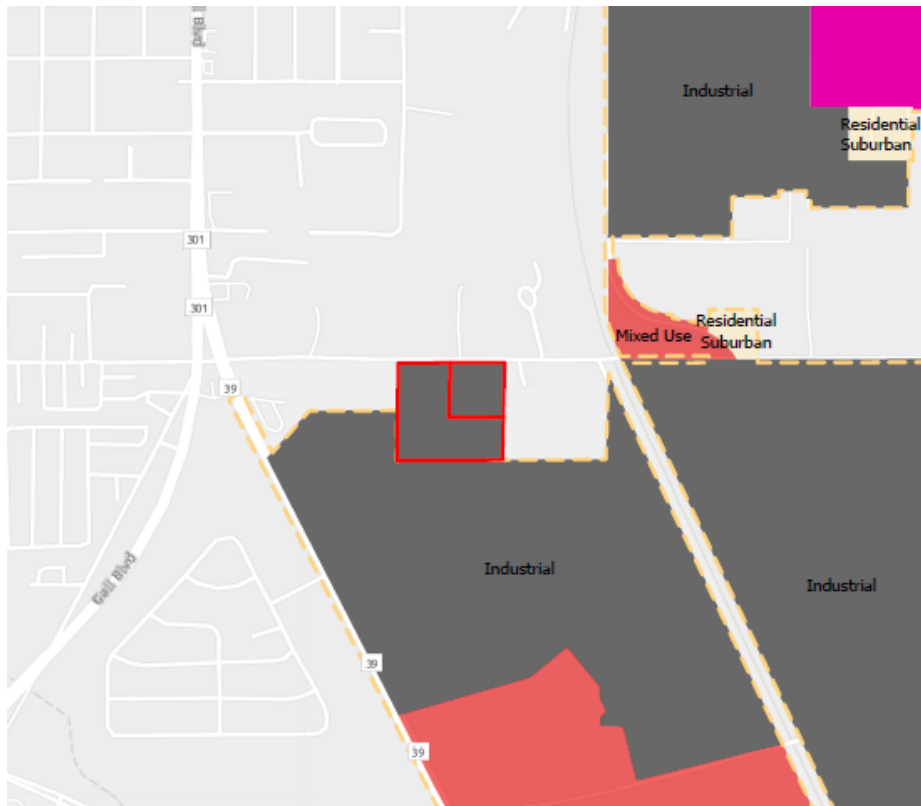


Figure 4 – Proposed FLU Map

2. Rezoning

- a) The request is to change the subject property's zoning classification from County AC to LI;
- b) The requested zoning designation is consistent with the development patterns and zoning designations of the area and surrounding properties. The surrounding properties are:
 - i. I1 and AR to the north (County)
 - ii. AC to the east (County)
 - iii. LI to the south
 - iv. C2 (County) and LI to the west;
- c) The subject petition and subsequent development will not exhibit premature development based on the development patterns in the general vicinity and utility infrastructure availability.

The proposed zoning is consistent with the City of Zephyrhills Comprehensive Plan, Land Development Code, and City codes and ordinances. It is also compatible/consistent with the growth and development trends of the area. As the City grows, the need for industrially zoned properties becomes greater. The rezoning and FLUMA furthers these goals and objectives of the Comprehensive Plan while remaining consistent with the adjacent zoning, while providing for employment opportunities and increased tax base. See Figure 5 — Proposed Zoning Map.



Figure 5 — Proposed Zoning Map

C. Natural & Historic Resources Analysis

The following site characteristics are provided (An Environmental Resources Report produced by Modica & Associates (M&A) dated June 2024 has been submitted by the applicant and is available upon request):

1. Soil Types – Moderately well drained soil (Tavares Sand, Zero to 5 percent). See M&A report.
2. Flood Plain – The subject property is located in Flood Zone “X” and is outside the 100-year flood zone. There is no identified apparent flood related threat.
3. Wetlands | Water Bodies – Per the M&A report, there are no wetlands on the subject annexation property, but one wetland system and one surface water body on the additional properties owned by MiTek to the south.
4. Historic | Archaeological Resources – The subject property is located outside of the Zephyrhills Historic District and is not projected to impact any identified historic resources. If archaeological resources are found onsite during development, notification should be made to the Florida Department of Historical Resources.
5. Natural resources – There appears to be several potential qualifying habitat areas including but not limited to gopher tortoises. Proper permits shall be obtained prior to construction activities, as well as a full report and mitigation and/or relocation plan shall be submitted to the City if such activities are found on site.

D. Public Services Analysis | Impact

POLICE	Projected general police service demand is within the City’s existing service capabilities.
FIRE	It is anticipated that the projected general fire service demand is within the County’s existing service capabilities. The City is currently coordinating with the County.
WATER	ACCORDING TO THE APPLICANT AND THE UTILITIES DEPARTMENT, THE ANTICIPATED IMPACT ON THE CITY’S WATER SUPPLY IS 3 MILLION GALLONS PER YEAR. THE UTILITIES DEPARTMENT HAS DEEMED THIS APPLICATION ‘BENEFICIAL’ TO THE CITY.
SEWER	Anticipated minimal impact according to the Utilities Department.
SANITATION	Future development will be required to utilize City Sanitation services. The City partners with Pasco County for the use of their landfill site. Anticipated impact is minimal.
TRANSPORTATION	The proposal does not require a formal traffic impact study as the subject site to be annexed will not contain any vehicular traffic.
SCHOOL	Industrial impacts on the school system are typically negligible.

E. Comp Plan & LDC Analysis and Verified Applicant Response

The requested annexation, re-zoning, future land use amendment appears to be consistent with the Goals, Objectives, and Policies of the City of Zephyrhills Comprehensive Plan. A review of the Comprehensive Plan and the Land Development Plan Code has been conducted by the applicant and verified by City Staff. Relevant goals, objectives, and policies are identified below and a brief statement regarding consistency of the proposed amendment has been provided.

Implementation

Goal LU-1: To achieve an economically and diversified tax base that ensures:

- a. The residential/family character of the City of Zephyrhills is maintained and protected while recognizing the economic benefits of a diversified economic base; ...*

The proposed MiTek Inc. development shall meet this goal as it refers to the considerations and requirements of the Land Development Code for the adjoining residential lots to the north.

LAND DEVELOPMENT REGULATIONS

Objective LU-1-1 To encourage efficient development in areas which will have the capacity to contribute more to the City in revenue than it will consume in services that meet the above-mentioned goals and consistent with this adopted plan.

It is Planning Staff's understanding that approval for the requests contained herein will not overburden the demand for public services, please direct specific questions regarding water usage to the Utilities Department. However, the planned improvements are expected to experience an increase in ad valorem property taxes. The proposal should, under Staff's understanding, represent no gross or net taxation on the services offered by the City. Further, this expansion will potentially serve additional residents with employment. It will not create urban sprawl as it is considered an infill light industrial project located in a community with varied development pattern.

POLICY

Objective LU-1-1: The City shall continue to enforce land development regulations to ensure orderly development, that at a minimum, contain provisions which:

- a. regulate the subdivision of land;
- b. regulate signage;
- c. provide for drainage and storm water management;
- d. provide requirements for the provision of open space, and safe and convenient on site traffic flow and parking requirements;
- e. coordinate future land uses with soil conditions, topography, and availability of facilities and services;
- f. ensure that development orders and permits are issued only when it is documented that such development is consistent with the adopted level of service standards and that facilities and services are available concurrent with the impacts of development;
- g. protect the limited amount of wetlands and other environmentally sensitive natural resources;
- h. protect the potable well fields by designating appropriate activities and land uses
- i. within well-head protection areas and environmentally sensitive land;
- j. provision of mixed land use designations...
- k. discourage the proliferation of urban sprawl.

The proposed MiTek Inc. project shall comply with each of the above criteria. The owners/contractors shall submit all plans to the appropriate governmental agencies for review and comment. The proposed project shall comply with all applicable regulations and requirements as required by the reviewing agencies, departments, and adopted codes, ordinances, and regulations as required by city, county, and state regulations. Any revision or amendments necessary shall be positively acted upon to assure compliance in each instance.

URBAN SUPPORT CLASSIFICATION

Industrial (IN)

The purpose of this category to depict those areas of the city that are now developed, or appropriate to be developed, in an industrial manner; and so as to encourage the reservation and use of consolidated areas for industrial use in a manner and location consistent with surrounding use, transportation facilities, and natural resource characteristics.

Use Characteristics: Those uses appropriate to and consistent with this category include:

Primary Uses: Research/Development; Light Manufacturing/Assembly; Wholesale/Distribution; Storage/Warehouse;

Secondary Uses: Office; Retail Commercial; Personal Business Service; Commercial/Business Service; Transient Accommodations; Public/Semi-Public.

Locational Characteristics: This category is generally appropriate to locations with sufficient size to encourage an industrial park type arrangement with provisions for internal service access in locations suitable for light industrial use with minimal adverse impact on adjoining uses, and with good access to transportation and utility facilities such as the major collector, arterial roadway network, rail facilities, airports, and mass transit.

Buffering: An appropriate buffer as determined by the Zephyrhills Land Development Code and verified by Staff shall be provided in and between the IN designated land and adjoining Commercial designated land.

Zoning Compatibility: The following zoning districts are compatible with the IN land use category: LI – Light Industrial PUD – Planned Development.

According to the City of Zephyrhills, Sec. 7.06.04.01. - Landscape buffering and screening, Types B and D buffers shall be installed. Type B buffer includes a 15-foot wide buffer planted with a single row of shade trees having a maximum spacing of 50 feet on center. A visual screen designed to be 80 percent opaque within one year and a minimum of six feet in height at installation shall also be provided with this buffer. The screen may include an opaque fence, wall, hedge, berm or any combination thereof. Wooden fences shall be prohibited. Walls and fences shall not exceed eight feet in height. Shrubs that are used to provide a visual screen shall be spaced a maximum of five feet on center. A Type D buffer includes a minimum ten-foot wide buffer with shade trees planted having a maximum spacing of 50 feet on center. The remainder of the buffer shall be landscaped with shrubs, at a minimum rate of five shrubs per tree or palms, ground cover and sod.

According to Section 7.07.06 (C), a fence, wall or hedge of a height not exceeding eight (8) feet may be permitted provided that the clear sight triangle is maintained, and in Section 7.07.06 (D), for security purposes, fences in C3, LI, AP1, and AP2 may be topped with barbed wire of not more than three strands, provided the lowest strand is not less than six and one-half feet above grade. (Please note this section of the LDC refers to property perimeter boundaries and does not prohibit a property owner from installing said appurtenances within or inside the property).

OBJECTIVE

LU-1-2: The integrity and quality of life will continue to be maintained in existing and future residential neighborhoods.

The proposed MiTek Inc. project shall be compatible with the surrounding area and shall not interfere with the integrity of the areas established neighborhoods or quality of life for current residents. Landscaping and buffering/berming shall address all necessary issues stemming from the expansion, see response to Policy LU-1-2-3-4, below.

POLICY

LU-1-2-3-4: *Land development shall take place in a manner that is compatible with the type and scale of surrounding land uses.*

The proposed development of the subject property shall be in compliance with the City's Land Development Code. All construction shall comply with current standards in order to take into consideration the company needs and those of the residential properties to the north that will be remaining in unincorporated Pasco County.

The subject site is surrounded on all sides with an Industrial future land use category and well-established Light Industrial zoned property on two sides. Staff considers it to be compatible with the surrounding Industrial land use categories, surrounding Light Industrial zoning district sites, and the established development pattern of the area, as well as the city's adopted Industrial Corridor Master Plan. The applicant/developer shall provide adequate screening and buffering to adjacent properties. A landscape/buffering plan that demonstrates compliance with all applicable sections of the City's LDC, and is designed in sympathy, to the greatest reasonable extent possible, with the adjacent residents' concerns shall be presented to the City for review and approval.

ARCHAEOLOGICAL AND HISTORICAL RESOURCES

OBJECTIVE

LU-1-4: *The City will develop mechanisms to ensure the protection of archaeological and historical resources.*

The subject property lies outside the historical district and there are no historical structures or archaeological areas identified within the boundaries of the subject property.

NATURAL RESOURCES

OBJECTIVE

LU-1-7: *All development activities shall ensure the protection of natural resources and potable well fields.*

LU-1-7-1: *The clearing of trees and wetland vegetation shall be prohibited unless permits are obtained from the proper governmental entities.*

LU-1-7-2: *Species of flora and fauna identified as endangered, threatened, or species of special concern, as defined by Federal Law or Florida Statutes, and found to exist in Zephyrhills by the Florida Game Fresh Water Fish Commission, shall be protected through compliance with appropriate Federal and State regulations.*

LU-1-7-3: *Consider in land use planning and regulation, the impact if land use on water quality and quantity; the availability of land, water, and other natural resources to meet demands; and the potential for flooding.*

LU-1-7-4: *The clearing of trees and wetland vegetation shall be prohibited unless permits are received from appropriate governmental entities.*

LU-1-7-5: *The developer/owner of any new development or redevelopment shall be responsible for on-site management of stormwater run-off in a manner so that post-development run-off rates, volumes and pollutant loads do not exceed existing conditions.*

The owner and its contractor shall comply with each of these provisions during the planning, design, engineering, staff review, permitting, construction, and inspection process of the MiTek Inc. project. The Environmental Resource Report provided by the applicant provides details on findings such as gopher tortoises and wood stork nesting sites. Further research/review and possible mitigation/relocation shall be required at the time of site plan review and approval, and prior to commencement of construction.

V. RECOMMENDATION

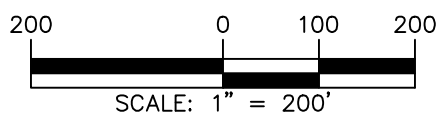
Site Plan Review Committee — The SPRC recommended approval of the annexation, rezoning, and Future Land Use Map Amendment at its regularly scheduled meeting on July 16, 2024. The SPRC moved the request forward to the Planning Commission

Planning Commission — August 27, 2024

Staff —



- NOTES:
1. BASEMAP AND BOUNDARY INFORMATION REFERENCED FROM A PLAN ENTITLED "ALTA/NSPS LAND TITLE SURVEY - PAUL BUCHMAN PARCEL", DATED 1 DECEMBER 2023, CONDUCTED BY COMPASS POINT SURVEYORS.
 2. AERIAL IMAGE PROVIDED BY BING MAPS; CAPTURED ON 02/29/2024.



Date	Description	No.
Revisions		

SIGNATURE JOSEPH J. YANNUCCI, JR. DATE SIGNED
PROFESSIONAL ENGINEER FL Lic. No. 65969

LANGAN

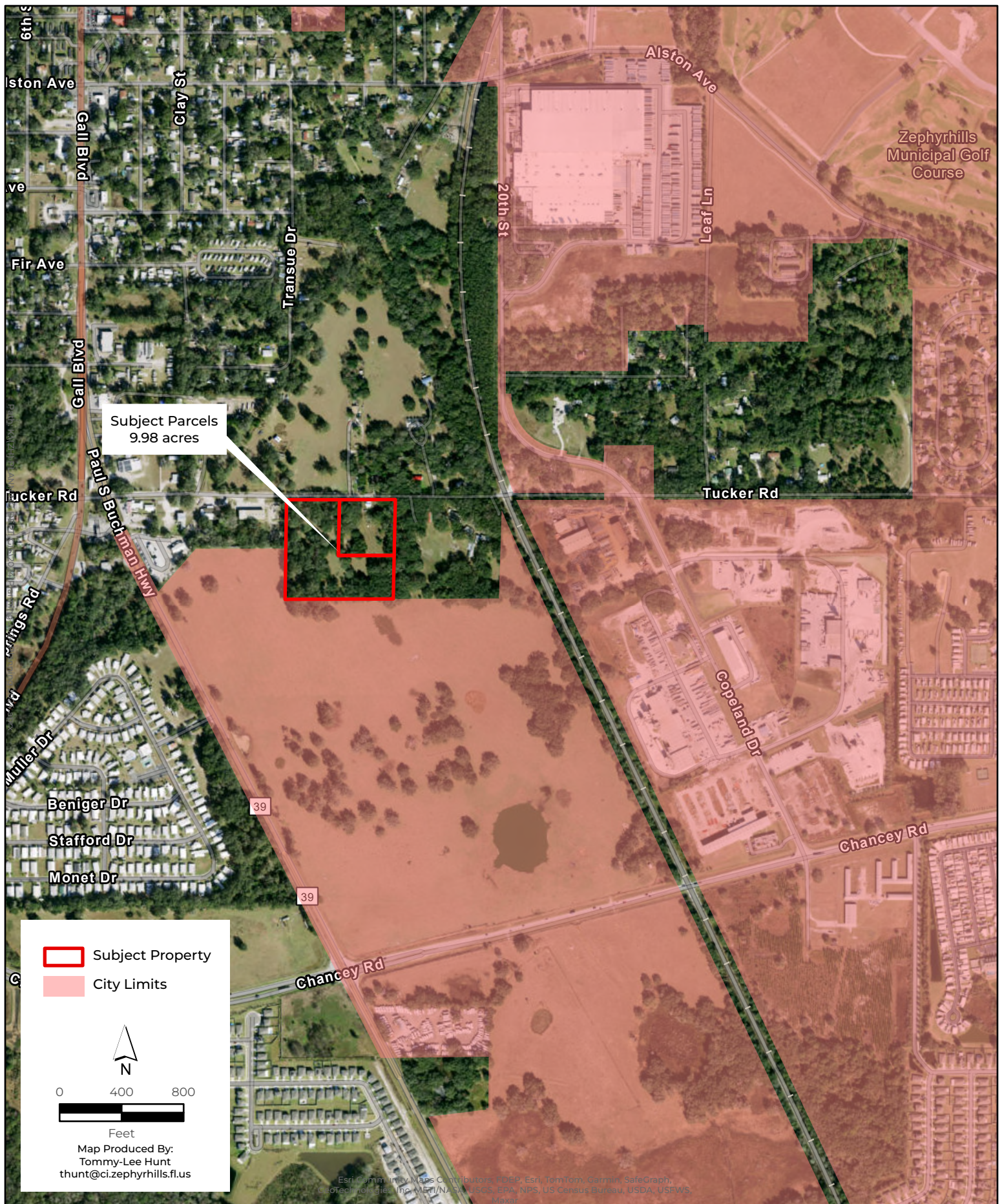
Langan Engineering and
Environmental Services, LLC.
13485 Veterans Way, Suite 120
Orlando, FL 32827
T: 407.974.2900 F: 407.974.2901 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 000066015LB8172LB8198

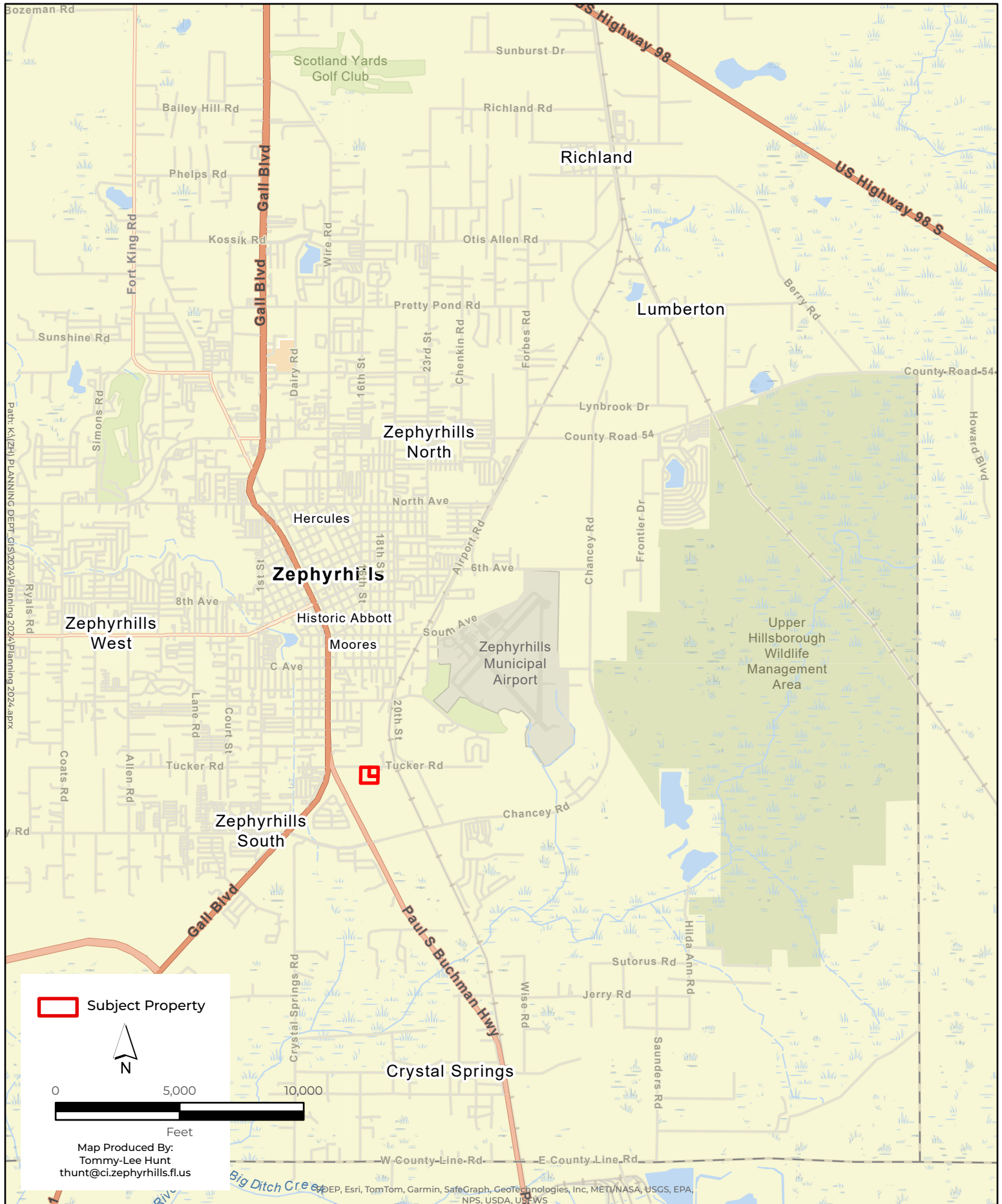
Project
**MITEK
MANUFACTURING
WAREHOUSE**
ZEPHYRHILLS
FLORIDA

Drawing Title
AERIAL MAP

Project No.
342027201
Date
05 APRIL 2024
Drawn By
CRB
Checked By
JY

Drawing No.
FG-01





MiTek Annexation Location

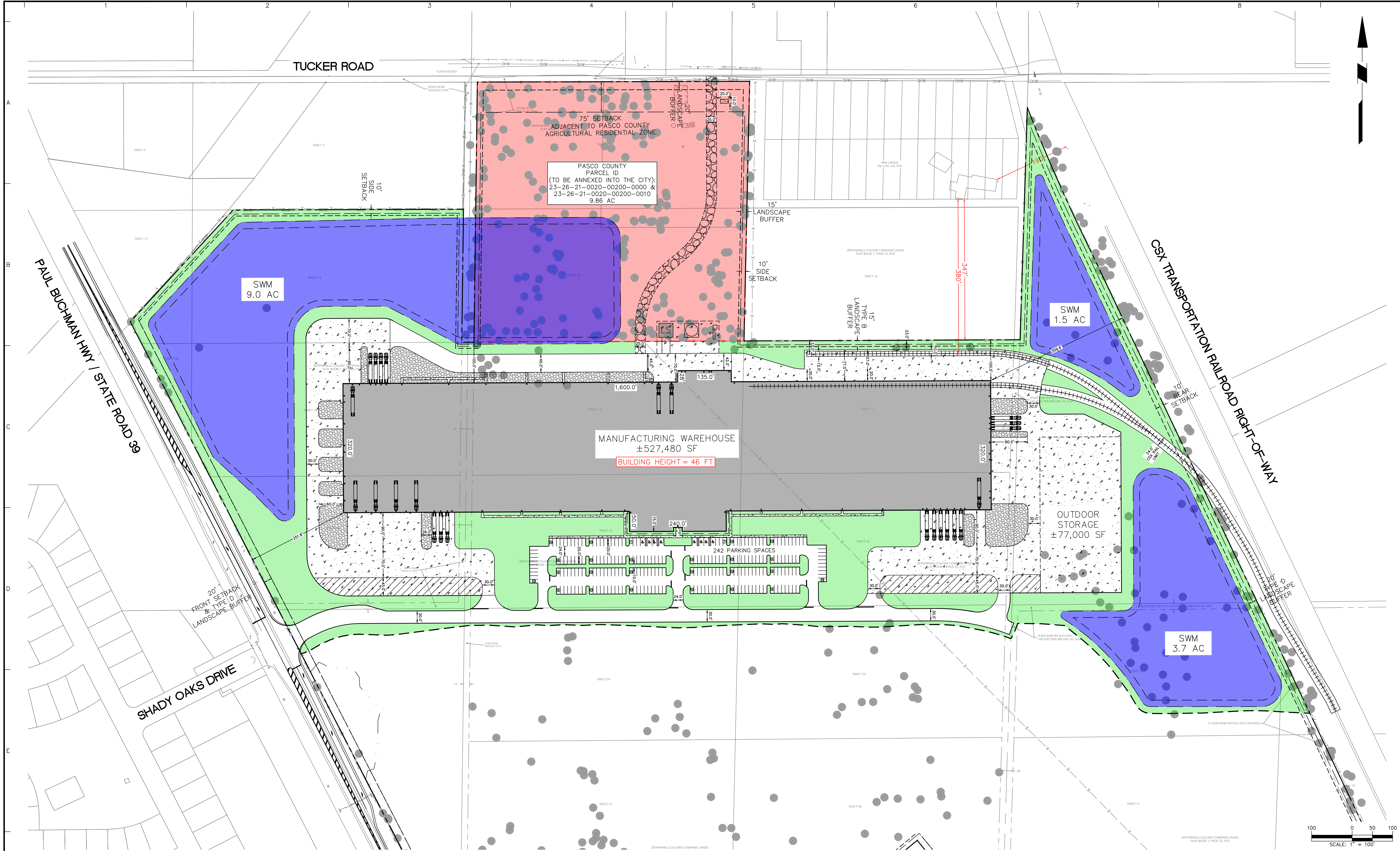
Data Source:
City of Zephyrhills GIS

City of Zephyrhills
5335 8th Street
Zephyrhills, FL 33542

ANX 0023-24

August 2024

1in : 5,000ft



NOTES:
1. BASEMAP AND BOUNDARY INFORMATION REFERENCED FROM A PLAN ENTITLED "ALTA/NSPS LAND TITLE SURVEY - PAUL BUCHMAN PARCEL", DATED 1 DECEMBER 2023, CONDUCTED BY COMPASS POINT SURVEYORS.

Date	Description	No.
Revisions		

SIGNATURE JOSEPH J. YANNUCCI, JR. DATE SIGNED
PROFESSIONAL ENGINEER FL Lic. No. 65969

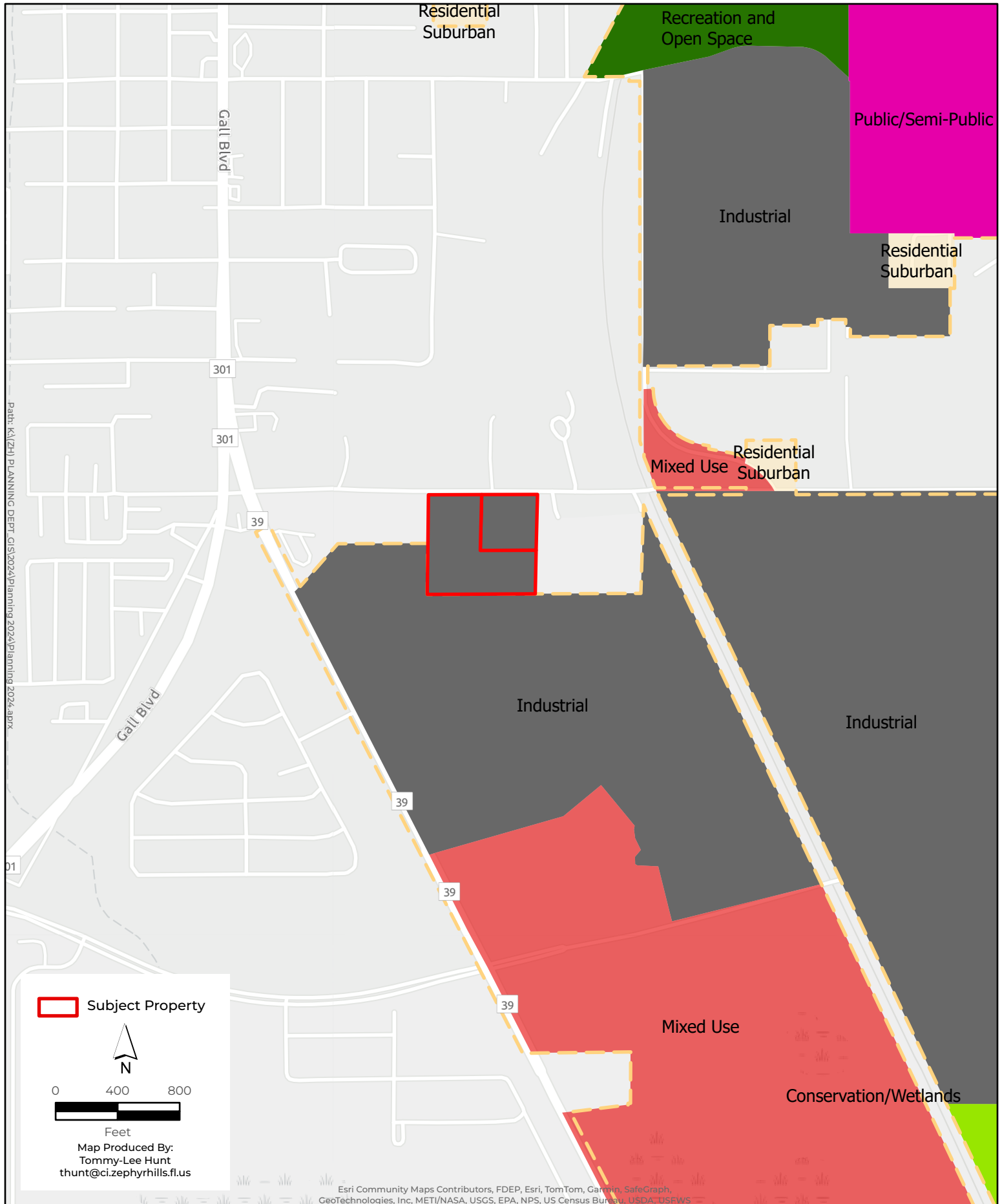
LANGAN
Langan Engineering and
Environmental Services, LLC.
13485 Veterans Way, Suite 120
Orlando, FL 32827
T: 407.974.2900 F: 407.974.2901 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 0000660118172128198

Project
**MITEK
MANUFACTURING
WAREHOUSE**
ZEPHYRHILLS
FLORIDA

Drawing Title
**CONCEPT
PLAN**

Project No.
342027201
Date
26 JUNE 2024
Drawn By
CRB
Checked By
JYJ

Drawing No.
CP-01



Proposed Future Land Use

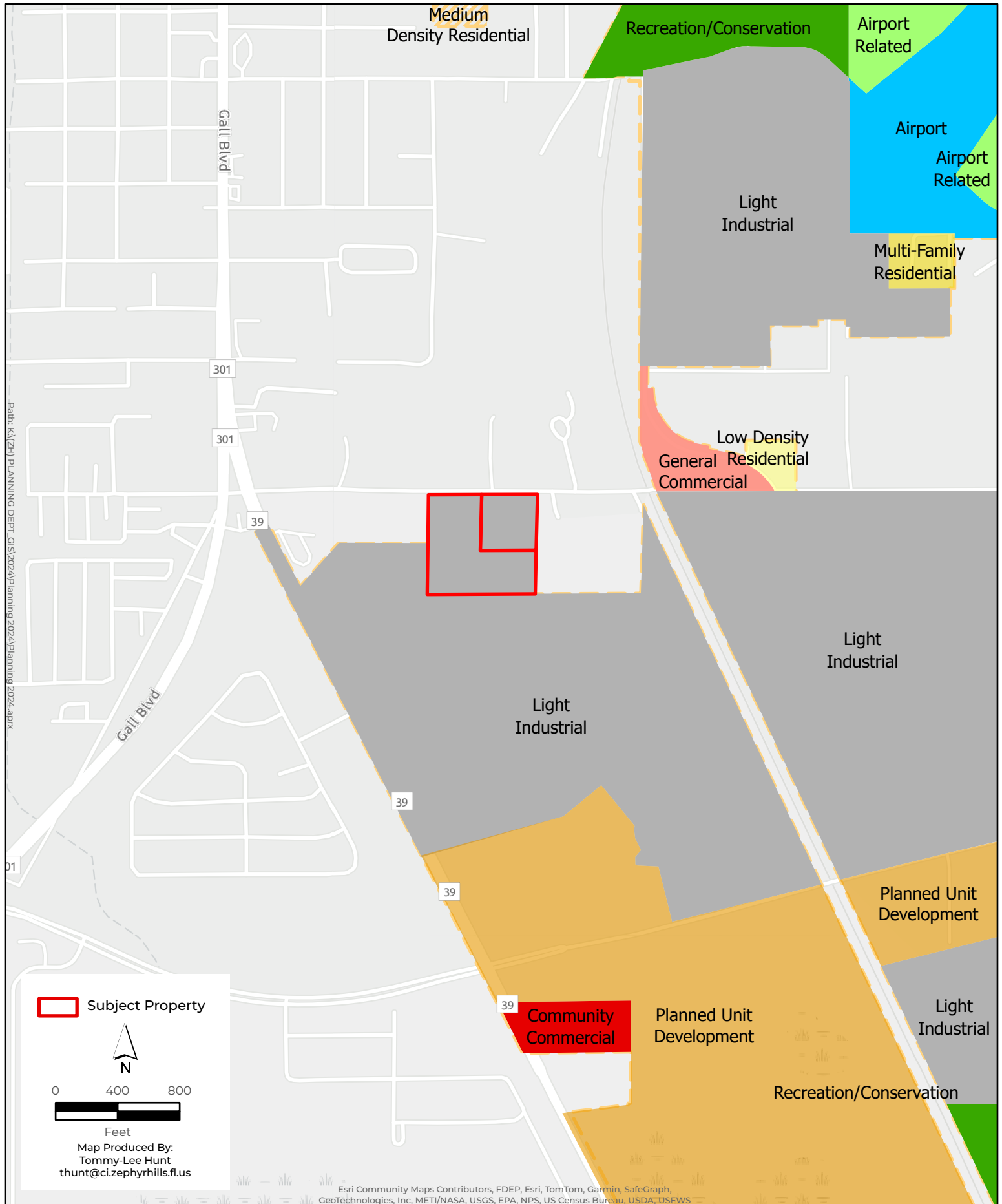
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City of Zephyrhills GIS

City of Zephyrhills
5335 8th Street
Zephyrhills, FL 33542

ANX 0023-24

August 2024

1in : 5,000ft



Esri Community Maps Contributors, FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA, USFWS



MiTek Inc.

Annexation, Re-zoning, & Future Land Use Amendment (FLUMA)

City of Zephyrhills File # ANX 0023-24

Project Location



- South side of Tucker Rd
- 1,120 ft east of Paul Buchman Hwy
- 750 ft west of the CSX Railroad

Figure 2 – Location Map

Project Aerial



Figure 1 – Aerial Map

Site Information

- Acreage: 9.98 acres MOL (more or less)
- Existing Land Use: Vacant & Residential
- Existing Future Land Use: County Industrial-Light
- **Proposed Future Land Use: IN (Industrial)**
- Existing Zoning: County AC
- **Proposed Zoning: LI (Light Industrial)**

Proposed Use

The projected use of this site is for utility infrastructure and a secondary access to MiTek's future manufacturing facility to the south.



Annexation Criteria - State Statutes Chapter 171.043

1. The total area to be annexed must be contiguous to the municipality's boundaries at the time the annexation proceeding is begun and reasonably compact, and no part of the area shall be included within the boundary of another incorporated municipality.
2. Part or all of the area to be annexed must be developed for urban purposes. An area developed for urban purposes is defined as any area which meets any of the standards...[outlined in the State Statutes].
3. In addition to the area developed for urban purposes, a municipal governing body may include in the area to be annexed any area which does not meet the requirements of subsection (2)...

Compatibility

The request is to change the subject property's future land use designation from County IL to Industrial and is consistent with the abutting properties, which are:

- i. Industrial Light to the north (County)
- ii. Industrial Light to the east (County)
- iii. Industrial to the south
- iv. Industrial & Industrial Light to the west

The proposed FLUMA is consistent with Chapter 163, Part II, FS, the City of Zephyrhills Comprehensive Plan, and the City's Land Development. It is also consistent and compatible with the land use/development trends of the area as it provides an essential industrial element.

The requested zoning designation is consistent with the development patterns and zoning designations of the area and surrounding properties. The surrounding properties are:

- i. I1 and AR to the north (County)
- ii. AC to the east (County)
- iii. LI to the south
- iv. C2 (County) and LI to the west;

The proposed zoning is consistent with the City of Zephyrhills Comprehensive Plan, Land Development Code, and City codes and ordinances. It is also compatible/consistent with the growth and development trends of the area. As the City grows, the need for industrially zoned properties becomes greater. The rezoning and FLUMA furthers these goals and objectives of the Comprehensive Plan while remaining consistent with the adjacent zoning, while providing for employment opportunities and increased tax base.

Public Services Analysis | Impact

POLICE	Projected general police service demand is within the City's existing service capabilities.
FIRE	It is anticipated that the projected general fire service demand is within the County's existing service capabilities. The City is currently coordinating with the County.
WATER	ACCORDING TO THE APPLICANT AND THE UTILITIES DEPARTMENT, THE ANTICIPATED IMPACT ON THE CITY'S WATER SUPPLY IS 3 MILLION GALLONS PER YEAR. THE UTILITIES DEPARTMENT HAS DEEMED THIS APPLICATION 'BENEFICIAL' TO THE CITY.
SEWER	Anticipated minimal impact according to the Utilities Department.
SANITATION	Future development will be required to utilize City Sanitation services. The City partners with Pasco County for the use of their landfill site. Anticipated impact is minimal.
TRANSPORTATION	The proposal does not require a formal traffic impact study as the subject site to be annexed will not contain any vehicular traffic.
SCHOOL	Industrial impacts on the school system are typically negligible.

Recommendations

- **Site Plan Review Committee** — The SPRC recommended approval of the annexation, rezoning, and Future Land Use Map Amendment at its regularly scheduled meeting on July 16, 2024. The SPRC moved the request forward to the Planning Commission.
- **Planning Commission Execution**— August 27, 2024

** Staff recommends approval**

Staff Report
Memorandum

To: Planning Commission

From: Tommy-Lee Hunt, GIS/Community Planner

RE: CU 11-24 MiTek Conditional Use Petition

Date: August 27th, 2024

I. BACKGROUND & INFORMATION

A. History | Application Summary

This is an application for a conditional use petition to exceed the height limitations of the LI (Light Industrial) zoning district. The proposal is for the construction of a 46' manufacturing warehouse on 100.43 acres (MOL) of real property, see Attachment 1 – Elevations for illustrations. The project is located on Paul S. Buchman Highway and Chancey Road and bordered to the east by the CSX Railroad, see Figure 1 – Location Map. At its regularly scheduled meeting on July 16, 2024, the SPRC recommended approval of the conditional use to exceed the height limitations of the LI zoning designation¹. Please see conditional use requirements discussion, page 6 – for zoning designation discussion.



Figure 1 – Location Map

¹ At its July 16, 2024 meeting, the SPRC approved an Annexation, Rezoning, and Future Land Use Map amendment for two parcels north of the subject property also owned by MiTek. Please note that this annexation petition is not a subject of this application as those parcels will only be utilized for additional site access and no structures exceeding the height limitations. Further discussion is contained herein.

B. Site Information

<u>Applicant Owner:</u>	MiTek, Inc.
<u>Location:</u>	East of Paul S. Buchman HWY, North of Chancey Rd, and just West of the CSX Railroad
<u>Parcel ID Number(s):</u>	23-26-21-0020-01300-0020, 24-26-21-0010-03900-0010
<u>Acreeage:</u>	100.43 Acres (MOL)
<u>Existing Use of Land:</u>	Vacant
<u>Existing Future Land Use:</u>	Industrial
<u>Existing Zoning:</u>	Light Industrial
<u>Proposed Height:</u>	46' above F.F.E. (Finished Floor Elevation)
<u>Site Serviced by Utilities?</u>	Yes
<u>Flood Zone(s):</u>	X, A, AE

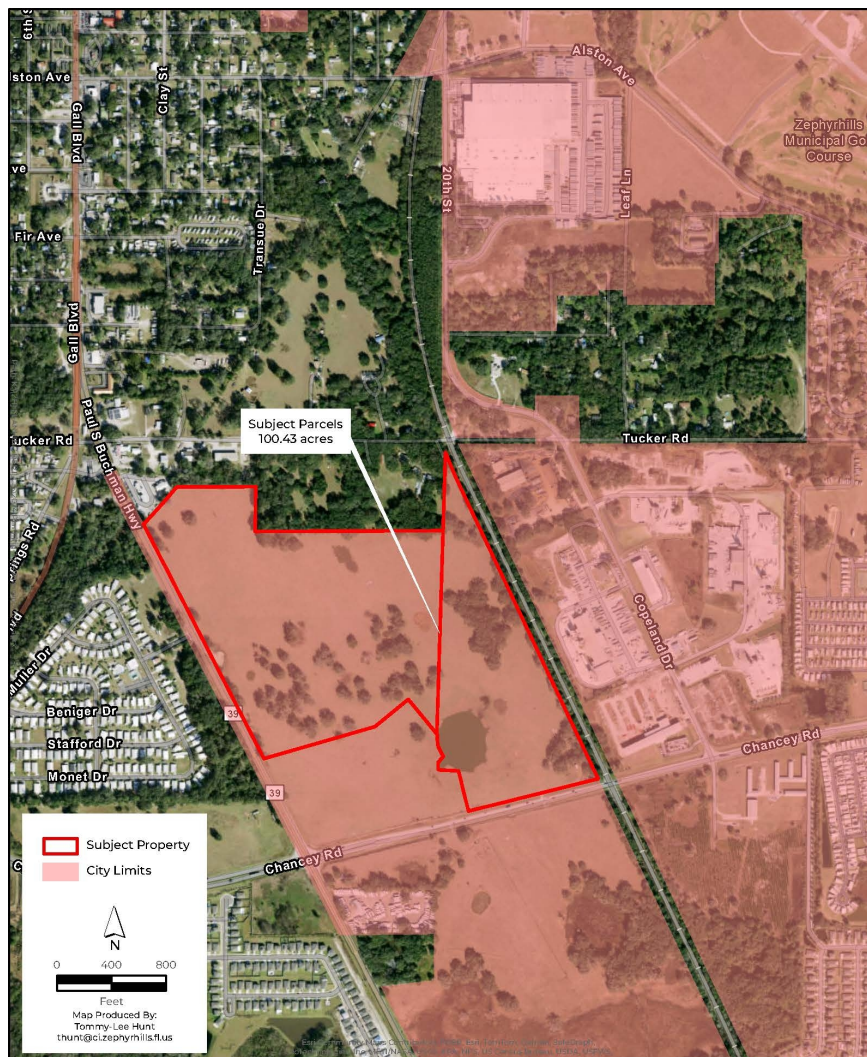


Figure 2 – Project Aerial

II. DATA & ANALYSIS REVIEW

Height Review (LDC Part 7.01.01.04) –

The applicants are requesting to exceed the 2-story (30-foot) height limitation of the LI zoning district (LDC Subsection 7.01.00, Zoning District Performance and Dimensional Standards) to construct a 46 FT industrial manufacturing facility. Light Industry/Manufacturing is permitted as-of-right in the LI zoning designation. Buildings between thirty and 75ft are classified as ‘mid-rise structures’, under subsection 7.01.01.04 in the LDC². Mid-rise structures may be permitted to exceed the height limitations of a zoning district as a conditional use, subject to the following:

- a. Mid-rise structures, when permitted, may be erected to a height not exceeding 75 feet if the building is set back from each setback line at least one additional foot for each 2 feet of building height above 30 feet.

The conceptual site plans provided by the applicant indicate a maximum building height of 46 feet, as measured from the finished floor elevation.

CONCEPT PLAN

The design proposal, the 46 feet manufacturing is located centrally on the subject properties. Please see Figure 3 – Concept Plan, for the typical proposed elevations attached to this report (for illustrative purposes only).

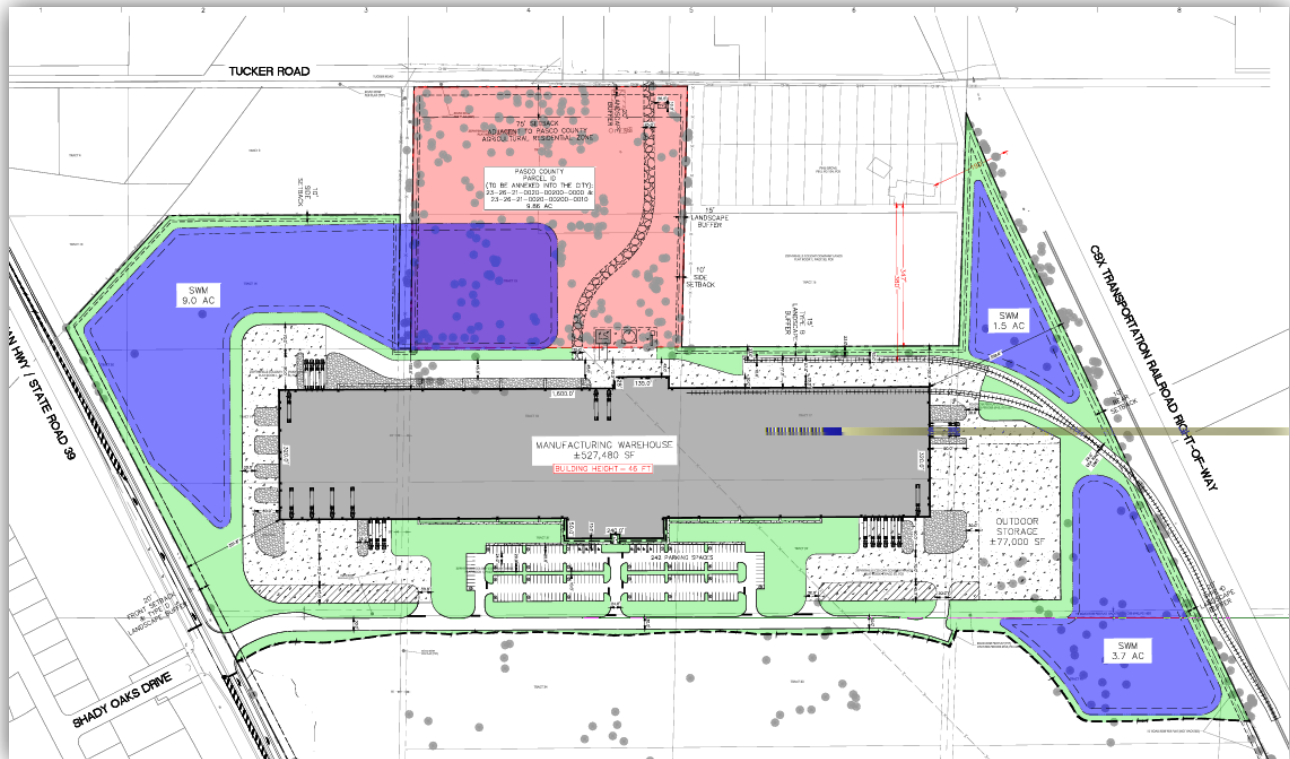


Figure 3 – Concept Plan

Courtesy of Langa Engineering

² The City of Zephyrhills LDC requires an additional one-foot (1) setback for each two (2) feet of building height above 30 feet (Sec. 7.01.01.04(B)(3)(b))

- b. In no case shall a structure exceed the height limitations determined to protect the approach and clear air zones established for the Zephyrhills Municipal Airport, as currently adopted or subsequently amended.

All applicants for site development/construction plan approvals and permits are required by City Ordinance to complete the FAA's online notice criteria tool. Verification from the FAA that a project is not of concern, or a possible obstruction is required to be provided to the city prior to the issuance of any permits. Should a project be determined to be of concern, the FAA will require an extended review process on their end. The 46 feet building proposed in this application for conditional use is not expected to be of concern in regards to proximity to the airport, as confirmed by the FAA Reports provided by the applicant.



Photo 1 – Subject Site Viewed from Paul Buchman HWY looking Southeast. *Google Imagery – December 2023*

- c. Compliance with Resolution # 147 is required.

City Resolution No. 147 primarily pertains to the allowance of mid-rise structures and additional conditions related to the Fire Department. All plans shall meet the adopted building code and fire code standards, as well as any additional standards which may be required by Pasco County Fire Rescue.

Conditional Use Requirements (LDC Part 11.10.00) -

- A. The proposed conditional use will not adversely affect or contribute to the deterioration of life or property values in the immediate neighborhood

The purpose of a Conditional Use permit is to, in part, mitigate any potential impacts to adjacent properties and the community in general. The applicant's response to this question is that the project will be designed to prevent adverse impacts and avoid deterioration of quality of life or property values in the immediate neighborhood. The applicant will be required to meet minimum site design standards **and** enhanced standards can be required for landscaping, buffering and screening to reduce any potential impact.

- B. The proposed conditional use is consistent with the character of and existing land use patterns in the surrounding area.

The proposed industrial use is consistent with the current Future Land Use and zoning designations in the surrounding area. Similar mid-rise structures (between 30ft and 75ft) in the area consist of the Morrow Steel facility on Copeland Drive, Lightening Steel Inc. facility on Trump Place, and the Professional Hair Labs factory on Correia Drive. Furthermore, the site has been designed to utilize the existing topography to the greatest extent possible.

- C. The proposed conditional use will not create or excessively increase traffic or parking congestion or otherwise affect public safety.

Site access is proposed via a private access easement off US 39/Paul Buchman Highway.

- D. The site upon which the proposed conditional use is to be located has suitable drainage, access, ingress and egress, off-street parking and loading areas.

The SPRC recommended approval of the conditional use to exceed height (on July 16, 2024). The subject property is not located within the Basin of Special Concern and drainage plans will be reviewed by the city's consultants at the time of site development plan review to ensure compliance. With a master drainage system, adequate soils and site access, the site shall have adequate drainage, access, ingress and egress, off-street parking and loading area. Care shall be taken regarding floodplain management and adequate retention meeting all District and City standards.

- E. The site upon which the proposed conditional use is to be located has or may have screening or buffering to prevent interference with the enjoyment of surrounding areas.

Perimeter buffer and screening standards of the LDC will be required on all perimeters and around mechanical systems and dumpster enclosures. Interior and parking lot landscaping, as well as landscaping along retention areas, will also be required to prevent interference with the enjoyment of surrounding areas. The preservation of wetland areas will further buffer the subject site from surrounding properties.

- F. The proposed site meets applicable requirements of the zoning district in which it is located.

All zoning district regulations of the LDC will be applicable and assessed at the time of site development plan review. As previously stated, a light industry/manufacturing facility in the LI zoning designation is permitted as-of-right. Please see Figure 4 - Zoning Map.



Figure 4 – Zoning Map – City of Zephyrhills

- G. Any existing or proposed signs or lighting will not adversely affect surrounding areas or vehicular traffic.

Proposed signage shall be consistent with the city's standards as outlined in Article VIII of the LDC at the time of permitting. Parking lot and pedestrian lighting shall be designed so as to not spill onto adjacent roadways or properties and will be reviewed at the time of site development plan review and shall be consistent with LDC minimum requirements.

- H. The proposed conditional use will not interfere with or adversely affect the health, safety or welfare of the surrounding community area.

There is no indication that the proposed conditional use to exceed the height limitations of the zoning district will negatively impact the health, safety or welfare of the surrounding community. Any and all FAA regulations pertaining to building height shall be reviewed by the proper permitting agencies at the time an engineering site plan is presented to the City. Initial coordination with the FAA, through the on-line notice criteria tool has indicated that the project DOES NOT EXCEED NOTICE CRITERIA.

Utilities Discussion -

According to Mr. Bostic, Utilities Services Director, adequate capacity is available to serve the Project. The proposed use is anticipated to demand 3 million (gallons per day) GPD. Additionally, during the construction of the project, utility infrastructure will be required to be built. As such, a Utilities Service Agreement shall be required as part of this development and all development plans.

The development of the subject site, along with the necessary installation of required utilities, will help facilitate the buildout of the City at its southern end.

Environmental Setting -

Floodplain Management:

According to the National Flood Hazard Layer FIRMette, significant portions of the subject property, as well as adjacent sites are within the “X” flood zone of minimal flood hazard. Towards the southwest portion of the subject there is a water body with a “Zone A” designation, while towards the west boundary along US 39, there is a flood area with “Zone AE” designation. Please refer to Figure 8 - FEMA FIRMette Map on page 11 for more details.



Courtesy of FEMA

Due to the floodplain issues, at the time of site plan review and approval, construction documents shall clearly indicate proper construction management practices, and a phased approach to land clearing and excavation to avoid erosion and provide stability for the subject property as well as adjacent properties.

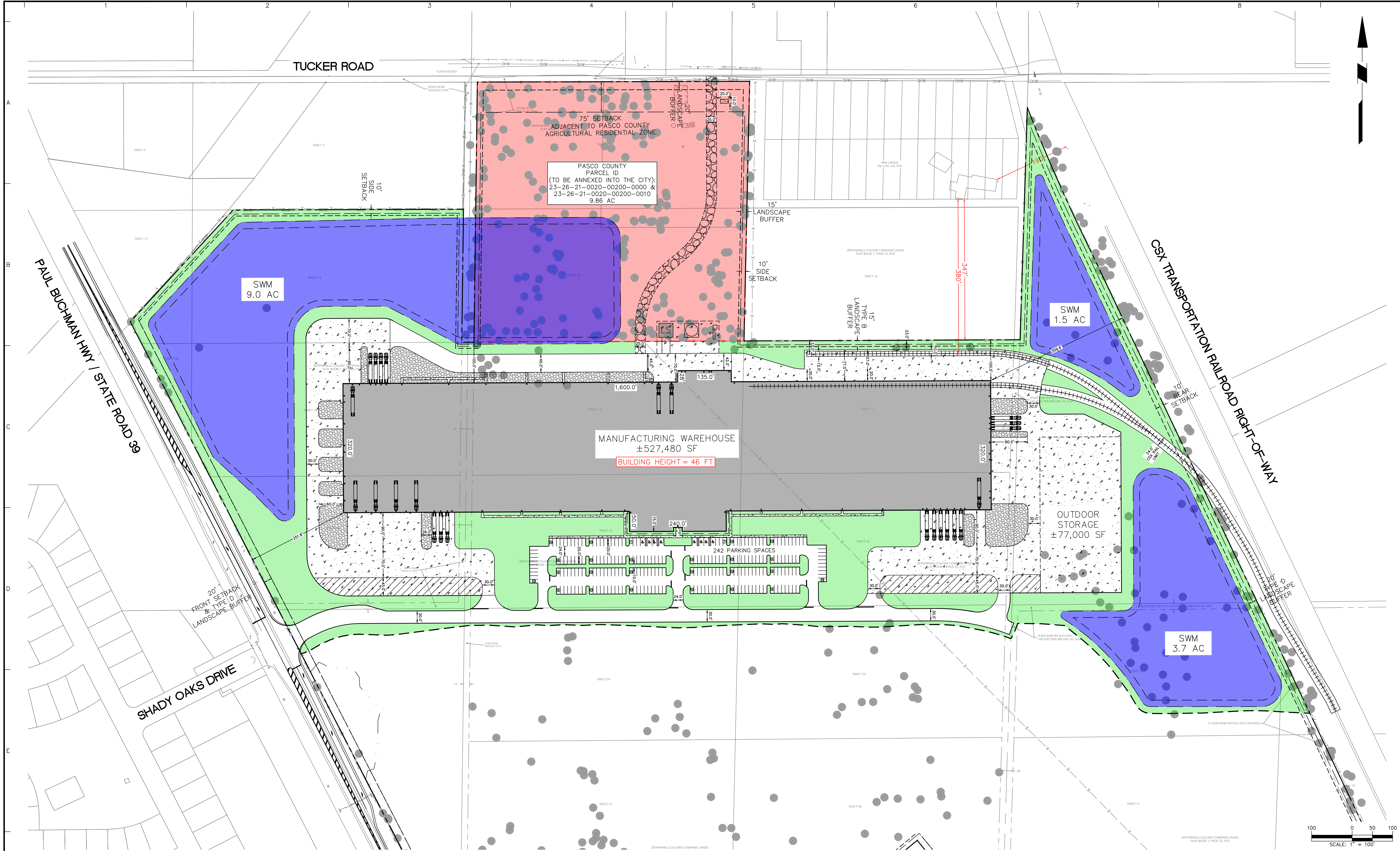
Furthermore, City Staff, the developer, and project engineer shall conduct a pre-construction meeting to discuss such requirements. Site inspections shall be performed to ensure compliance and avoid adverse impacts to the subject property AND adjacent properties at the time of development, as well as post-improvement.

III. Recommendation

Site Plan Review Committee – The SPRC recommended approval of the conditional use to exceed the height limitations at its regularly scheduled meeting on July 16, 2024. The SPRC moved the request forward to the Planning Commission

Planning Commission — August 27, 2024

Staff —



NOTES:
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Date	Description	No.
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SIGNATURE JOSEPH J. YANNUCCI, JR. DATE SIGNED
PROFESSIONAL ENGINEER FL Lic. No. 65969

LANGAN

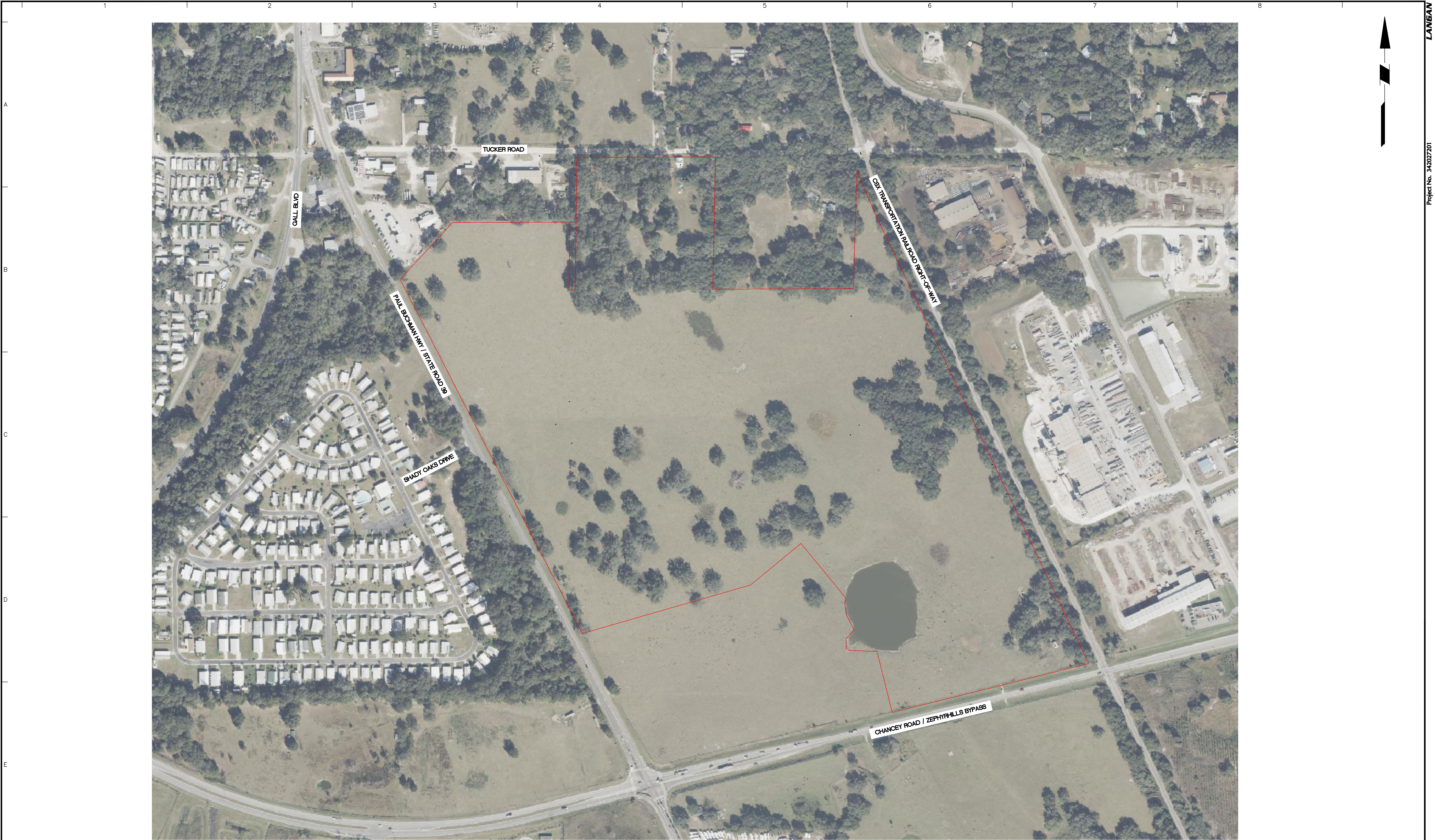
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Project
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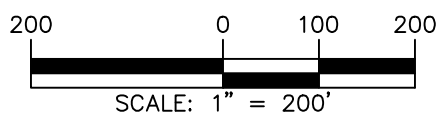
Drawing Title
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PLAN**

Project No.
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Date
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Drawn By
CRB
Checked By
JY

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2. AERIAL IMAGE PROVIDED BY BING MAPS; CAPTURED ON 02/29/2024.



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Project
**MITEK
MANUFACTURING
WAREHOUSE**
ZEPHYRHILLS
FLORIDA

Drawing Title
AERIAL MAP

Project No.
342027201
Date
05 APRIL 2024
Drawn By
CRB
Checked By
JY

Drawing No.
FG-01

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Memorandum

To: Planning Commission

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<u>Flood Zone(s):</u>	X, A, AE

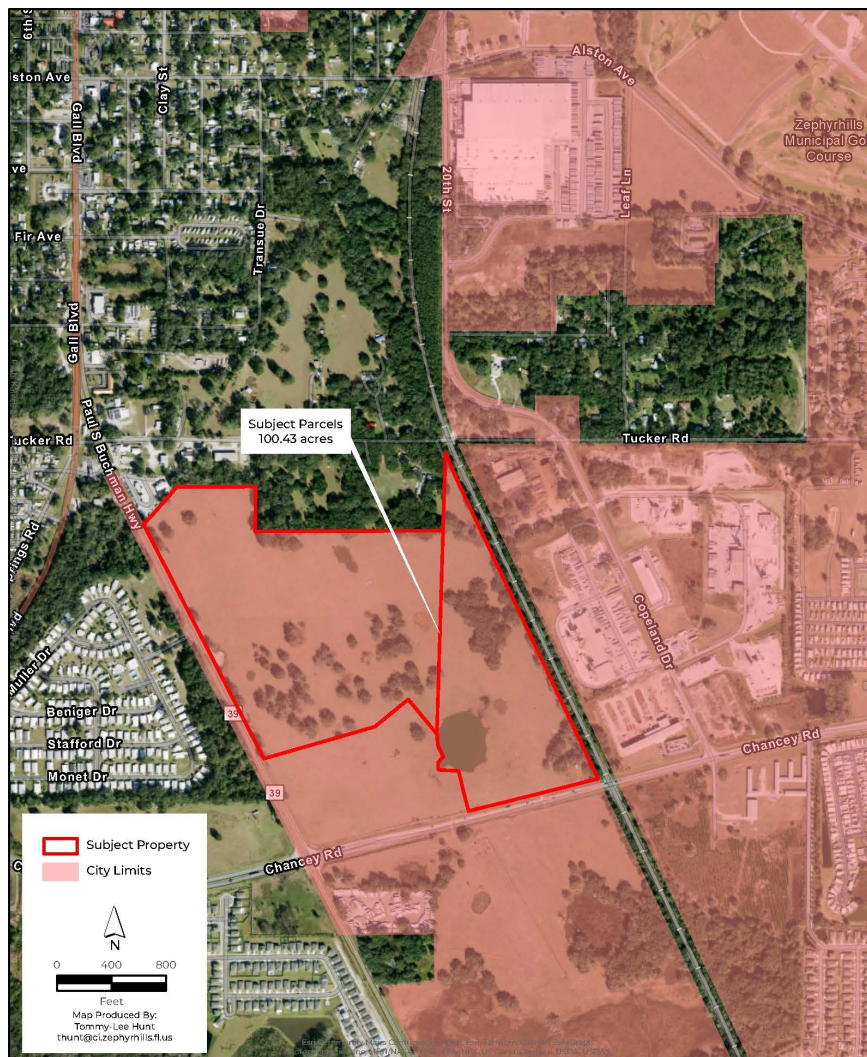


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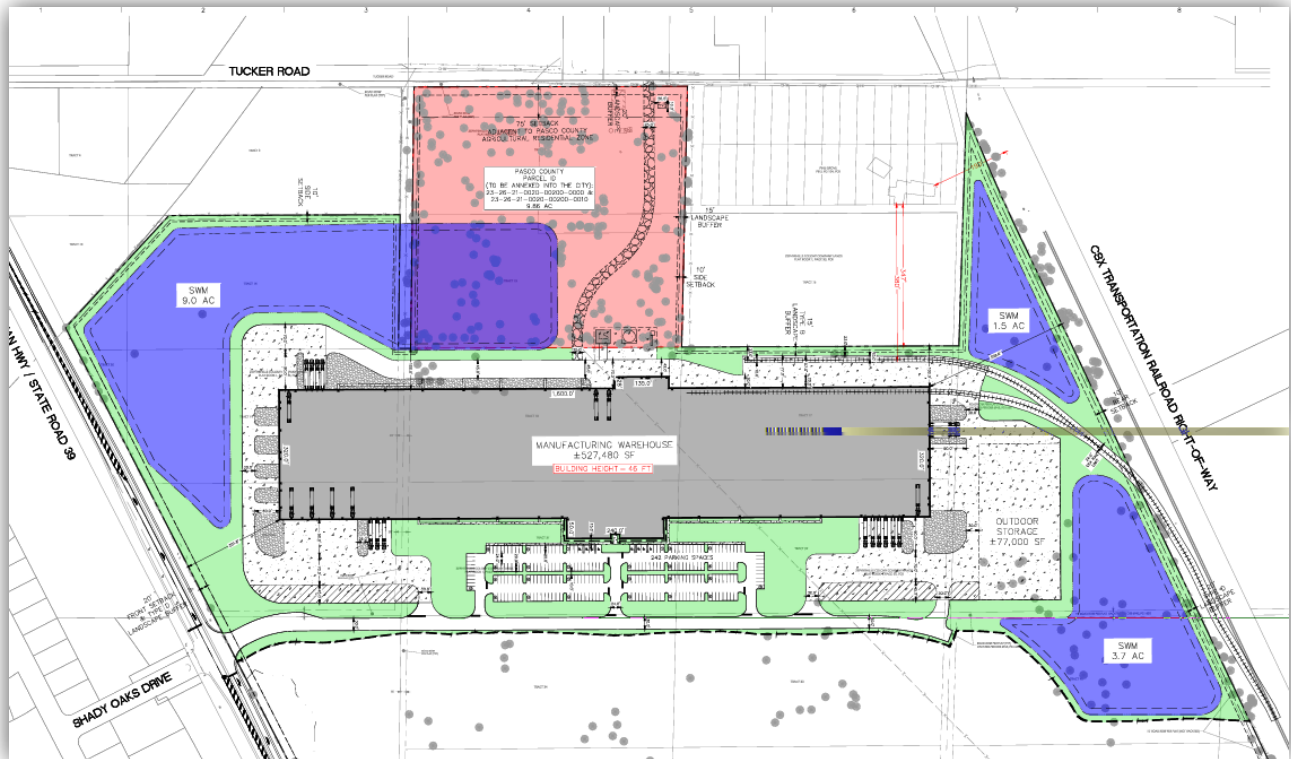


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Photo 1 – Subject Site Viewed from Paul Buchman HWY looking Southeast. *Google Imagery – December 2023*

- c. Compliance with Resolution # 147 is required.

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- B. The proposed conditional use is consistent with the character of and existing land use patterns in the surrounding area.

The proposed industrial use is consistent with the current Future Land Use and zoning designations in the surrounding area. Similar mid-rise structures (between 30ft and 75ft) in the area consist of the Morrow Steel facility on Copeland Drive, Lightening Steel Inc. facility on Trump Place, and the Professional Hair Labs factory on Correia Drive. Furthermore, the site has been designed to utilize the existing topography to the greatest extent possible.

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Figure 4 – Zoning Map – City of Zephyrhills

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Proposed signage shall be consistent with the city's standards as outlined in Article VIII of the LDC at the time of permitting. Parking lot and pedestrian lighting shall be designed so as to not spill onto adjacent roadways or properties and will be reviewed at the time of site development plan review and shall be consistent with LDC minimum requirements.

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Utilities Discussion -

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The development of the subject site, along with the necessary installation of required utilities, will help facilitate the buildout of the City at its southern end.

Environmental Setting -

Floodplain Management:

According to the National Flood Hazard Layer FIRMette, significant portions of the subject property, as well as adjacent sites are within the “X” flood zone of minimal flood hazard. Towards the southwest portion of the subject there is a water body with a “Zone A” designation, while towards the west boundary along US 39, there is a flood area with “Zone AE” designation. Please refer to Figure 8 - FEMA FIRMette Map on page 11 for more details.



Figure 5 – FEMA FIRMette Map

Courtesy of FEMA

Due to the floodplain issues, at the time of site plan review and approval, construction documents shall clearly indicate proper construction management practices, and a phased approach to land clearing and excavation to avoid erosion and provide stability for the subject property as well as adjacent properties.

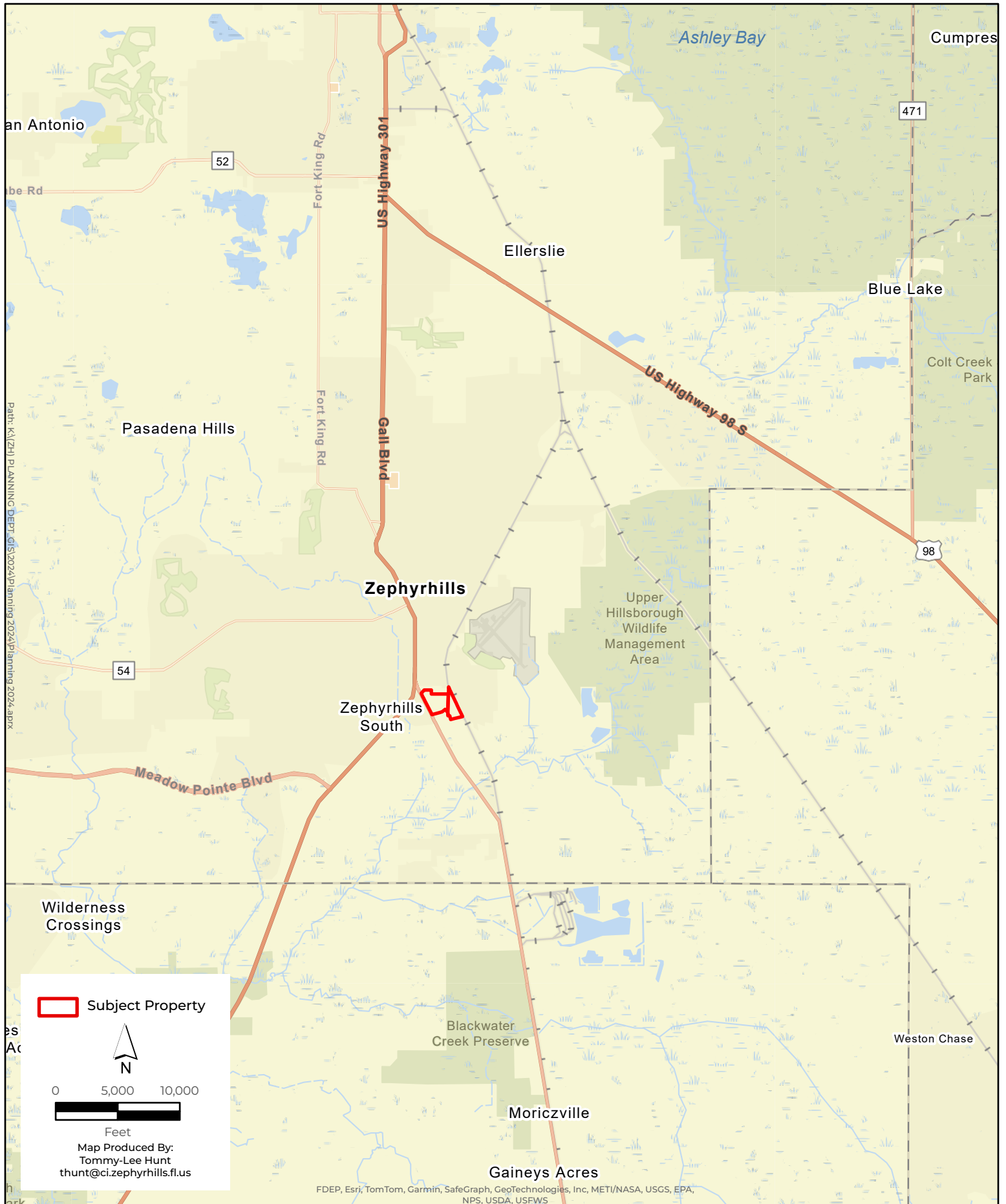
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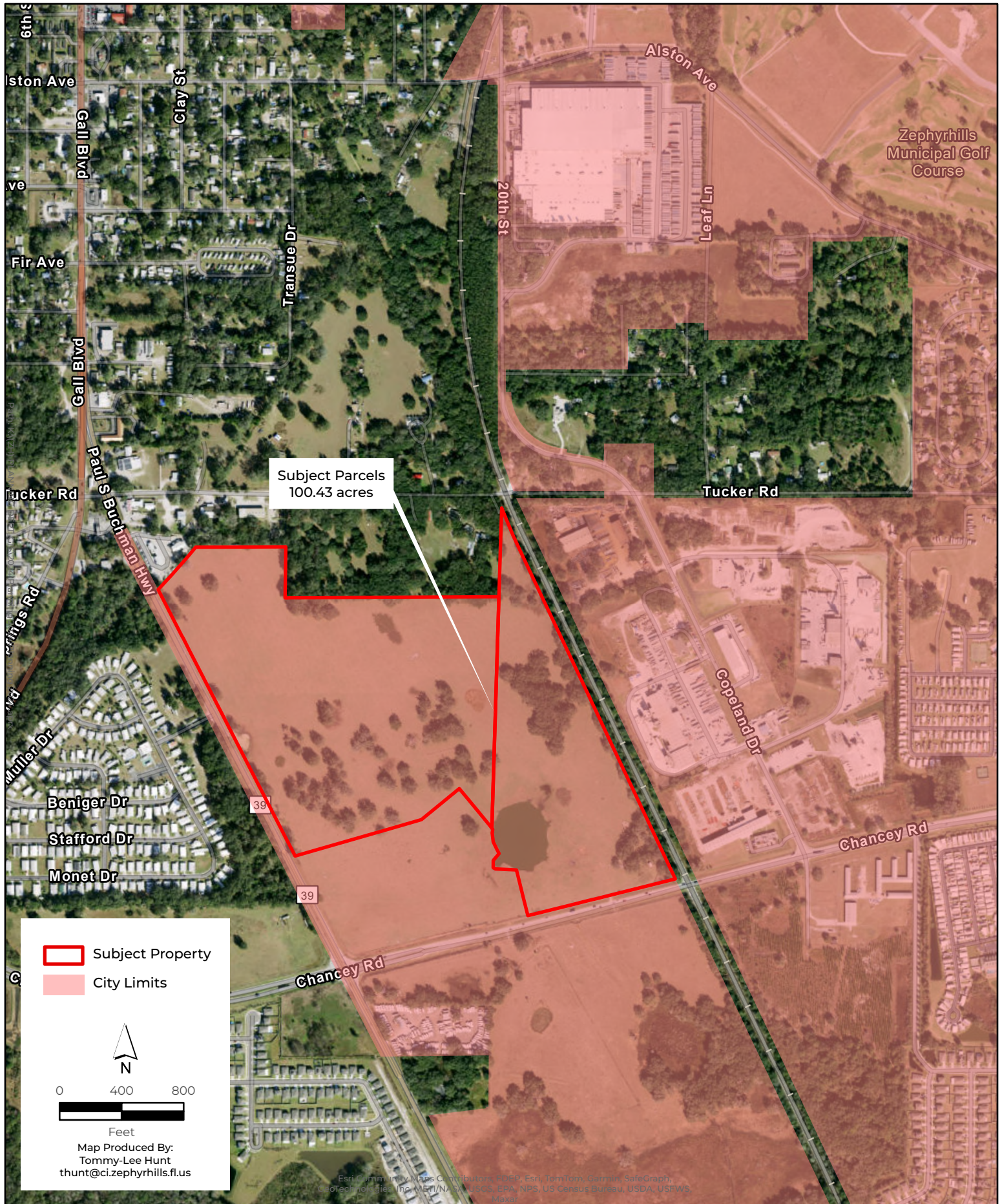
III. Recommendation

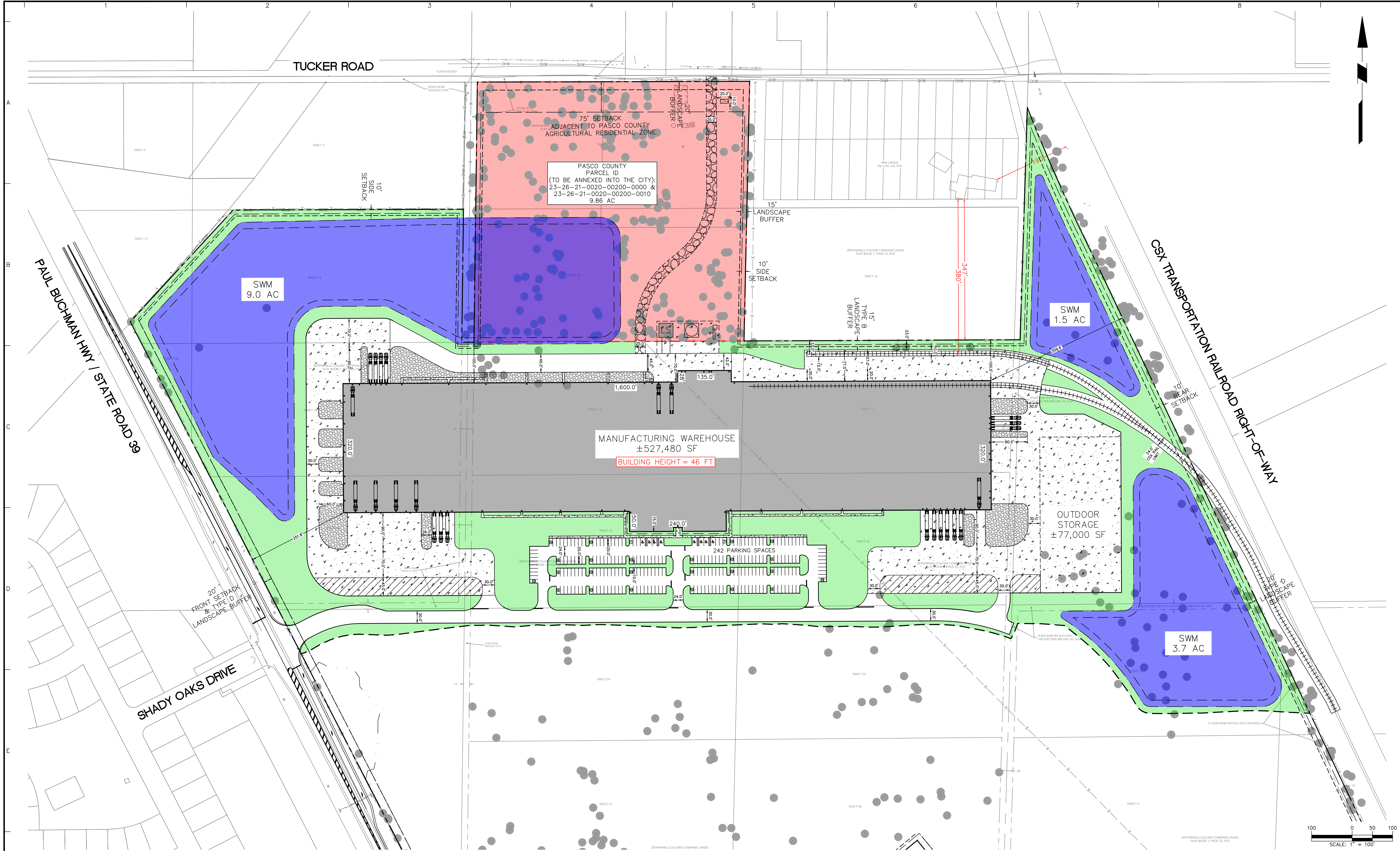
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Planning Commission — August 27, 2024

Staff —







NOTES:
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Revisions		

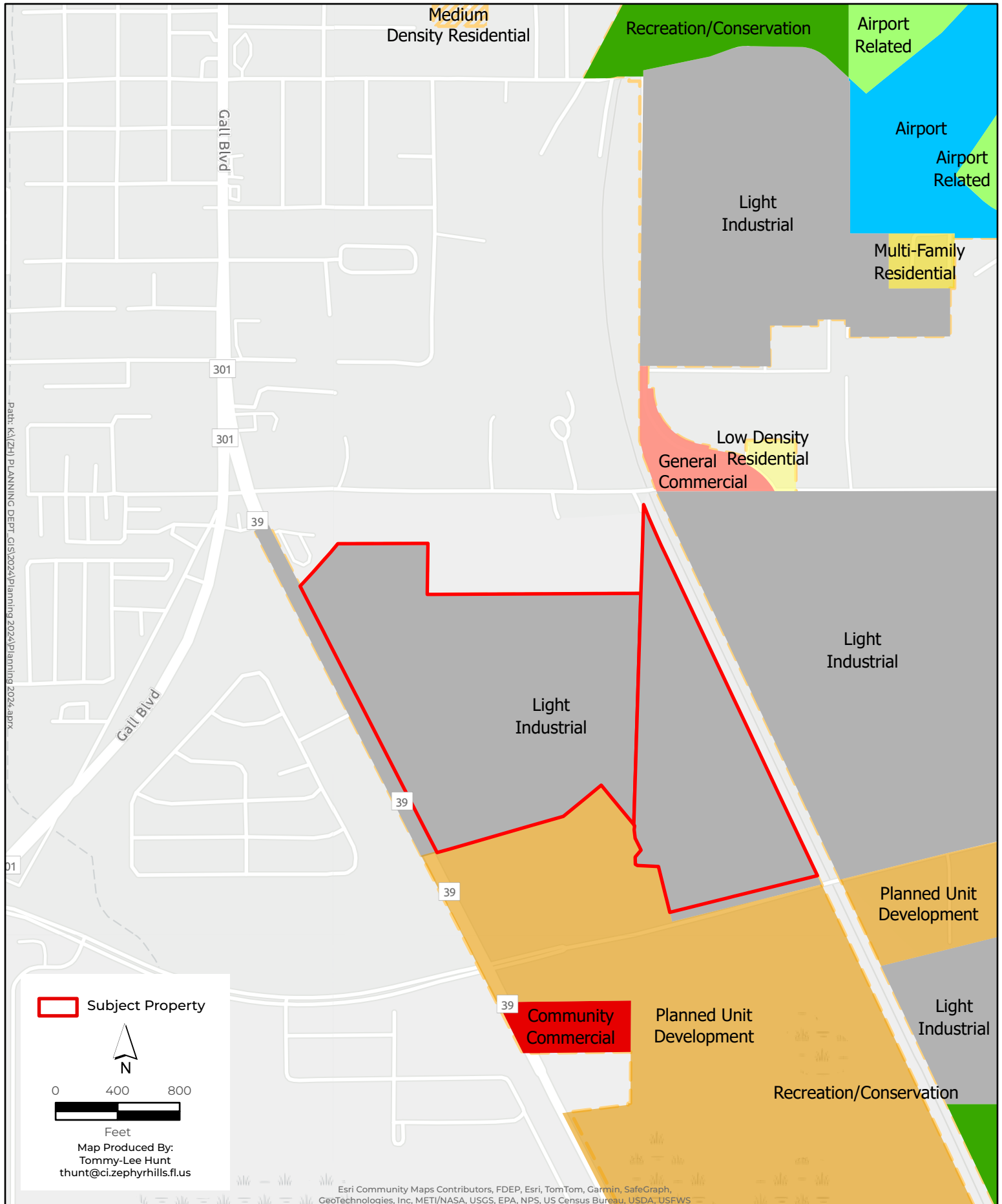
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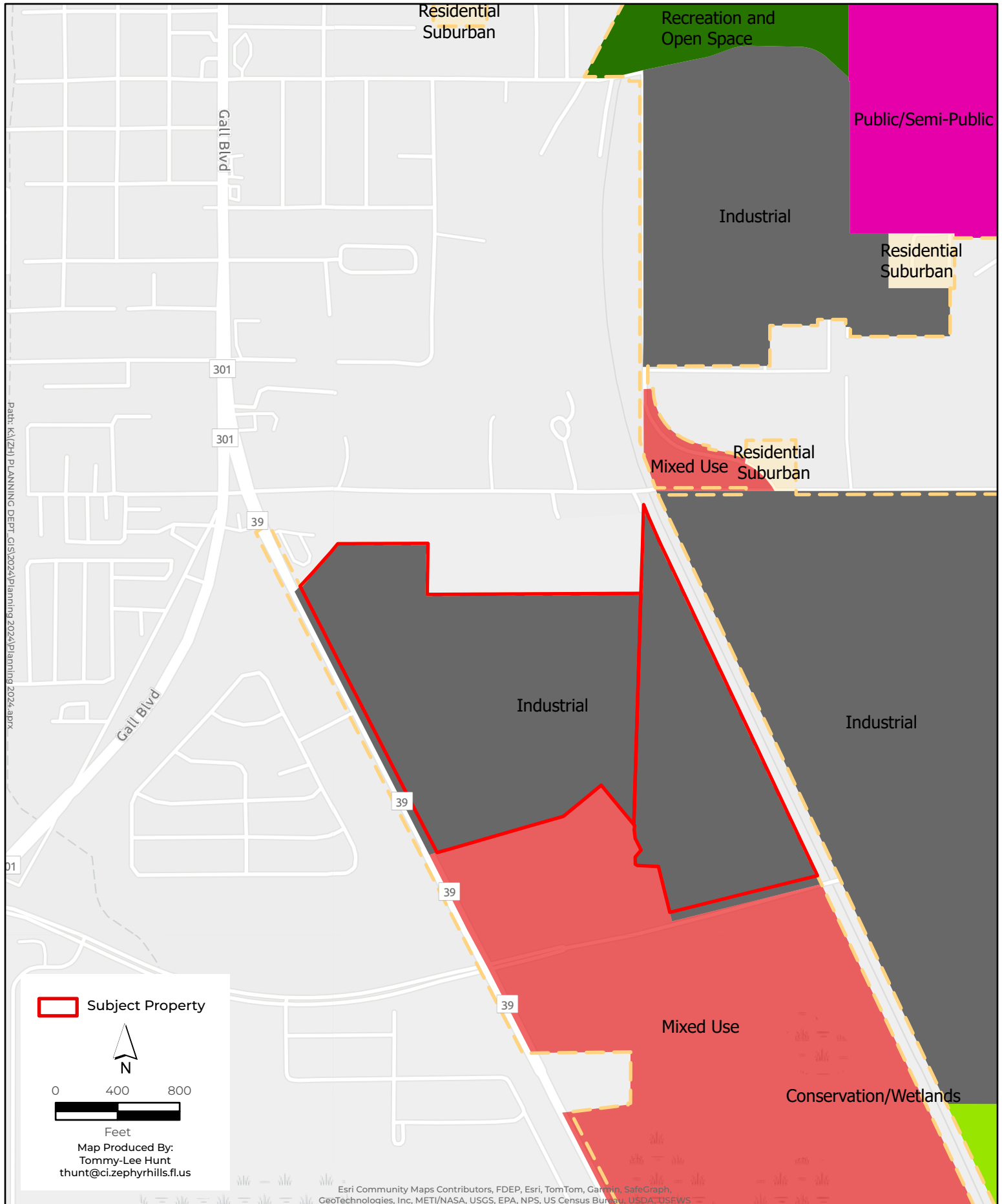
LANGAN
Langan Engineering and
Environmental Services, LLC.
13485 Veterans Way, Suite 120
Orlando, FL 32827
T: 407.974.2900 F: 407.974.2901 www.langan.com
FL CERTIFICATE OF AUTHORIZATION No. 0000660118172128198

Project
**MITEK
MANUFACTURING
WAREHOUSE**
ZEPHYRHILLS
FLORIDA

Drawing Title
**CONCEPT
PLAN**

Project No. 342027201	Drawing No. CP-01
Date 26 JUNE 2024	
Drawn By CRB	
Checked By IJY	





National Flood Hazard Layer FIRMMette



FG-06

82°10'43"W 28°12'56"N



Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS		Without Base Flood Elevation (BFE) Zone A, V, A99
		With BFE or Depth Zone AE, AO, AH, VE, AR
		Regulatory Floodway
OTHER AREAS OF FLOOD HAZARD		0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile Zone X
		Future Conditions 1% Annual Chance Flood Hazard Zone X
		Area with Reduced Flood Risk due to Levee. See Notes. Zone X
		Area with Flood Risk due to Levee Zone D
OTHER AREAS		NO SCREEN Area of Minimal Flood Hazard Zone X
		Effective LOMRs
		Area of Undetermined Flood Hazard Zone D
GENERAL STRUCTURES		Channel, Culvert, or Storm Sewer
		Levee, Dike, or Floodwall
OTHER FEATURES		20.2 Cross Sections with 1% Annual Chance Water Surface Elevation
		17.5 Coastal Transect
		Base Flood Elevation Line (BFE)
		Limit of Study
		Jurisdiction Boundary
		Coastal Transect Baseline
		Profile Baseline
MAP PANELS		Digital Data Available
		No Digital Data Available
		Unmapped

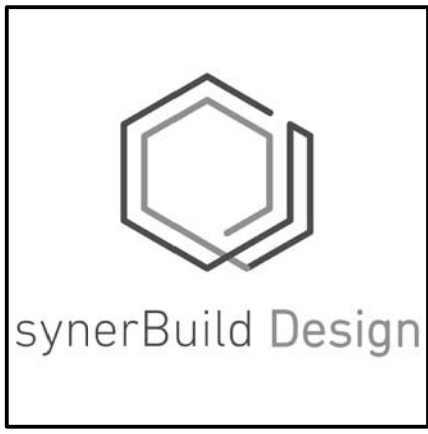


The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on **2/1/2024 at 2:10 PM** and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

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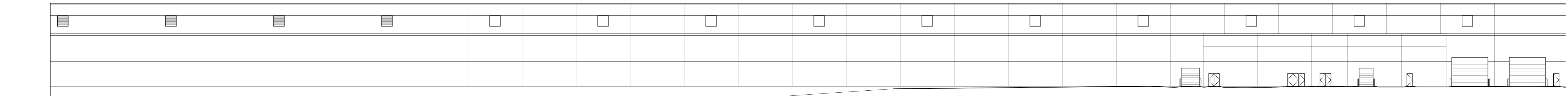
New Building for
Mitek
Zephyrhills, Florida

Construction
Drawings
(50% Complete)

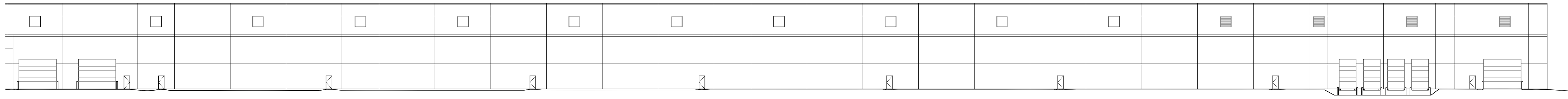
Not for regulatory
approval, permitting,
or construction

Comm. No. SBD240220
Date 6/26/2024
Drawn by: JDG
Checked by: JDG

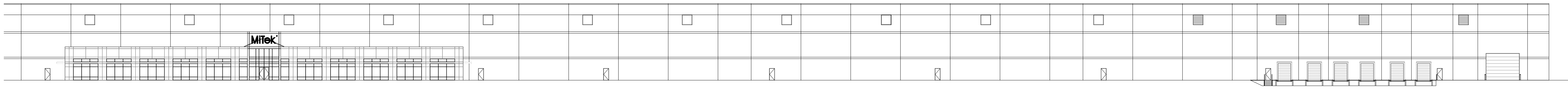
A4.1



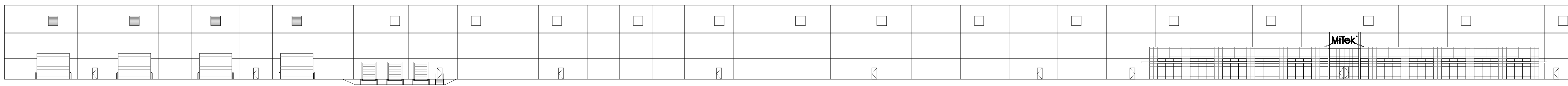
9 North Elevation B
A4.1 Scale: 1" = 30'



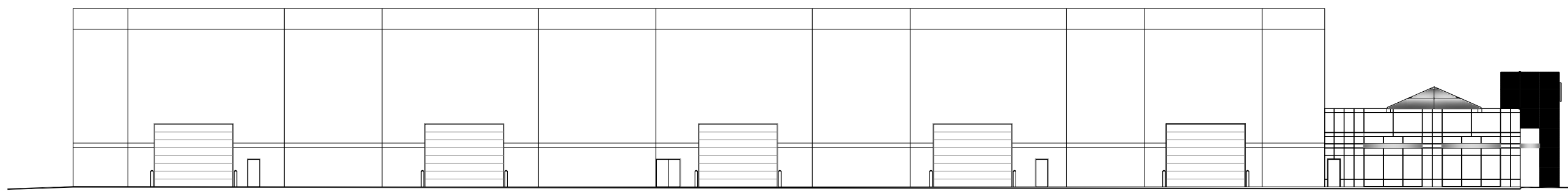
8 North Elevation A
A4.1 Scale: 1" = 30'



7 South Elevation B
A4.1 Scale: 1" = 30'



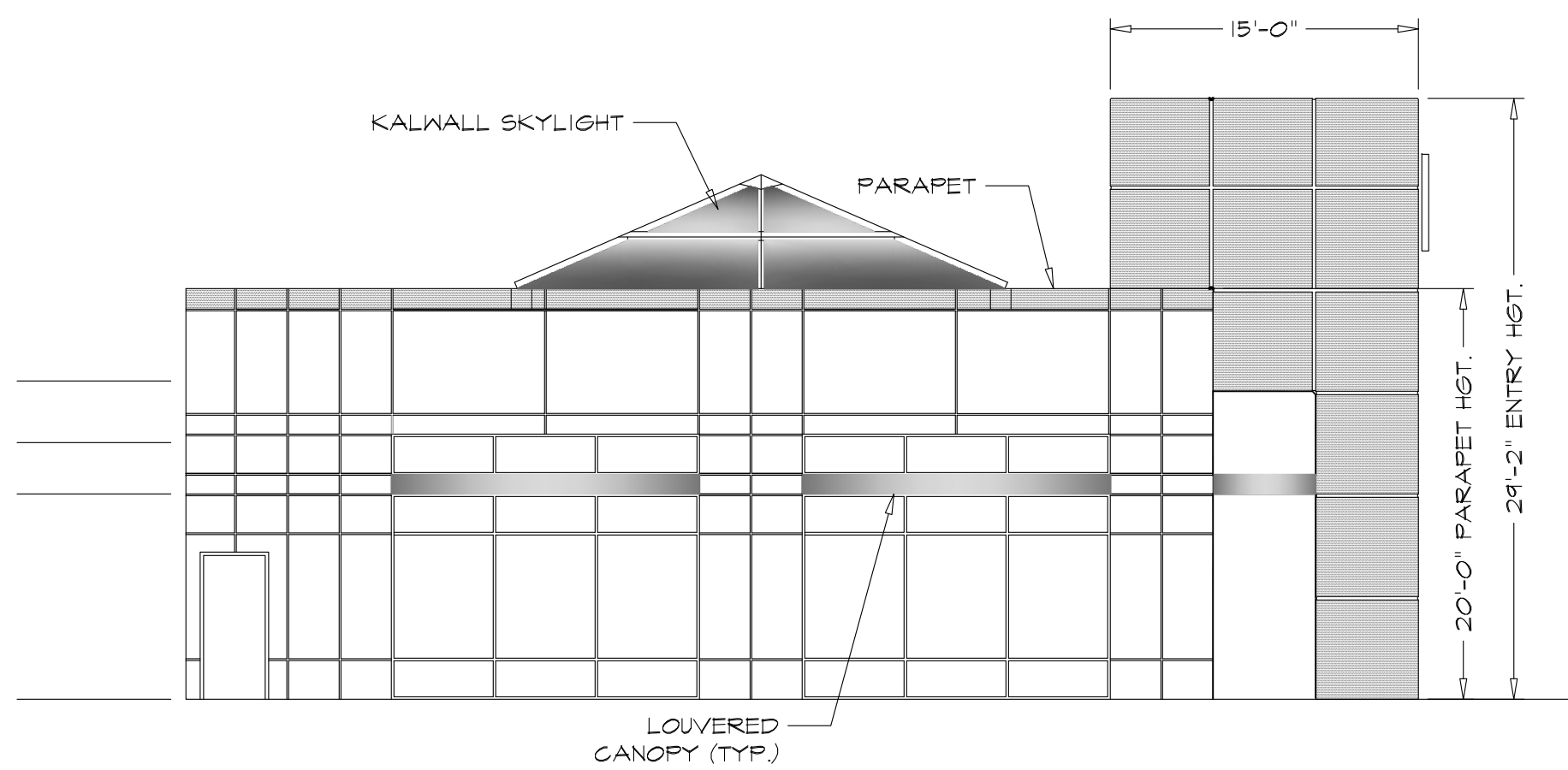
6 South Elevation A
A4.1 Scale: 1" = 30'



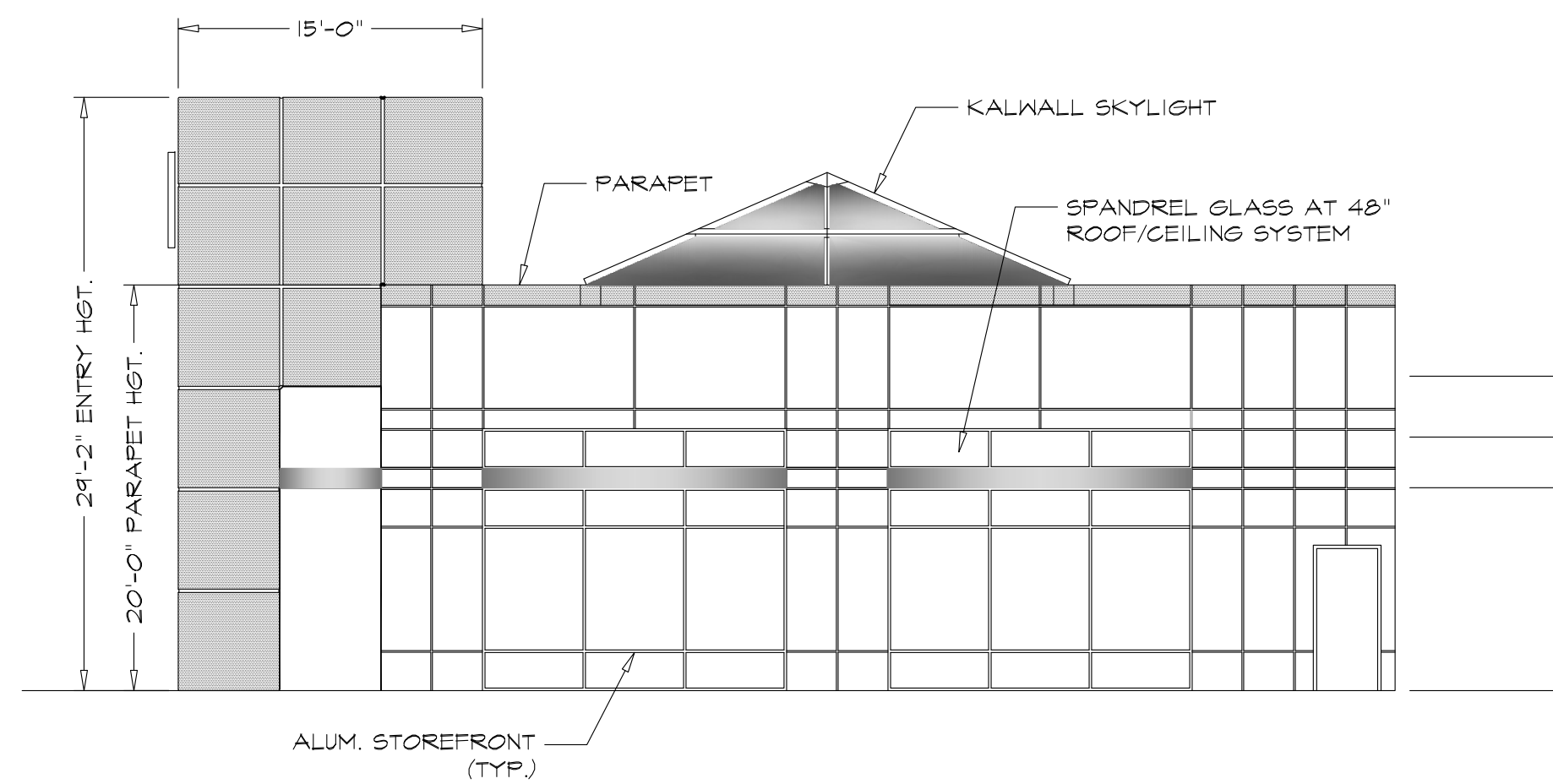
5 West Office/Warehouse Elevation
A4.1 Scale: 1" = 30'



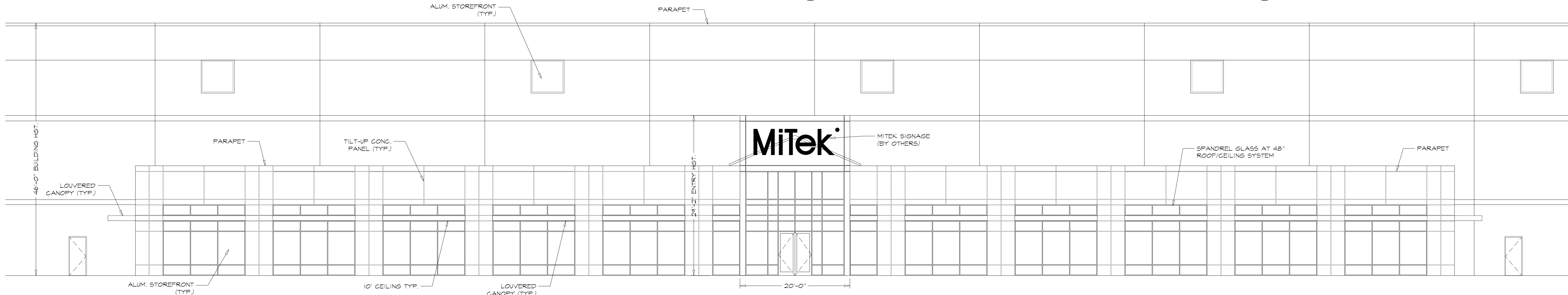
4 East Office/Warehouse Elevation
A4.1 Scale: 1" = 30'



3 West Office Elevation
A4.1 Scale: 1/8" = 1'-0"



2 East Office Elevation
A4.1 Scale: 1/8" = 1'-0"



1 South Office Elevation
A4.1 Scale: 1/8" = 1'-0"



MiTek Inc.

Conditional Use – To Exceed Provisions in Sec. 7.01.01.04 – Height Regulations

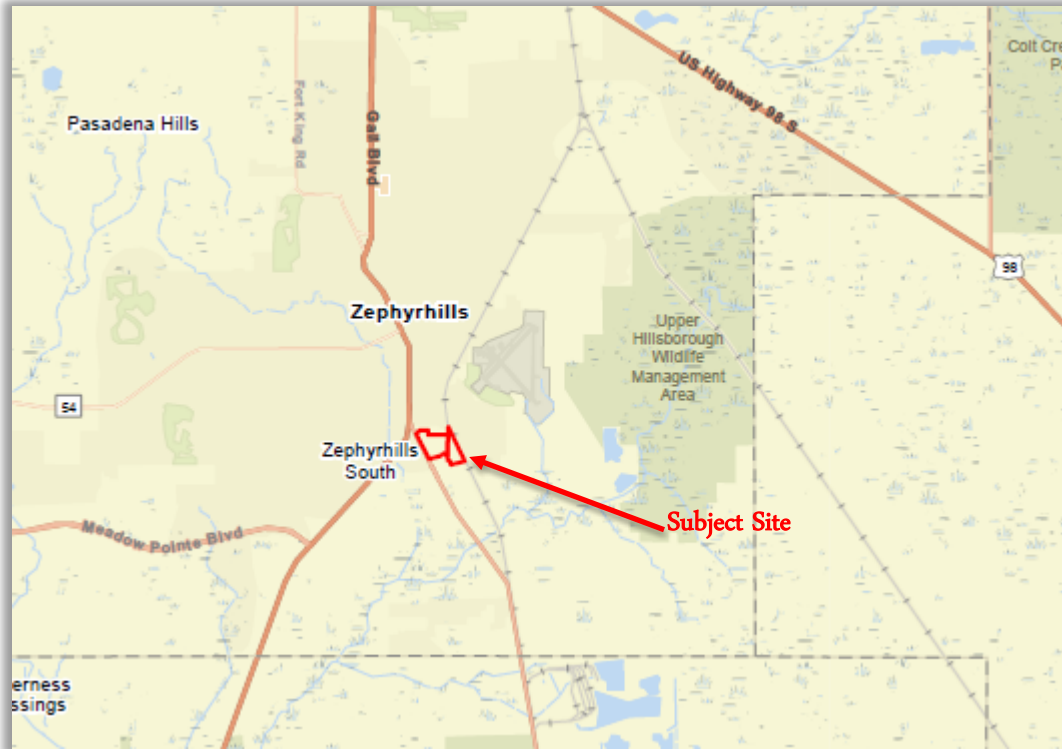
City of Zephyrhills File # CU 0011-24

Project Proposed Use:

Industrial Manufacturing Facility



Project Location



- East of Paul Buchman Hwy
- West of the CSX Railroad
- North of Chancey Rd

Figure 1 – Location Map

Project Aerial

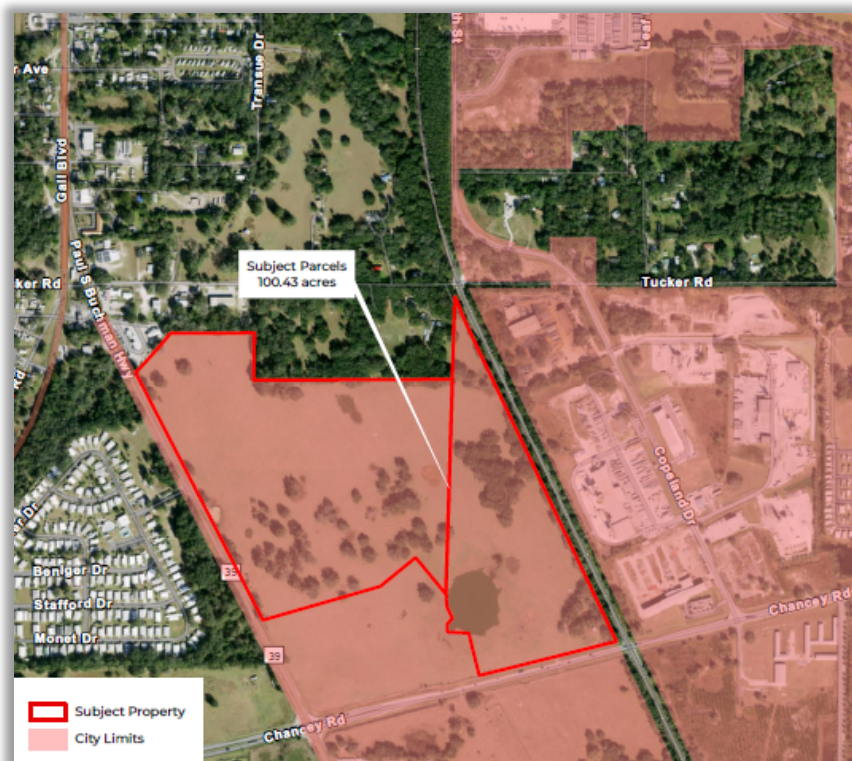


Figure 2 – Aerial Map

Subject Site viewed from US 39/Paul Buchman Hwy (looking southeast)



Google Imagery – December 2023



LI Zoning Designation

Permitted AS-OF-RIGHT

- Light industry/manufacturing facility



Figure 3 - Zoning Map



Essential Issue For Conditional Use:

- One **46' MANUFACTURING BUILDING**



Concept Plan

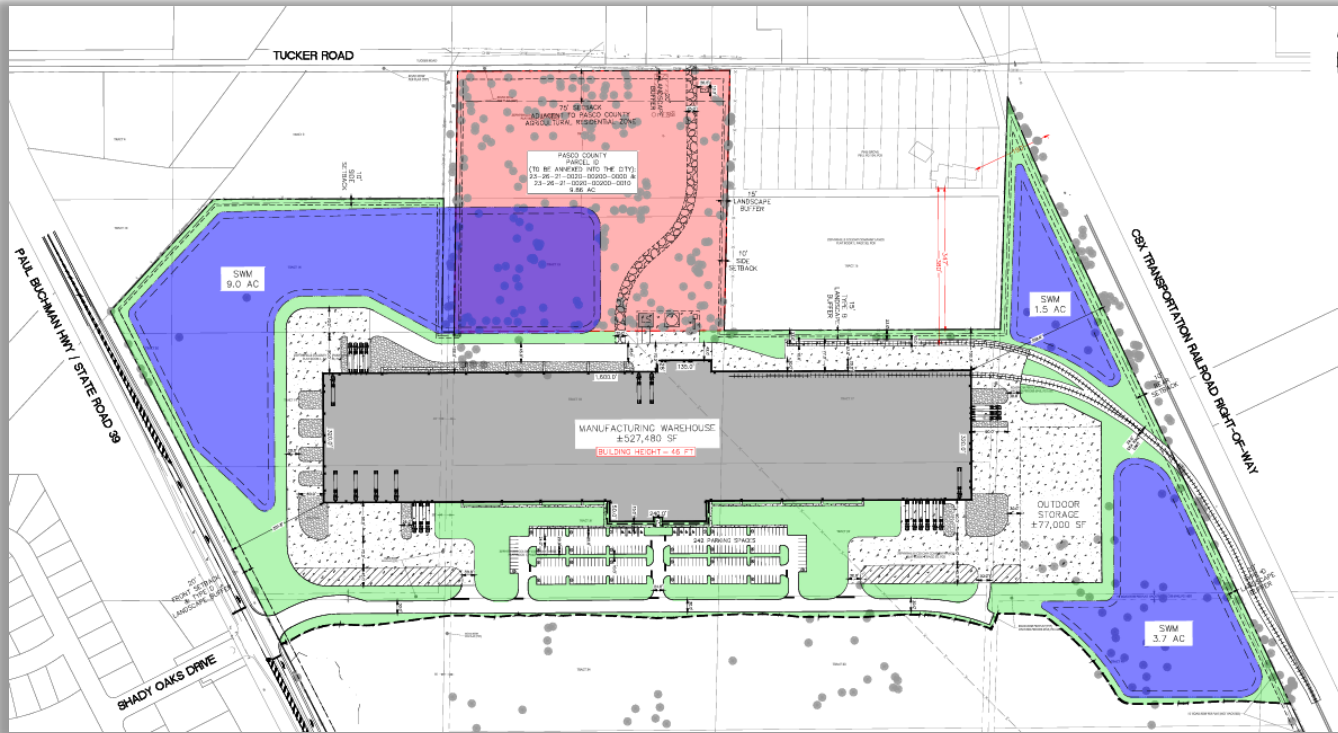


Figure 4 – Concept Plan

Courtesy Langan Engineering



Conditional Use Review Criteria

City of Zephyrhills LDC Part 11.10.00

- Not adversely affect the neighborhood
- Consistent with Surrounding Area Character
- Adequate Screening and Buffering
- Meets the Requirements of the LI Zoning District
- Traffic Concerns/Parking
- Drainage

Other Important Considerations

- The applicant has provided FAA Reports that indicate **there is no expected concern with the proposed height with proximity to the Zephyrhills Municipal Airport.**
- **The Utilities Department has indicated that there is adequate water supply to service this future development and it is not subject to the current moratorium restrictions.**

Recommendations

- **Site Plan Review Committee** — The SPRC recommended approval of the Conditional use petition at its regularly scheduled meeting on July 16, 2024. The SPRC moved the request forward to the Planning Commission.
- **Planning Commission Execution**— August 27, 2024

** Staff recommends approval**

STAFF REPORT

To: Planning Commission Board Members
From: Tammy Vrana, AICP
Vrana Consulting
RE: Transportation Element Work Shop; Workshop to review and discuss the draft
Transportation and Mobility Element of the City of Zephyrhills Comprehensive Plan.
Date: August 27, 2024

I. BACKGROUND & INFORMATION

The draft Transportation and Mobility Element has been developed in response to the Zephyrhills Mobility Plan (Spring 2024) and public input gathered through various city planning initiatives. As required by Florida Statutes Chapter 163, the City is obligated to maintain a Transportation Element within its Comprehensive Plan. The current update to the Transportation and Mobility Element has been undertaken to ensure alignment the findings and recommendations of the Zephyrhills Mobility Plan, needs expressed by the community, and the requirements of s. 163.3177, Florida Statutes. The draft Transportation and Mobility Element is a replacement of the City's existing Transportation Element goals, objectives, and policies. It incorporates smart growth strategies, sustainable transportation solutions, and multimodal mobility options that are responsive to the evolving needs of our growing community. During the workshop, staff will cover the following key aspects of the draft element:

- Overview of statutory requirements:
- Integration of Zephyrhills Mobility Plan findings
- Public input and community engagement
- Review of the draft goals, objectives, and policies

II. DATA & ANALYSIS

The Planning Commission members will be encouraged to provide input, ask questions, and suggest revisions to the draft element. Following the workshop, staff will incorporate the Planning Commission's feedback om in a revised draft of the element. The revised draft will then be presented at required Public Hearings before the Planning Commission and City Council in preparation for adoption and state review as part of the ongoing Comprehensive Plan update process.

III. RECOMMENDATION

Review the draft Transportation and Mobility Element, with special attention to the policy statements in Section 4. Goals, Objectives, and Policies, and provide feedback to City staff for incorporation into the draft.

DRAFT

Transportation and Mobility Element

PLANZephyrhills 2045 Comprehensive Plan



Plan Pillars



**Livable Built
Environment**



**Healthy, Equitable
Community**



**Harmony with
Nature**



**Resilient
Economy**



**Responsible
Regionalism**

City of Zephyrhills
5335 8th Street
Zephyrhills, Florida 33542

August 21, 2024

Transportation and Mobility Element

PLANZephyrhills 2045 Comprehensive Plan

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List of Acronyms and Abbreviations

This element contains a variety of acronyms and abbreviations used throughout the text. For clarity and ease of reference, all acronyms and abbreviations are listed below, along with their full forms.

FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
GOPASCO	Pasco County Public Transportation
JPA	City-County Joint Planning Area
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act

Transportation and Mobility Element

PLANZephyrhills 2045 Comprehensive Plan

1. Introduction

The Zephyrhills community is dedicated to fostering a transportation system that is not only smart and sustainable but also highly responsive to the diverse mobility needs of all residents. The transportation system will be designed to meet the needs of individuals of all ages, abilities, and income levels, ensuring that everyone can fully participate in the economic, social, and cultural opportunities of our community. Moreover, our transportation system will help protect our special places, enhance community health, and contribute to the economic vitality of Zephyrhills, while ambitiously striving to eliminate transportation-related fatalities and severe injuries on our roads.

The Transportation and Mobility Element explores the issues and opportunities related to various aspects of our transportation system, including active transportation, local and regional thoroughfares, public transit, aviation, and freight movement, and the important coordination between transportation and land use. The discussion will highlight both the challenges we face and the opportunities available to improve and expand our transportation system in alignment with the community's overarching vision.

This element addresses the Zephyrhills incorporated area and the City-County Joint Planning Area (JPA) where Zephyrhills and Pasco County collaboratively plan for growth and development, including the transportation and mobility needs of the community.

2. Planning Context

This section outlines the foundation for transportation and mobility planning and policymaking, drawing from the Zephyrhills Mobility Plan, which is included for reference in this element's appendix. The Mobility Plan addresses the needs of all travel modes, taking into account local and regional population growth, economic development, neighborhood livability, and the equitable distribution of transportation solutions.

Growth Trends

Population

The City of Zephyrhills has experienced steady population growth over the past several decades, mirroring trends observed in Pasco County (see figures on page TRA-2). Historically, the city's growth rate has been consistent with that of the county, reflecting a stable pattern of development and urbanization.

Since 2020, the city has seen a notable uptick in growth, driven by significant changes in Florida's housing market. The increase in demand for housing, fueled by a combination of factors such as an influx of new residents, shifts in work-from-home trends, and differences in housing affordability across urban, suburban, and exurban areas, has accelerated the pace of development in Pasco County and Zephyrhills. This recent surge highlights the city's growing appeal as a desirable place to

live, work, and invest, reinforcing the need for forward-looking planning to accommodate the continued influx of residents and businesses.

Population projections prepared by the state's Bureau of Economic and Business Research estimate that Pasco County's high-range population will reach 913,300 by 2045 and 1,036,700 by 2050. Note: The 2050 population projection prepared by Pasco County for long-range planning purposes is slightly less at 1,018,000.

Under a scenario where the city maintains its 2020-2023 average annual growth rate of 4.15% (see Figure TRA-2), the city's projected population in year 2045 is 47,303, representing an increase of 27,966 persons, or an average of 1,271 persons per year from the 2023 base year.

Alternatively, if the city maintains its current 3.17% share of the countywide population, the projected population in 2045 would be 28,951. This scenario reflects an increase of 9,614 persons from the 2023 population, or an average of 437 persons annually.

Figure TRA-1: Population Counts, City of Zephyrhills, 1990-2020

Population (100% Count)				Average Annual Growth Rate (%)		
1990	2000	2010	2020	1990-2000	2000-2010	2010-2020
8,484	10,833	13,288	17,194	2.77	2.27	2.94

Source: Census Summary File 1, US Census Bureau.

Figure TRA-2: Population Estimates, City of Zephyrhills

Population				Average Annual Growth Rate (%)			
Count	Estimate (April 1)						
2020	2021	2022	2023	2020-2021	2021-2022	2022-2023	2020-2023
17,194	17,788	18,631	19,337	3.45	4.74	3.79	4.15

Source: Florida Estimates of Population, Bureau of Economic and Business Research (BEBR), University of Florida.

Figure TRA-3: Share of County Population, City of Zephyrhills, 2020-2023

Population, Pasco County				City Share of County Population			
Count	Estimate (April 1)			% of City Population ¹			
2020	2021	2022	2023	2020	2021	2022	2023
561,891	575,891	592,669	610,743	3.06	3.09	3.14	3.17

Notes:

1. Based on population count/estimates for City of Zephyrhills shown in Figure TRA-2.

Source: Florida Estimates of Population, Bureau of Economic and Business Research (BEBR), University of Florida.

Land Area

Over the past two decades, the city has experienced notable growth in its land area and population density (see Figure TRA-4). In 2000, the city covered 8.2 square miles with a population density of 1,321 persons per square mile. By 2023, the land area expanded to 9.51 square miles, reflecting the city's annexation efforts. This expansion, coupled with housing development, resulted in a population density increase to 2,014 persons per square mile. From 2000 to 2023, the city's land area increased by approximately 16%, while the population density grew by about 52.46%. These changes highlight the city's evolution into a more densely populated urban area.

Figure TRA-4: Land Area and Population Density, City of Zephyrhills, 2000-2023

Land Area (Square Miles)				Population Per Square Mile			
2000	2010	2020	2023	2000	2010	2020	2023
8.2	8.88	9.51	9.58	1,321.1	1,496.7	1,808.8	2,014.3

Source: US Census Bureau.

Land Use Patterns

The City of Zephyrhills is characterized by diverse land use patterns that shape its transportation needs and opportunities. Land use patterns influence travel behavior, infrastructure demands, and the overall mobility of residents, the local workforce, and businesses. This section provides an overview of land use patterns in the city, highlighting how they relate to the transportation system and potential strategies.

Established Neighborhoods

The older, established neighborhoods in the city, particularly those intown and downtown and along Eiland Boulevard, are priority areas for addressing multimodal infrastructure deficiencies. Multimodal infrastructure, including complete sidewalk networks, bicycling accommodations, and upgraded transit stops, would provide additional transportation options and easier access to short-distance destinations. Multimodal connections would also support ridership of GOPASCO transit service for longer distance trips. The development of comprehensive multimodal infrastructure in densely populated areas is essential for providing residents with convenient alternatives to driving and addressing the challenges of urban congestion.

Redevelopment Areas

The Zephyrhills Community Redevelopment District, covering 560 acres and including Downtown Zephyrhills, the Gall Boulevard and 5th Avenue corridors, and nearby neighborhoods, represents a focal point for urban revitalization. The vision for this area includes the development of bi-directional, two-lane streets with integrated sidewalks, transit, and bicycle facilities. Such enhancements are aimed at improving safety, livability, and economic vitality while promoting walkable, urban-scale development.

Planned state highway projects, including the expansion and reconstruction of US 301/Gall Boulevard, will impact mobility in this area. The city's advocacy for regional transportation projects that reduce travel demand on this corridor is crucial to preserving the character and development potential of the Community Redevelopment District.

Additionally, the form-based zoning regulations governing the Gall Boulevard corridor emphasize a street hierarchy that prioritizes movement and access for all users. Similar transportation and redevelopment solutions could be applied to the southern portion of Gall Boulevard within the City-County JPA, enhancing connectivity and supporting high-quality, sustainable redevelopment.

Industrial Corridor

The Zephyrhills Industrial Corridor is a vital economic hub, offering a well-connected area for manufacturing and support activities. This corridor's strategic location, with access to road, rail, and airport facilities, as well as robust utility infrastructure, positions it as a key player in both local and regional economic development.

Recent investments by major companies, such as Bauducco Foods and MiTek, underscore the corridor's growing importance. The transportation network within this area, however, must be modernized to accommodate the safe and efficient movement of freight and ensure multimodal accessibility for shift workers. Such improvements are critical to sustaining the corridor's role as an economic driver.

Commercial Nodes and Corridors

The city's commercial nodes, often located at intersections of major thoroughfares and transit hubs, are areas of concentrated commercial activity. These nodes, including Downtown, serve as centers for shopping, dining, and cultural opportunities. The presence of public transit and pedestrian-friendly infrastructure is essential in these areas to reduce reliance on automobiles and enhance the overall functionality and livability of the urban environment.

Commercial corridors, particularly US 301, offer a diverse mix of retail, office, and residential uses. The inclusion of safe and conveniently located active transportation infrastructure, such as wide sidewalks, high-visibility street crossings, accessible transit shelters, seating, and street lighting, would support the community's preferences for accessible, multimodal transportation options. This approach not only supports reduced reliance on driving but also promotes more vibrant and active urban environments.

Countryside Areas

The northern US 301 corridor in the Zephyrhills area is characterized by a mix of suburban development, rural residential areas, and undeveloped greenfields and valued for its scenic rolling hills and rural landscapes.

The area west of US 301 within this corridor is designated as "Countryside" in the planned development known as Villages of Pasadena Hills (VOPH). The Countryside designation is designed to preserve the rural character of the area by limiting more intensive land uses and development while recognizing legacy zoning designations.

The area east of Wire Road and north of Otis Allen Road is referred to as Rural Reserve in the Zephyrhills Mobility Plan. Future urban and suburban expansion into this area will depend on the availability and long-term sustainability of adequate public infrastructure and services, including water utilities, police, and emergency services, at minimum. The community's vision for this area is articulated in the US 301 Corridor Land Use Vision and Transportation Strategy and applicable local government comprehensive plans.

SR 56 Corridor

The SR 56 corridor south of Zephyrhills is undergoing rapid development, with the Two Rivers master-planned community playing a central role in this transformation. Located along SR 56, west of US 301, Two Rivers spans approximately 6,000 acres across unincorporated Pasco and Hillsborough Counties. This expansive project, which includes more than 6,000 residential units and three million square feet of commercial space, is poised to significantly reshape the region.

This growth brings both challenges and opportunities for the city's transportation infrastructure. Increased traffic volumes and longer commuting times may necessitate costly roadway widenings and intersection expansions. Enhancing public transit service to connect Two Rivers and Zephyrhills could provide viable alternatives to driving, reducing vehicle trips and helping to maintain the livability of centers and neighborhoods on the path. Investments in active transportation infrastructure could further decrease reliance on cars for short trips in these locations.

Policy Framework

The policy framework for local transportation planning in Florida is shaped by a combination of state, regional, and local policies, plans, and regulations. These frameworks guide transportation development to ensure safety, efficiency, sustainability, and meaningful community involvement.

State-Level Policies and Plans

Under Florida Statutes, local governments must develop and maintain comprehensive plans, including a Transportation Element that aligns with state goals. The Community Planning Act (Chapter 163, Florida Statutes) requires these plans to be consistent with state transportation goals and coordinated with the plans of neighboring jurisdictions.

The Florida Department of Transportation (FDOT) is the primary state agency responsible for transportation planning and oversight in Florida. Key plans and policies include the Florida Transportation Plan (FTP)¹, which outlines the long-range vision for the state's transportation system, and the Strategic Intermodal System (SIS) Policy Plan, which focuses on high-priority transportation facilities critical to Florida's economy. There are no FDOT SIS facilities east of I-75 in Pasco County.

Transportation projects in Florida must comply with environmental regulations, such as those enforced by the Florida Department of Environmental Protection (FDEP) and the federal National Environmental Policy Act (NEPA). These regulations ensure that transportation projects consider environmental impacts, including impacts on wetlands, wildlife habitats, air quality, and human environments.

¹ Florida Transportation Plan website fdot.gov/planning/ftp/default.shtm.

Regional-Level Policies and Plans

The Pasco County Metropolitan Planning Organizations (MPO) plays a crucial role in regional transportation planning. The MPO develops and maintains a Long Range Transportation Plan (LRTP) that identifies transportation needs and priorities over a 20-year period. The LRTP must be consistent with the goals outlined in the FTP and coordinated with FDOT and other MPOs in the region.

The Tampa Bay Regional Planning Council (TBRPC) assists in coordinating transportation planning across multiple counties, particularly in areas where transportation issues cross jurisdictional boundaries. TBRPC collaborates with local government, MPOs, and FDOT to ensure regional consistency in transportation planning.

Local-Level Policies and Plans

The City's comprehensive plan must include a transportation element that addresses various aspects of transportation, including road networks, public transit, pedestrian and bicycle facilities, and strategies for reducing vehicle miles traveled.

The City's Land Development Code (LDC) includes local ordinances that implement the goals, objectives, and policies of the comprehensive plan. The LDC includes requirements for road and street design, traffic impact assessments, and standards for multimodal transportation facilities.

The City ensures that transportation facilities and services are in place concurrent with the impacts of new development. This is managed through the Concurrency Management System, which is required by state law and local policy.

Demographics and Travel Behavior

This section provides insights into the population characteristics, commuting patterns, and transportation preferences that shape travel demand and infrastructure needs in the city. Selected city population characteristics are from the 2018-2022 American Community Survey.²

Population Characteristics

The 2018-2022 American Community Survey estimates highlighted below help characterize the city's year-round population:

- The *median age* of 50.1 is about 20% higher than for the Tampa-St. Petersburg-Clearwater Metro Area at 42.1% and State of Florida at 42.4%.
- The *per capital income* of \$25,951 is about two-thirds of the amount in the Tampa-St. Petersburg-Clearwater, FL Metro Area at \$39,605 and State of Florida at \$38,850.
- The *median household income* of \$45,745 is about two-thirds of the amount in the Tampa-St. Petersburg-Clearwater, FL Metro Area at \$67,197 and State of Florida at \$67,917.

² Zephyrhills Demographic Profile, US Census Bureau data.census.gov/profile/Zephyrhills_city_Florida?g=160XX00US1279225.

- *Persons below poverty level* account for 13.5% of the city population, about nine percentage points higher than the rate in the Tampa-St. Petersburg-Clearwater Metro Area at 12.6% and about six percentage points higher than the rate for State of Florida at 12.9%.
- The *population under age 18 and age 65 and over* account for 30% of persons below poverty level in the city.
- Of the 7,552 occupied housing units in the city, 642 have *no access to a vehicle*. With an average persons per household of 2.25 in the city, the estimated population with no access to a vehicle is 1,444 persons or 7.5% of the total population.
- Occupied housing units with *no vehicle available* are mapped by census block group in the City-County JPA in Figure TRA-5.

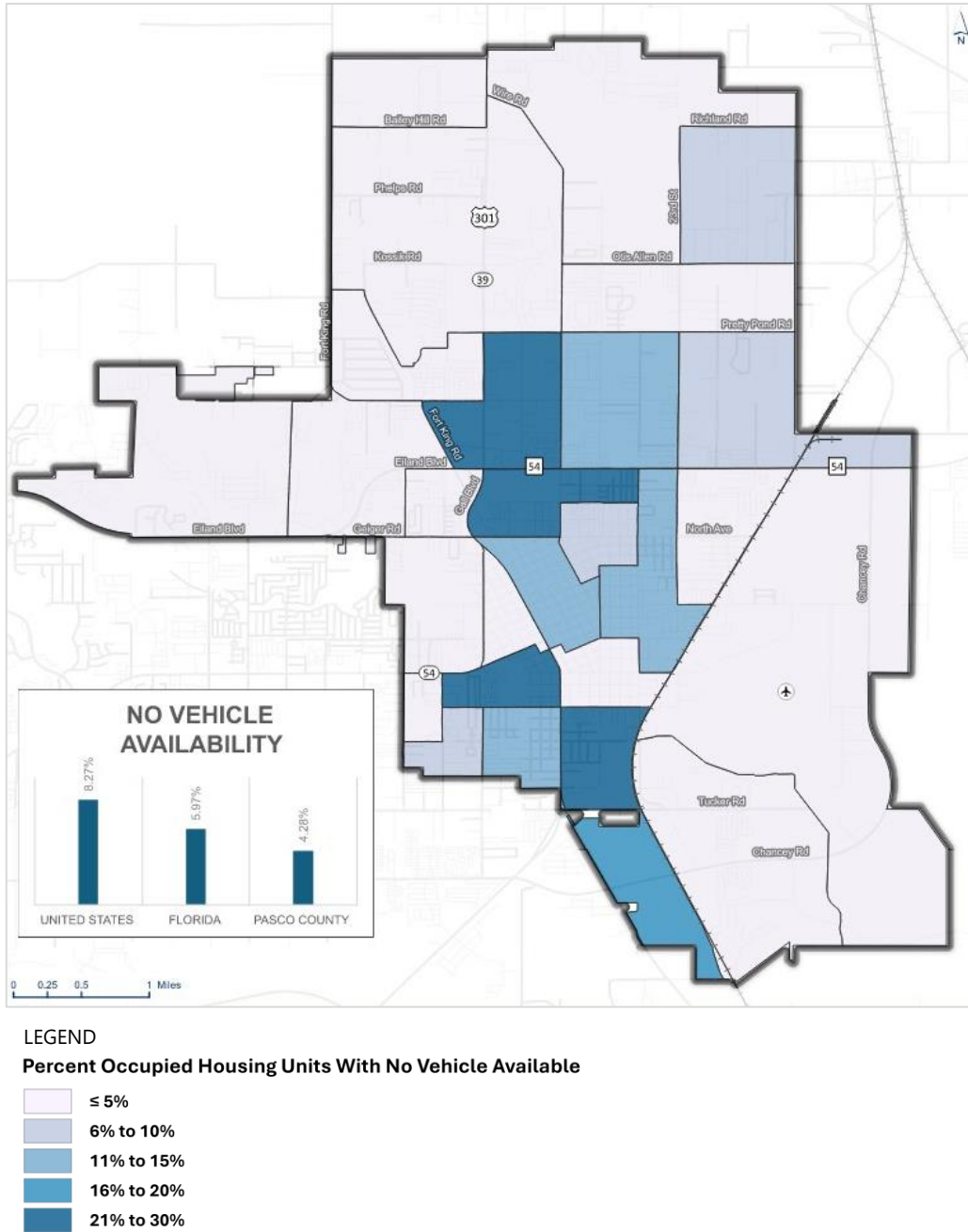
These data points highlight several critical transportation needs. The high median age indicates a substantial portion of the population is nearing or already in retirement. As people age, they often become less dependent on personal vehicles due to declining driving capabilities. This shift underscores the increasing importance of accessible public transportation, paratransit services, and walkable infrastructure. To meet these needs, it will be crucial to enhance pedestrian safety and ensure that essential services are conveniently accessible to older residents.

Lower income levels in the city indicate a less affluent population. Many residents may find car ownership and maintenance burdensome, underscoring the need for affordable and accessible transportation options. Public transit, shared mobility services, and support for active transportation (walking and biking) will be essential in meeting the needs of lower-income residents. Transportation options should be designed to ensure that vulnerable populations can easily access employment, education, healthcare, and other essential services.

Approximately 7.5% of the population lacks access to a vehicle, which is significant considering the average household size and the city's geographic spread. This lack of vehicle access further emphasizes the importance of developing robust public transportation systems and ensuring that neighborhoods are designed or retrofitted to be walkable and bike friendly. Ensuring reliable transit service and creating accessible transportation hubs will help those without vehicles have access to economic opportunities and remain connected to the broader community.

Commuting Patterns

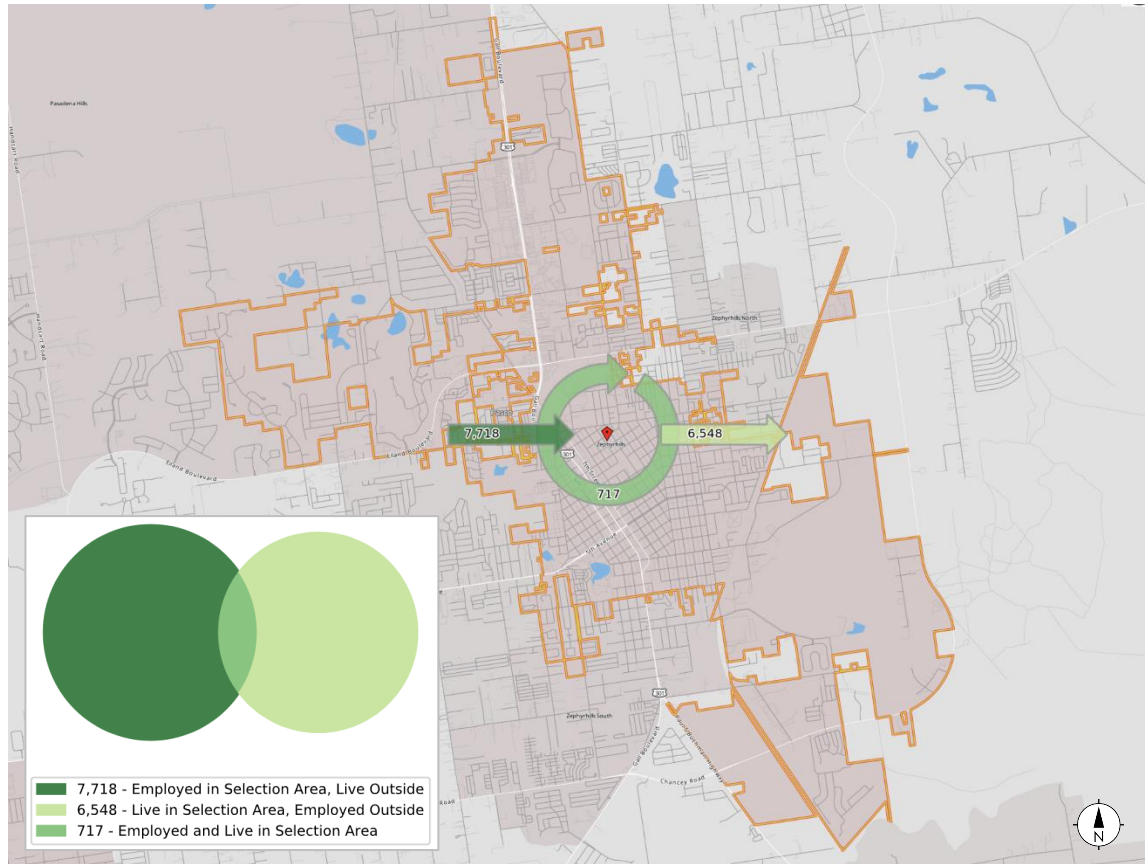
Commuting patterns in Zephyrhills reflect the suburban nature of the community. A large portion of the population commutes to work by car, with approximately 77% of workers age 16 and over driving alone, according to the 2018-2022 American Community Survey. Carpooling and working at home each account 10% of work trips. Walking, biking, transit, and other modes each represent 1% or less of work trips. Reliance on driving is closely related to several mobility challenges that face the city and region, including the burden of roadway maintenance, congestion, and safety concerns—particularly for people walking and biking.

Figure TRA 5. Vehicle Ownership by Household, Joint Planning Area, 2022.

Source: Zephyrhills Mobility Plan, 2024.

The average commute time for city residents is about 28 minutes, which is slightly higher than commute times for the Tampa-St. Petersburg-Clearwater Metro Area (27.7 minutes), State of Florida (27.9 minutes), and the United States (27.6 minutes).

The labor market inflow/outflow data in Figure TRA-6 on page TRA-9 shows that of the workforce that lives in the city, 717 are employed in the city and 7,718 are employed elsewhere. Workers who live outside the city and work in the city account for 7,718 of jobs in city. This data reflects the city's role as an employment hub and highlights the importance of targeted transportation planning to accommodate both local and inbound workers effectively.

Figure TRA-6 Inflow/Outflow Job Counts, City of Zephyrhills, 2021.

Source: OnTheMap Longitudinal Employer-Household Dynamics Program (LEHD), US Census Bureau, 2021.

The net inflow of workers means there is a significant demand for transportation infrastructure that supports inbound commuting. This could place additional pressure on the city's transportation networks during peak hours, particularly on key entry corridors. The inflow of workers underscores the need for sufficient road capacity, parking facilities, and public transit options to accommodate non-resident workers.

A complementary strategy to reduce vehicle miles traveled and peak hour travel demand is to provide more housing options in proximity to city employment centers. This approach not only addresses current transportation challenges but also supports the community's long-term planning goals for economic development, sustainability, and quality of life.

Transportation Preferences

Transportation preferences in the community are evolving, driven by demographic shifts and changing lifestyle choices. While personal vehicles continue to be the primary mode of transportation, there is a growing interest in alternatives that offer more diverse and sustainable options. Recent community engagement for the Zephyrhills Mobility Plan revealed a strong and increasing demand for enhanced walkability and bikeability, with residents calling for more sidewalks, bike lanes, and pedestrian-friendly streets.

The community has also shown significant support for expanding transit services, with many advocating for more frequent headways, broader service coverage, and accessible and sheltered bus stops. There is a clear preference for implementing "Complete Streets" policies, which prioritize the safety and accessibility of all transportation system users, including pedestrians, cyclists, and transit riders.

Additionally, the community has voiced concerns about improving transportation options for transportation-disadvantaged populations, such as seniors, low-income residents, and individuals without access to personal vehicles. Expanding public transit and enhancing active transportation infrastructure are seen as vital steps in ensuring that these populations have equitable access to essential services and economic and social opportunities.

Transportation System

This section describes the existing transportation system that serves the Zephyrhills community.

Active Transportation Network

Developing a network of walking and biking facilities has been the result of multiple efforts undertaken by the City of Zephyrhills, Pasco County, and the Pasco County MPO. These efforts have resulted in construction of sidewalks, bike lanes, and multiuse trails. Existing gaps in this network are evident from the map in Figure TRA-7. [Figure to be replaced with Map TRA-1 Active Transportation Network].

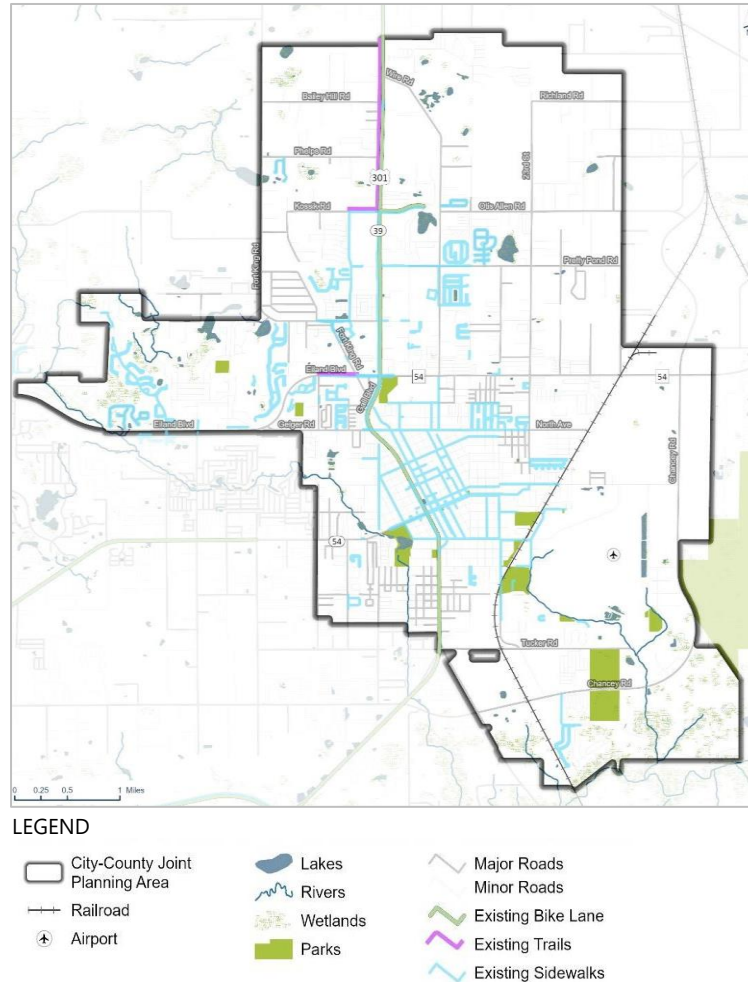
Transit Network

The Pasco County Public Transportation service GOPASCO provides fixed-route and paratransit service in locations throughout the county. GOPASCO maintains 11 fixed routes that cover the county from Wesley Chapel to Zephyrhills to Dade City in East Pasco and Holiday to New Port Richey to Hudson to Shady Hills in West Pasco. Five routes provide regional connections. Bus service is operational from 5:30 a.m. to 8 p.m. on weekdays and from 7 a.m. to 7 p.m. on Saturday.

The City of Zephyrhills is served by two GOPASCO routes. Route 30 operates primarily between Zephyrhills and Dade City. Route 54 provides east-west connection to the New Port Richey area. These routes provide overlapping service in and around Downtown Zephyrhills, offering connections at multiple destinations. Refer to Figure 5, Zephyrhills Mobility Plan, in the Appendix [Figure to be replaced with Map TRA-2 Transit Network]. On-demand transit service and paratransit are available upon request to those with mobility impairments, disabilities, or residents who qualify as transportation disadvantaged.

Thoroughfare Network

The city's thoroughfare network includes 00 miles of arterials, collectors, and local streets. Of these classifications, approximately 00% are local streets. Collectors and arterials each account for 00% of the remaining mileage with 00 miles of collectors and 00 miles of arterials [Map TRA-3 Thoroughfare Network to be inserted]. Of the total thoroughfare miles in the city, 00 miles are under the City's jurisdiction.

Figure TRA-7 Existing Active Transportation Network, 2024.

Source: Zephyrhills Mobility Plan, 2024.

Map TRA-4 [to be inserted] shows the roadway functional classifications of arterials and collectors in the city. This classification system is used to categorize roads and streets based on their intended purpose and the type of traffic they accommodate.

During peak morning and evening travel periods, arterials across the city operate at or above capacity. During winter and spring months, congestion worsens as tourist traffic contributes to increased use of the network. Note: Once the regional travel demand model is available, information will be added here to display volume-to-capacity (V/C) ratios for the base year of the model, which is 2020.

General Aviation

The Zephyrhills Municipal Airport (ZPH) is a transportation asset owned and operated by the City of Zephyrhills, located approximately 26 miles northeast of Tampa. As a public-use airport, ZPH plays a role in the city's transportation network, supporting both aviation operations and economic development within the region.

INFRASTRUCTURE AND OPERATIONS

ZPH is equipped with two paved runways designed to accommodate a variety of aircraft operations. Runway 01/19 measures 6,200 feet in length and 100 feet in width. Runway 05/23 measures 5,000 feet in length and 100 feet in width. Both runways are capable of servicing aircraft up to 60,000 pounds.

The airport handles approximately 50,000 annual operations and serves as the base for approximately 100 aircraft. ZPH's infrastructure supports a diverse range of aviation activities, including corporate and recreational flying, aircraft maintenance, and skydiving.

Situated on airport property, the 80-acre Zephyrhills Airport Industrial Park hosts a variety of businesses, including manufacturers, retailers, and service providers, serving as a hub for aviation-related commerce.

ZPH also serves as a focal point for community events, including a major annual festival that draws significant local and regional participation. The airport also supports internationally recognized skydiving operations, contributing to Zephyrhills' reputation as a premier location for skydiving instruction and experiences.

In 2023, the airport received \$6.6 million in state funding for significant infrastructure enhancements, including the construction of a new Fixed-Base Operator building, a new taxiway, and two additional hangars. These improvements are designed to expand ZPH's capacity to accommodate both corporate and recreational aircraft, reinforcing Zephyrhills a prime destination for corporate aviation, skydiving, and other recreational aviation activities. These developments align with the City's broader economic strategy to leverage Zephyrhills' unique assets to attract new employers and create well-paying jobs within the community.

LAND USE COORDINATION

The City of Zephyrhills is committed to ensuring that development around ZPH is compatible with aviation operations and does not hinder future airport expansion. This involves careful coordination of land use to prevent incompatible structures and activities that could pose risks to aviation safety. This includes safeguarding airspace and preserving open areas critical for safe aircraft approaches and departures, in alignment with Federal Aviation Administration (FAA) guidelines and the long-term development blueprint outlined in the Airport Layout Plan (ALP), last updated in 2014.

A comprehensive update to the Airport Master Plan is programmed for fiscal year 2026/2027, ensuring that ZPH continues to meet the evolving needs of the aviation community and supports the City's economic development goals.

Rail

CSX Transportation owns and operates two S Line rail subdivisions that traverse the Zephyrhills Industrial Corridor. The Vitus Subdivision intersects the northeast portion of corridor area for approximately two miles, while the Yeoman Subdivision runs through the western portion of the corridor for about 6.25 miles. Notably, portions of the Zephyrhills Airport Industrial Park have direct access to the Yeoman Subdivision, making it a strategic asset for businesses located there.

These CSX main line railroads offer adjacent manufacturing companies an efficient, cost-effective freight movement option to Port Tampa Bay, CSX Central Florida Intermodal Logistics Center (Winter Haven), and rapidly expanding consumer markets in central Florida. While costly, it is possible to install new spur track or to rehabilitate old track. Inactive spur track is systematically removed by CSX.

These CSX main line railroads offer adjacent manufacturing companies an efficient and cost-effective option for moving freight to major hubs like Port Tampa Bay, the CSX Central Florida Intermodal Logistics Center in Winter Haven, and the rapidly expanding consumer markets in central Florida. While installing new spur tracks or rehabilitating old ones can be costly, these investments can significantly enhance connectivity for businesses. CSX systematically removes inactive spur tracks, ensuring that the rail network remains optimized for active freight movement.

The proximity of these CSX rail facilities to industrial zones within Zephyrhills complements the city's overall transportation system by offering a reliable and efficient means of transporting bulk materials and finished products. This rail infrastructure not only enhances the operational capabilities of manufacturers and other businesses but also alleviates pressure on the city's thoroughfare network. By reducing reliance on trucks for freight movement, rail transport helps to mitigate road congestion and minimize the wear and tear on city infrastructure.

The integration of CSX rail within Zephyrhills' broader transportation network provides logistical advantages that make the city more attractive to industrial businesses. With access to a cost-effective and reliable transportation solution, businesses can efficiently manage large-scale operations and connect to regional, national, and international markets, further solidifying Zephyrhills' position as a prime location for industrial investment.

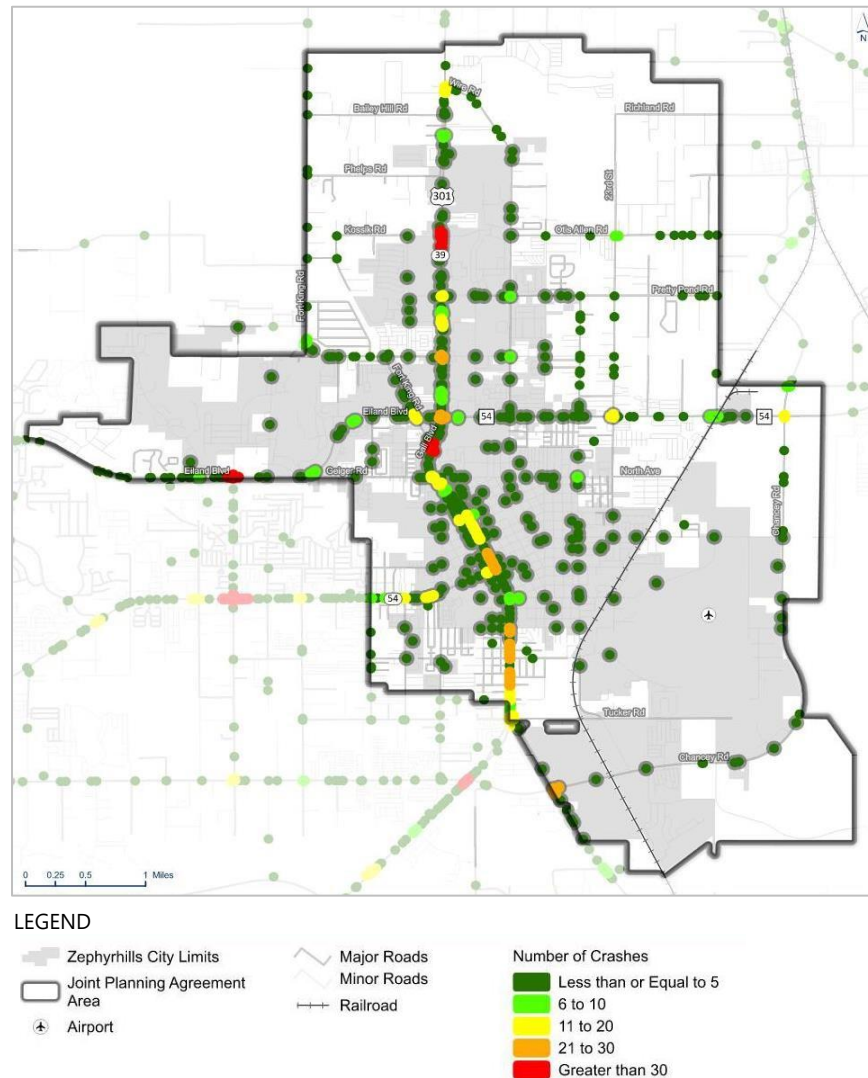
Challenges and Opportunities

Travel Safety

Figures TRA-8 identifies the high-frequency crash locations in the city and City-County JPA from 2018 to 2022. Figure TRA-9 shows total crashes for this period. A crash involves a vehicle that results in property damage, injury, or death, including those involving bicyclists and pedestrians.

Figure TRA-8 High-Frequency Crash Locations, City and Joint Planning Area, 2018-2022.

Facility	Crossroad/General Location	Crash Frequency
US 301	Kossik Rd	>30 crashes
	Daughtery Rd	21-30 crashes
	Eiland Blvd/CR 54	21-30 crashes
	Fort King Rd	>30 crashes
	5 th Ave to 8 th Ave	21-30 crashes
	C Ave to Corey St (south of city boundary)	21-30 crashes
	Chancey Rd	21-30 crashes
Eiland Blvd	Coats Rd	>30 crashes

Figure TRA-9 Total Crashes, City and Joint Planning Area, 2018-2022.

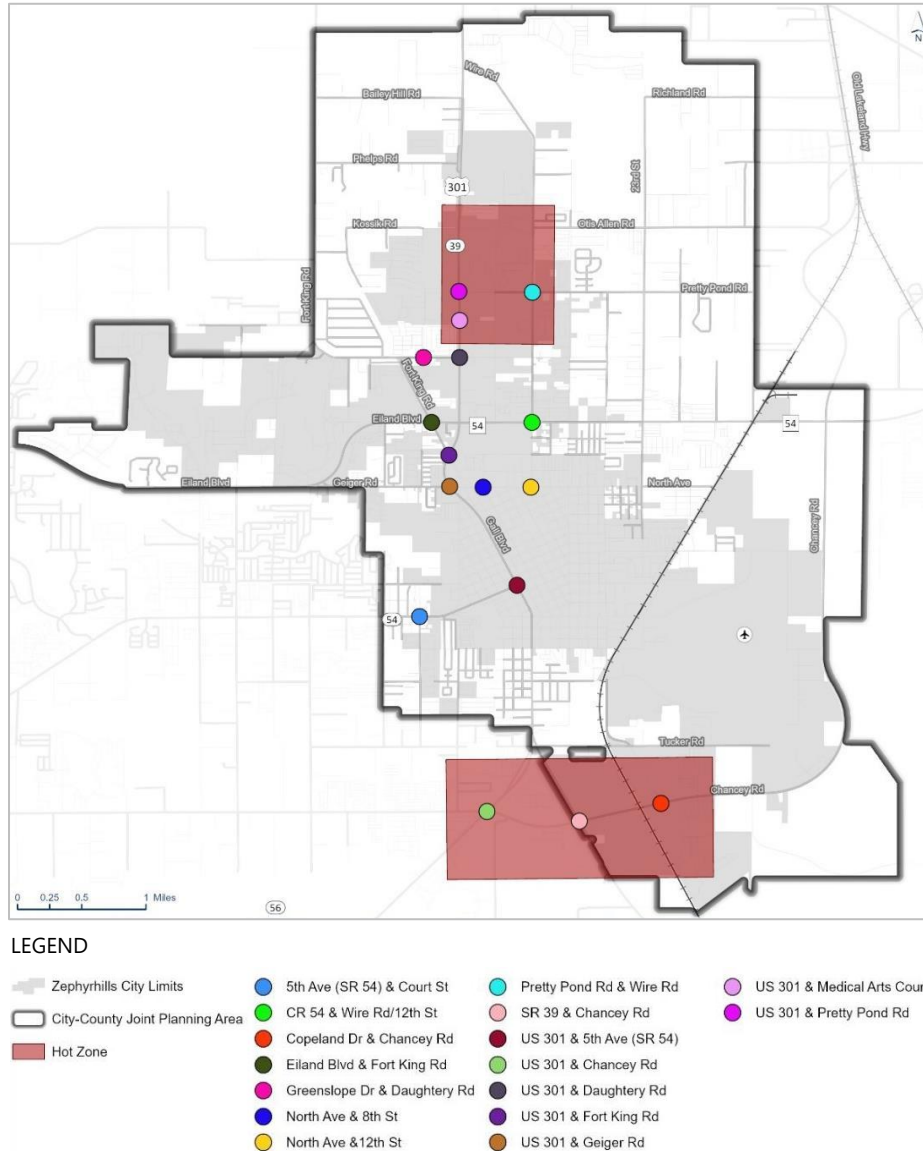
Source: Zephyrhills Mobility Plan, 2024.

Source: Figure 7: Total Crashes (2018-2022), Zephyrhills Mobility Plan, 2024.

High-risk crash locations, those resulting in fatality or severe injury, within the city and City-County JPA between 2018 and 2022 are mapped in Figure 8, Zephyrhills Mobility Plan (see Appendix). The highest risk crash locations, those with greater than three fatality or severe injury crashes, are the segments of US 301 at Wire Road, Corey Street, Palm Grove Drive, Tucker Road, and Chancey Road and at Old Lakeland Highway at Lynbrook Drive.

Traffic Congestion

Traffic congestion “Hot Spots” and “Hot Zones” within the city and City-County JPA city are shown in **Figure TRA-10**. These locations are primarily located along the US 301 corridor and Chancey Road and in “Hot Zones” where congestion is the most extreme.

Figure TRA-10 Congestion Hot Spots, City and Joint Planning Area, 2024.

Source: Zephyrhills Mobility Plan, 2024.

Land Use and Transportation Coordination

Like many growing Florida cities surrounded by greenfields, the tendency has been to develop in a sprawling manner. The sprawl development pattern is characterized by low-density, single-use development and an outward expansion of the urban footprint. This pattern of growth often leads to the rapid consumption of open land, increased dependence on automobiles, and challenges in providing efficient public services and infrastructure. As residential and commercial developments spread further from the city center, traffic congestion intensifies on the existing road network, and the demand for new roads, utilities, and public facilities grows, often outpacing the local government's ability to fund and manage these expansions effectively.

Sprawl also contributes to the fragmentation of natural habitats, increased stormwater runoff, and increased pressure on environmental resources. The spread-out nature of development makes it

difficult to establish cohesive, walkable communities, leading to longer commutes, higher transportation costs, and diminished quality of life for residents. A sprawling city may struggle to keep pace with the demand for transportation infrastructure.

The City faces the challenge of ensuring an adequate housing supply for current and future residents while balancing the cost to serve these populations effectively without straining municipal resources or disproportionately burdening existing residents.

Directing new development to areas with infrastructure and services already in place, such as the Zephyrhills Community Redevelopment District, would make use of available capacity and maximize the efficiency of public investments. Leveraging the existing multimodal transportation network reduces the need for costly infrastructure expansions in areas lacking such amenities. A critical mass of urban-scale development and transportation infrastructure and services enhances accessibility and connectivity, making it easier for residents to use various modes of transportation.

3. Plan to Meet Needs

This section outlines strategies designed to address the identified and evolving transportation needs of the Zephyrhills community. These strategies reflect a commitment to improving connectivity and accessibility, expanding travel options, and reducing congestion. By implementing these key initiatives, the community aims to create a more dynamic, inclusive, and forward-thinking transportation network that meets the needs of all residents and supports the long-term vision for our city's growth and vitality.

Strategy Priorities

Strategies that represent our community's highest priorities for improving and enhancing the transportation system are listed below. By spotlighting these strategies, the community aims to direct resources and efforts toward initiatives that will have the most significant impact on our daily lives, ensuring that our transportation network evolves in a way that is both responsive to current needs and resilient for the future.

Additional complementary transportation and mobility strategies are identified Section 5. Goals, Objectives, and Policies.

1. Modernize Chancey Road/Old Lakeland Highway for Freight Movement and Regional Traffic

The strategy to modernize Chancey Road/ Old Lakeland Highway focuses on transforming it into a highly functional, four-lane, multimodal arterial. This upgrade aims to increase the capacity of this thoroughfare while safely and efficiently accommodating different types of traffic, with an emphasis on freight movement to support industrial businesses in the Zephyrhills Industrial Corridor. Modernization would include additional travel lanes; a multiuse side-path trail and sidewalk providing connectivity between homes, workplaces, and recreational assets; and an integrated system of frontage/backage roads to improve traffic flow and safety. This upgraded segment of Chancey Road/Old Lakeland Highway from SR 39 and Otis Allen Road will play a crucial role in the regional transportation network, linking and serving as a key component of a potential regional loop

road. By addressing both the needs of freight and general traffic, this strategy aims to boost connectivity, support economic activity, and enhance overall transportation efficiency in the region.

2. Widen CR 54 to Increase Capacity and Enhance Safety

Widening CR 54 from two lanes to four lanes from US 301 to US 98 is needed to support mixed traffic, including moderate freight movement; improve transportation safety; reduce travel delays; and provide connectivity to US 98—programmed for widening to four lanes—and the potential loop road. When evaluating the potential widening of CR 54, special attention should be given to land use and design to avoid creating a "stroad"—a hybrid of a street and a road that often results in unsafe conditions for drivers, pedestrians, and cyclists.

3. Widen Eiland Boulevard/Morris Bridge Road to Increase Capacity and Enhance Safety

Widening Eiland Boulevard/Morris Bridge Road from two lanes to four lanes from US 301 to SR 56 would support mixed traffic, improve transportation safety; reduce travel delays, and provide connectivity with the potential loop road. When evaluating the potential widening of Eiland Boulevard/Morris Bridge, special attention should be given to land use and design to avoid creating a "stroad".

4. Community Redevelopment District North-South Travel Lanes Vision

Transform US 301/Gall Boulevard, 6th Street, and 7th Street as two-lane, bi-directional thoroughfares to support walkable, urban development, economic development, and livable neighborhoods. Each thoroughfare would feature "complete street" features to enhance safety and accessibility for all users, including public transit users, speed management measures, and on-street parking.

By diverting north-south through traffic to a regional loop road and enhancing the local thoroughfares with multimodal features, this vision aims to create a balanced, efficient, and vibrant transportation network that supports both local and regional mobility needs.

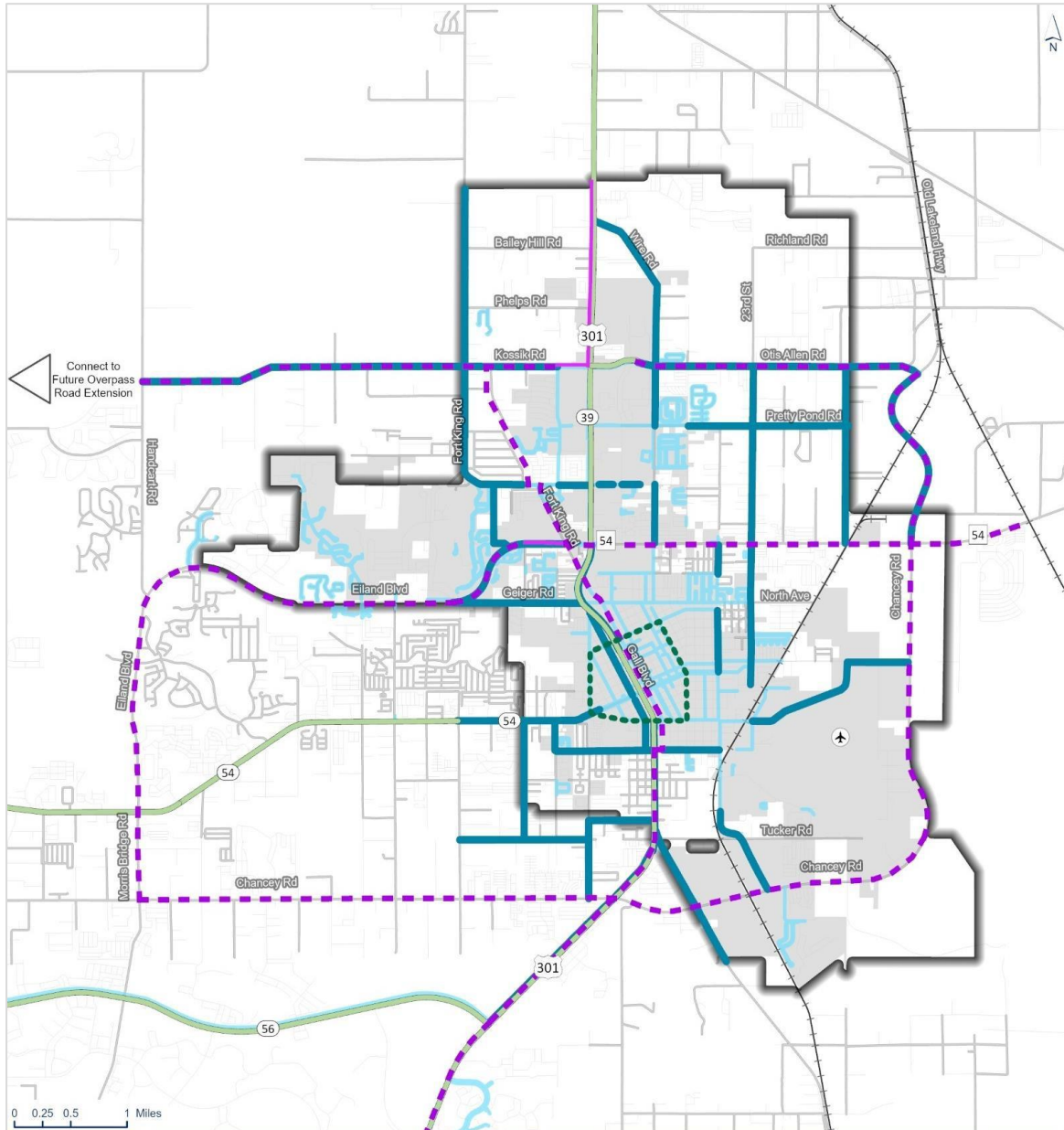
5. Enhance Public Transit Facilities to Encourage Ridership

Continue to collaborate with GOPASCO and the Pasco County MPO to upgrade existing bus stops with modern amenities such as covered waiting areas, comfortable seating, and lighting, where appropriate. Ensure that all facilities are accessible to people with disabilities from the sidewalk network and integrate secure bicycle racks to facilitate multimodal commuting and transit use as part of a broader travel strategy.

6. Prepare and Implement a Comprehensive Safety Action Plan

Enhance roadway safety by securing funding through the Federal Highway Administration (FHWA) to prepare a Comprehensive Safety Action Plan (CSAP) that identifies and recommends solutions to transportation safety issues.

Figure TRA-XX Bicycle and Pedestrian Facilities Recommendations, Zephyrhills Mobility Plan.

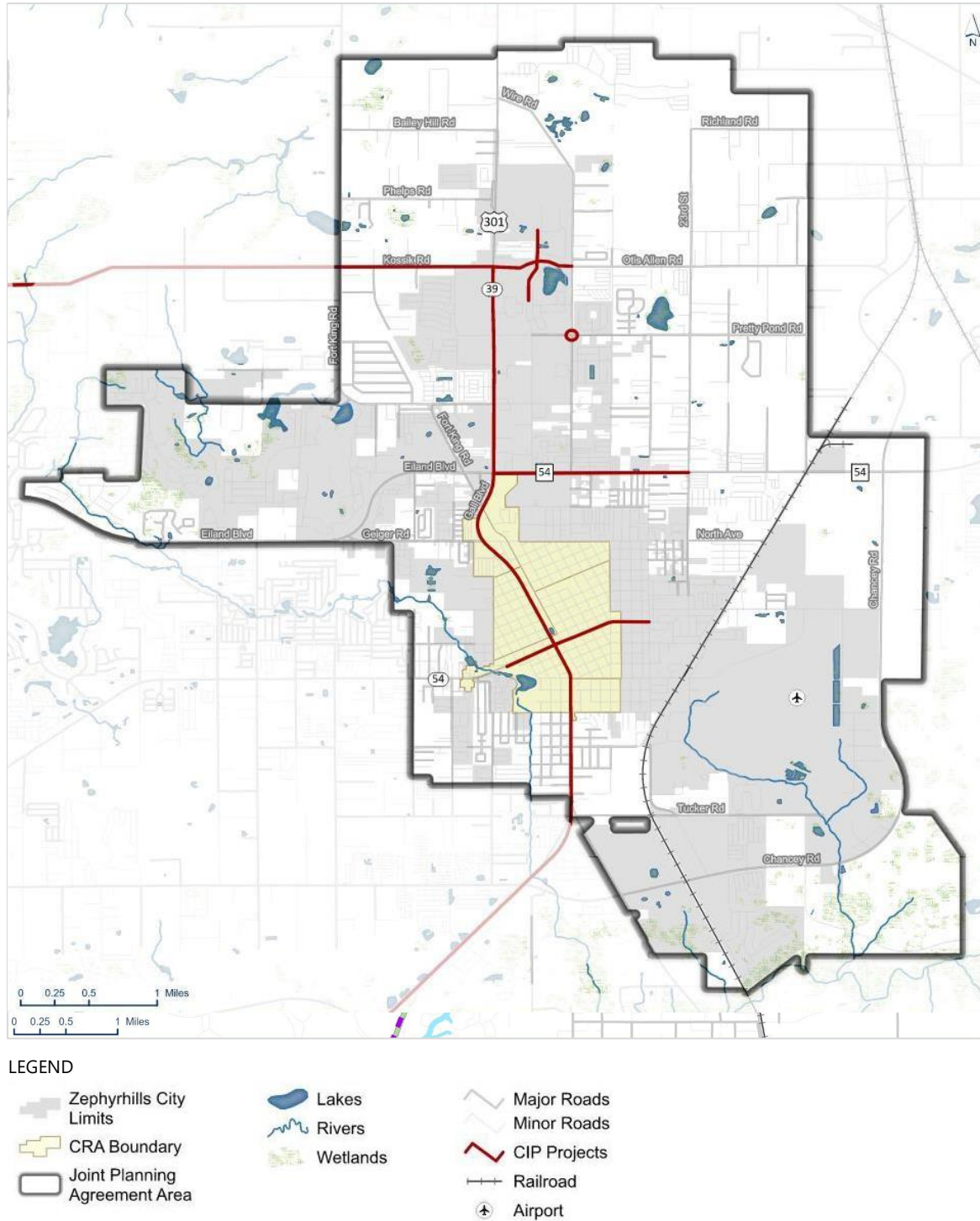


LEGEND

- | | | |
|---------------------------------|--------------------|---------------------------------------|
| Zephyrhills City Limits | Existing Trails | Recommended Trails |
| City-County Joint Planning Area | Existing Bike Lane | Recommended Bike Lane and/or Sidewalk |
| | Existing Sidewalks | Greenway Loop |

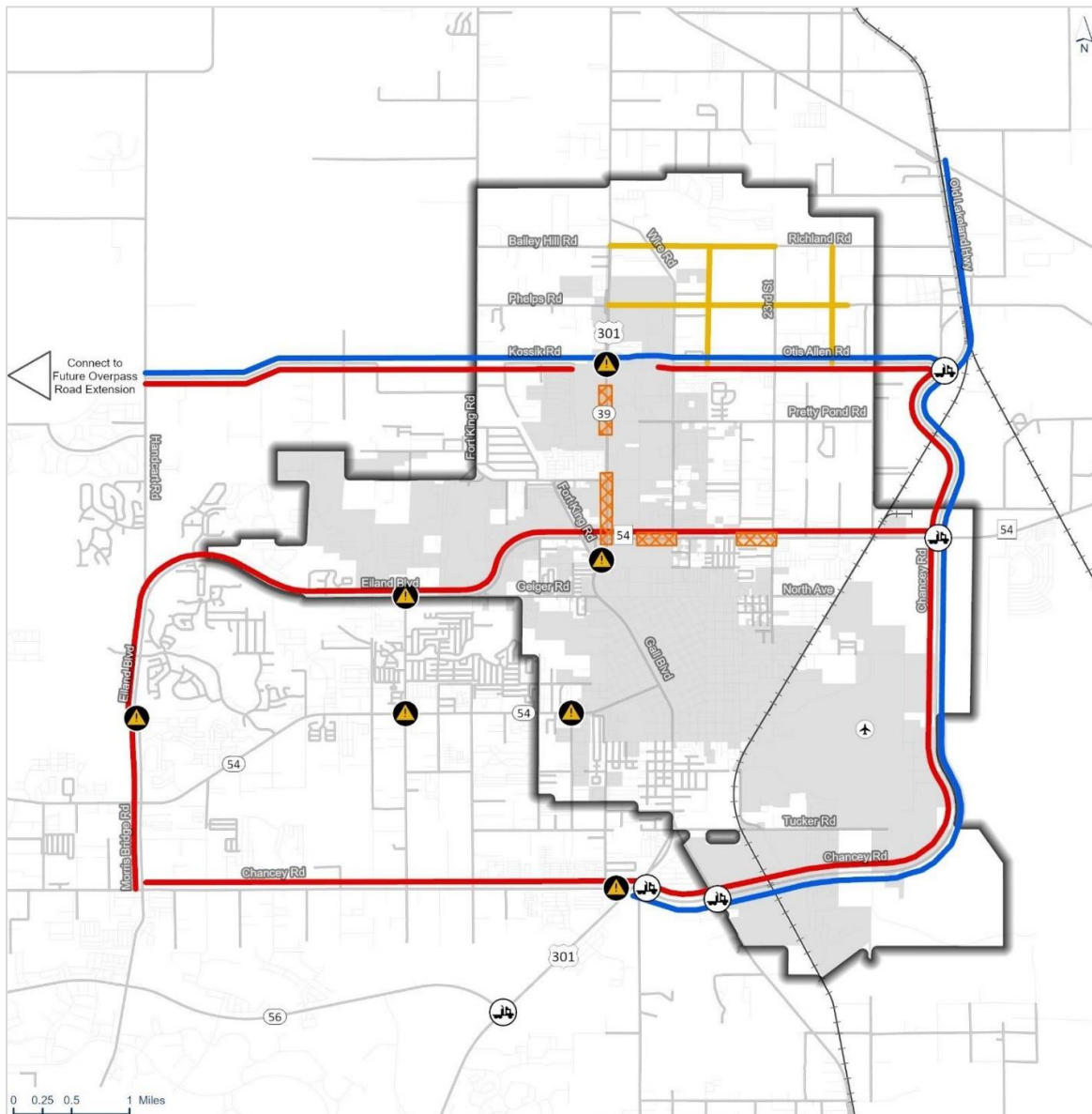
Source: Zephyrhills Mobility Plan, City of Zephyrhills, 2024.

Figure TRA-XX Five-Year Capital Improvements Plan Projects, City of Zephyrhills, 2024.



Source: Zephyrhills Mobility Plan, 2024.

Figure TRA-3. Zephyrhills Mobility Plan Recommendations



LEGEND

- | | | |
|---------------------------------------|-----------------------|--------------------------|
| Zephyrhills City Limits | Safety Improvement | Freight Corridor |
| City-County Joint Planning Area | Freight Intersections | Widen to 4 Lanes |
| Intersection/Operational Improvements | | Grid Network Development |

Source: Figure 26, Roadway Recommendations, Zephyrhills Mobility Plan, City of Zephyrhills, 2024.

4. Goals, Objectives, and Policies

The Goals, Objectives, and Policies of the Transportation and Mobility Element outlines a strategic framework necessary to create a safe, efficient, and sustainable transportation system that meets the needs of our diverse and growing community. This element is designed to enhance connectivity, reduce congestion, and increase multimodal transportation options in support of quality of life for all residents both now and in the future.

Note: Unless otherwise stated, the Goals, Objectives, and Policies apply to the incorporated area of the City of Zephyrhills. Additionally, images shown in this section are for illustration purposes only and do not represent City policy.

GOAL TRA 1. Transportation and Mobility

Our community is committed to developing and maintaining a smart, sustainable, and multi-modal transportation network that prioritizes safety, accessibility, and equity. This network will be responsive to the diverse needs of all residents, regardless of age, ability, income level, or location, and will enhance mobility, independence, and full participation in economic, social, and cultural opportunities. It will also protect our natural environment and special places and support community health and economic vitality. Most importantly, our community aims to achieve zero transportation-related fatalities and severe injuries in Zephyrhills.

OBJECTIVE TRA 1.1. Needs Assessment

Identify current and long-range transportation network deficiencies in the context of the City's Future Land Use Map and the community's overarching vision to form the foundation for transportation planning and project development which enhance access and mobility.

POLICIES

It shall be the City's policy to:

TRA 1.1.1. Data-Driven Needs Assessment

Utilize data, including traffic volume data, crash data, travel behavior surveys, ridership statistics, and other available data, to identify issues, forecast transportation needs, and optimize resource allocation.

TRA 1.1.2. Community Engagement

Engage with the community to gather input and feedback on neighborhood-level and citywide transportation needs, priorities, and potential solutions.

TRA 1.1.3. High-Injury Network

Assess crash data to identify thoroughfares, intersections, and other parts of the transportation network where a disproportionate number of severe injuries and fatalities occur.

TRA 1.1.4. Sidewalk Inventory

Maintain a prioritized inventory of missing sidewalk links, detailing specific locations and infrastructure needs.

TRA 1.1.5. Bicycle and Pedestrian Count Data

In coordination with local and state transportation agencies, periodically collect bicycle and pedestrian count data to better understand use and demand for active transportation infrastructure.

TRA 1.1.6. Zephyrhills Mobility Plan

Align transportation planning and project development with the recommendations outlined in the Zephyrhills Mobility Plan addressing multimodal solutions for all users. Evaluate and update the mobility plan every five years or as needed.

TRA 1.1.7. Community Redevelopment Plan and Neighborhood Plans

Incorporate transportation needs identified in the Community Redevelopment Agency (CRA) Community Redevelopment Plan and neighborhood plans into the City's overall transportation strategy to ensure transportation improvements align with CRA redevelopment initiatives.

TRA 1.1.8. Congestion "Hot Spots"

Conduct traffic analyses to identify congestion 'hot spots' and develop targeted interventions to alleviate bottlenecks, such as intersection upgrades and signal timing optimization, while balancing the needs of pedestrians, cyclists, and transit users.

TRA 1.1.9. Planning Studies

Participate in planning studies conducted by local and state agencies to identify local and regional transportation needs, and to optimize existing facilities, resources, and community initiatives.



Percentages reflect only adults who stated an interest in bicycling.

Source: FHWA Bikeway Selection Guide (2019).

OBJECTIVE TRA 1.2. Level of Service Standards

Ensure that the transportation system meets the needs of all users, maintains reliability, and supports sustainable growth by establishing Level of Service (LOS) standards and benchmarks to guide future infrastructure investments and policy decisions.

POLICIES

It shall be the City's policy to:

TRA 1.2.1. Vehicle-Trip Evaluation Standard

Apply the minimum vehicle-trip level of service (LOS) standard of "D" during peak hours for major and minor arterials and local streets to administer the City's concurrency requirements per Article V. Adequate Public Facilities, Land Development Code; monitor system performance; and implement transportation control measures, signal improvements, and management strategies to maintain or improve service levels.

TRA 1.2.2. Transportation Concurrency Exception Area

Designate the Zephyrhills Community Redevelopment Agency (CRA) Redevelopment District as the Downtown/In-Town Transportation Concurrency Exception Area (TCEA). The TCEA is intended to facilitate infill development and redevelopment served by multimodal transportation infrastructure and services that support neighborhood livability and commercial area viability. The vision for traffic circulation within the TCEA is a system of bi-directional, two-lane thoroughfares (one through lane in each direction) with on-street parking.

Within the TCEA, all development shall be exempt from transportation concurrency requirements, provided traffic impacts are mitigated through transit, sidewalk, bicycle, and/or trail network enhancements; intermodal facilities; demand management programs; and/or other traffic management techniques. The following priorities shall guide transportation planning and investments within the TCEA:

- a. *Primary priority:* Ensure a safe, comfortable, and attractive pedestrian environment that provides an adequate level of mobility through walking, biking, and connections to transit services.
- b. *Secondary priority:* Support vehicle mobility where it does not compromise the primary priority of pedestrian, bicycle, and transit accessibility.

TRA 1.2.3. Person-Trip Evaluation Measure

Explore the use of a person-trip methodology to assess the transportation system's efficiency and safety in moving people across all travel modes and understand demand for non-motorized and public transportation options. A person trip refers to a single journey made by one person from an origin to a destination, encompassing all modes of transportation.

TRA 1.2.4. Bicycle Route Evaluation Measure

Explore the use of level of traffic stress (LTS) standards for categorizing existing and proposed bicycle routes based on predicted stress levels experienced by cyclists considering factors such as traffic volume, speed limits, lane width, and presence of dedicated bicycle facilities.

Objective TRA 1.3. Project Prioritization and Funding

Prioritize local projects and advocate for funding priority for regional projects that will yield the greatest community benefits in terms of enhancing safety, reducing vehicle miles traveled (VMT), and managing congestion.

POLICIES

It shall be the City's policy to:

TRA 1.3.1. Prioritization Criteria

Prioritize transportation projects and initiatives for capital improvements programming and budgeting processes using prioritization criteria that may include, but is not limited to, the following:

- a. Enhances the safety of all users by reducing the severity and frequency of crashes;
- b. Serves transportation disadvantaged populations including children, seniors, people with disabilities, and people without access to a motor vehicle;
- c. Serves neighborhoods that have limited or no public transit service or active transportation infrastructure and, as a result, may face significant challenges in reaching essential services, employment opportunities, educational facilities, and other vital destinations;
- d. Reduces vehicle miles traveled (VMT) and roadway congestion;
- e. Supports environmental sustainability by reducing energy consumption or noise, air, or water pollution;
- f. Enhances the resilience and adaptability of the transportation infrastructure to future challenges or technological advancements;
- g. Improves multimodal connectivity between key destinations such as job centers, educational institutions, healthcare facilities, and recreational opportunities;
- h. Furthers the community's long-term vision and strategic objectives, including infill development, redevelopment, and transit-oriented development in areas served by public facilities and services;
- i. Evaluates cost-effectiveness, ensuring that resources are used efficiently to achieve the greatest benefits;
- j. Leverages funding from state, federal, or private sources to maximize the impact of City investments; and
- k. Considers community engagement, ensuring that projects reflect the needs and preferences of the community.

TRA 1.3.2. Advancing Regional Projects

Coordinate and collaborate with local, regional, and state transportation agencies to advance regional transportation projects and programs that further community goals and initiatives. These activities should include:

- a. Conducting joint studies and engaging the community to identify regional transportation needs and potential solutions;
- b. Developing conceptual projects, considering route options and physical, natural, cultural, and sociocultural impacts;

- c. Coordinating with the Pasco County Metropolitan Planning Organization (MPO) and Florida Department of Transportation (FDOT) to prioritize funding for projects of benefit to Zephyrhills in the MPO Transportation Improvement Program and FDOT Five-Year Work Program.
- d. Leveraging funding opportunities, including public-private partnerships;
- e. Preparing project development and environment studies;
- f. Establishing interlocal agreements or memorandums of understanding outlining roles, responsibilities, and financial commitments; and
- g. Advocating for regional projects to state and federal legislators.

TRA 1.3.3. Transportation Impact Fees

Periodically review and update the City's transportation impact fee program to reflect changing infrastructure needs, emerging transportation trends, and community priorities. Explore the potential to expand the transportation impact fee program to support improvements that promote overall mobility by funding a variety of enhancements beyond traditional road and intersection projects.

TRA 1.3.4. JPA Impact Fee Sharing

[need details to finalize] Collaborate with Pasco County to update the Joint Planning Area Interlocal Agreement, ensuring the inclusion of relevant projects and equitable impact fee sharing. Commercial or PUDs on County roads impact fees in a separate fund to pay for road improvements.

TRA 1.3.5. State and Federal Funding

Utilize funding state and federal programs, such as the Highway Safety Improvement Program (HSIP), and grant resources, such as the U.S. Department of Transportation (DOT) Navigator and the DOT Discretionary Grants Dashboard, to secure funding for projects that enhance safety, reduce the frequency and severity of crashes, and improve overall transportation infrastructure and services in Zephyrhills.

Objective TRA 1.4. Alignment with City Goals and Initiatives

Align transportation decisions and investments with City goals and initiatives to promote sustainable and resilient community development that enhances mobility, reduces traffic congestion, contributes to the community's economic competitiveness, and support positive community health outcomes.

POLICIES

It shall be the City's policy to:

TRA 1.4.1. Placemaking and Connected Places

Coordinate transportation planning with the land use plans and development policies, including the Comprehensive Plan Future Land Use Map and placemaking policies, to ensure the transportation network is well-integrated with existing and planned development patterns, providing seamless multimodal connectivity between neighborhoods and key community destinations.

TRA 1.4.2. Infill and Redevelopment

Coordinate transportation planning and investments with City infill and redevelopment plans to revitalize urban areas, accommodate housing for the growing population, and curtail the proliferation of urban sprawl in areas lacking public facilities and services. Support regional transportation projects designed to alleviate congestion within the Zephyrhills Redevelopment District and reduce the need for widening the historic street grid.

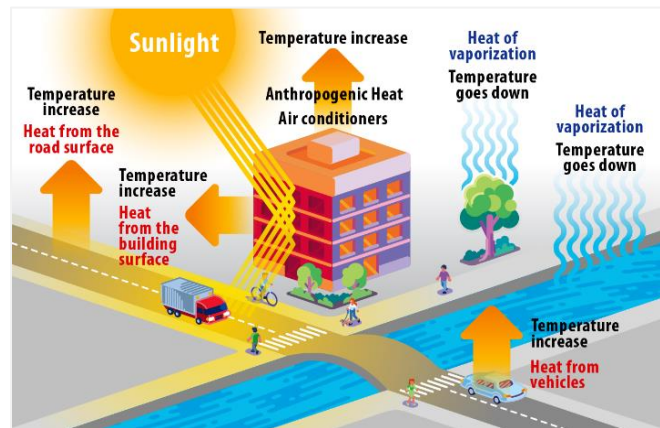
TRA 1.4.3. Economic Development

Align transportation decisions with City goals and initiatives to foster vibrant, resilient activity centers, attract new businesses and business expansions, and expand and diversify local job opportunities:

- a. *Zephyrhills Community Redevelopment District*: Create walkable urban environments and enhance public transit to improve downtown access, reduce traffic congestion, spur private investment, and attract businesses and residents.
- b. *Zephyrhills Industrial Corridor*: Prioritize efficient transportation networks and reliable freight corridors to enhance business operations, spur industrial development, attract manufacturing companies, and expand access to the labor pool.
- c. *Zephyrhills Municipal Airport*: Enhance the Zephyrhills Municipal Airport as a significant revenue source for the city's tax base, ensuring its long-term self-sufficiency. All land use and infrastructure decisions shall be coordinated with the Airport Layout Plan (ALP), Airport Master Plan, and business development objectives of the airport, including the Zephyrhills Airport Industrial Park.

TRA 1.4.4. Healthy Community

Integrate public health considerations into all transportation planning and investment decisions to achieve co-benefits that improve community health, including enhanced safety, support for active transportation and physical fitness, better access to parks, grocery stores, and healthcare facilities, and creating healthier living environments by reducing air, water, and noise pollution and urban heat islands.



Rising urban temperatures affect public health, energy consumption, and overall quality of life.

TRA 1.4.5. Energy Conservation and Pollution Reduction

Create a more sustainable and environmentally friendly transportation system by supporting walking, cycling, and public transit use; integrating micro transit and micro mobility solutions; and expanding the availability of charging stations and other supportive infrastructure for electric vehicles, when feasible.



GoPasco bus service (Route 54).



Separated (contraflow) bicycle lanes.



Urban greenway trail.

TRA 1.4.6. Green Infrastructure

Integrate green infrastructure into capital improvements planning and transportation infrastructure projects, such as permeable pavements, street trees, bioswales, and rain gardens, to manage stormwater, reduce urban heat islands, enhance the aesthetic and functional value urban green spaces, and create inviting environments for walking and biking.



Rain garden (stormwater facility).



Bioswale (stormwater facility).

OBJECTIVE TRA 1.5. Safety and Accessibility

Reduce transportation network hazards to prevent crashes and improve accessibility to community destinations, making travel safer, convenient, and more comfortable for all users, including children, seniors, and people with disabilities.

POLICIES

It shall be the City's policy to:

TRA 1.5.1. Safe System Approach

Address roadway safety challenges through The Safe System Approach by the National Highway Traffic Safety Administration, which prioritizes human life and well-being with the goal of achieving zero transportation-related deaths and severe injuries.

TRA 1.5.2. High-Injury Network

Assess and address hazardous conditions within the High-Injury Network (HIN) through targeted design improvements and interventions that are informed by community input.

TRA 1.5.3. Targeted Safety Campaigns

Partner with transportation, law enforcement, and public health agencies, emergency responders, local schools, employers, and others to develop and implement safety campaigns tailored to address traffic safety issues. Use coordinated messaging, educational materials, and targeted interventions to raise community awareness and foster a culture of safety.

TRA 1.5.4. Street Lighting

Enhance visibility and safety by strategically deploying street lighting in key locations where potential conflicts between users are prevalent, such as intersections, crosswalks, and areas with high pedestrian and cyclist activity. A street lighting strategy consists of:

- Pinpointing high-conflict areas using data analysis and community input;
- Prioritizing installation of appropriate lighting in high-conflict areas;
- Designing for adequate visibility without causing glare or other hazards to other users; and
- Engaging nearby communities and user groups to ensure lighting placement and design effectively address the safety concern and are supported by the community.

TRA 1.5.5. Speed Management

Enhance traffic safety and promote sustainable and equitable transportation options by implementing a proactive speed management strategy. The Designing Streets for Kids by the National Association of City Transportation Officials (NACTO) provides the following speed management strategy guidance:

- Design for safe speeds that naturally encourage lower speeds;
- Establish speed limits that reflect the surrounding environment;
- Improve visibility at intersections and pedestrian crossings;
- Design frequent, convenient, well-lit, and clearly marked crossings;



The Safe System Approach

- e. Combine educational campaigns with targeted enforcement to encourage compliance; and
- f. Continuously monitor traffic speeds and safety outcomes, adjusting strategies as necessary.



Curb extension.



Reduced curb radii.



Speed limit set to design speed.

TRA 1.5.6. Pedestrian Crossings

Create safer, more accessible pedestrian environments through street crossings that reduce pedestrian crossing distances, enhance visibility, and enhance accessibility for children, seniors, and people with disabilities. Placement and design considerations typically include:

- a. Shortened crossings (e.g., compact intersections, pedestrian refuge islands, curb extensions);
- b. Frequent spacing and alignment with key destinations;
- c. Traffic calming;
- d. Legibility (e.g., high-visibility markings in areas with high pedestrian volumes);
- e. Accessibility (e.g., ramps, at-grade crossings, and crossings raised to match the sidewalk level);
- f. Daylighting; and
- g. Signalization (e.g., high demand crossing locations and Leading Pedestrian Intervals).



A safety countermeasure to address a high-frequency crash location.

TRA 1.5.7. Intersection Daylighting

Create clear zones at intersection corners where necessary to increase sight lines, reduce the risk of collisions, and improve overall safety for all users. Daylighting can be achieved by no-parking zones, curb extensions, and bollards near intersections.



Daylighting (striping/bollards).



Daylighting (bollard).



Daylighting (paint/bollards).

TRA 1.5.8. Transit Accessibility

Coordinate with local and state transportation agencies to expand and improve public transit services and infrastructure in Zephyrhills including:

- a. Fixed-route transit service, paratransit options, micro-transit services, and other specialized services to increase service coverage, frequency, and reliability;
- b. Design and maintenance of bus stop infrastructure to be safe, comfortable, and barrier-free for people of all ages and abilities.

TRA 1.5.9. Universal Design

Incorporate universal design principles into all transportation infrastructure projects to ensure that the needs of all users are met from the outset, eliminating the need for adaptation or retrofitting.



Continuous sidewalk/side-path trail.



Accessible, sheltered bus stop.

OBJECTIVE TRA 1.6. Interconnected Transportation Network

Develop a interconnected transportation system that seamlessly integrates roads, streets, sidewalks, bikeways, trails, transit, and other transportation services to enhance system efficiency and user convenience.

POLICIES

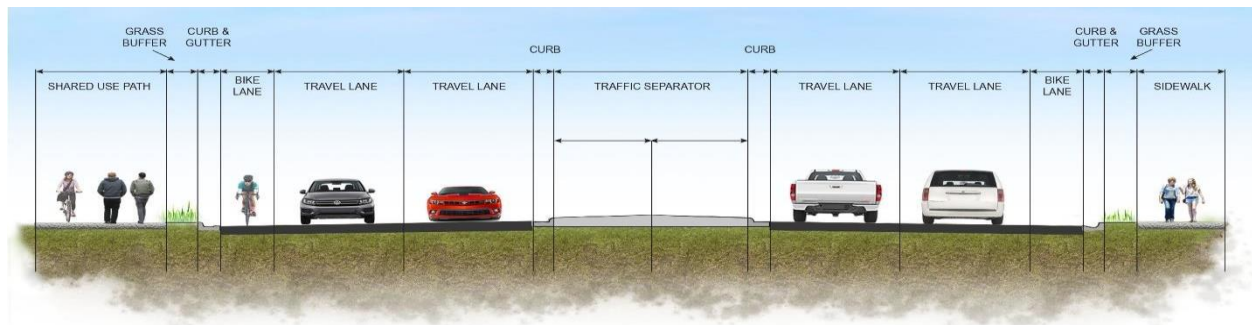
It shall be the City's policy to:

TRA 1.6.1. Active Transportation Network

Develop and enhance the active transportation network in Zephyrhills to support both mobility and recreational use. This network will incorporate sidewalks, bikeways, multiuse trails, and regional greenways, coordinated with the Pasco County Greenways, Trails, and Blueways Master Plan, emphasizing interconnectivity between neighborhoods, parks, schools, commercial centers, and regional destinations.

TRA 1.6.2. Complete Streets

Implement Complete Streets design principles into thoroughfare planning, design, construction, and operation/maintenance to ensure safe, convenient, and comfortable travel for users of all ages and abilities. Ensure all transportation facilities are accessible to individuals with disabilities by meeting or exceeding Americans with Disabilities Act (ADA) standards.



Complete Street concept (multi-lane divided thoroughfare)

TRA 1.6.3. Bicycle Parking

Install secure bicycle parking in strategic locations to encourage biking for short trips or as a means to connect with public transit, thereby increasing the use of cycling as a viable mode of transportation within the City's transportation network.

TRA 1.6.4. Wayfinding

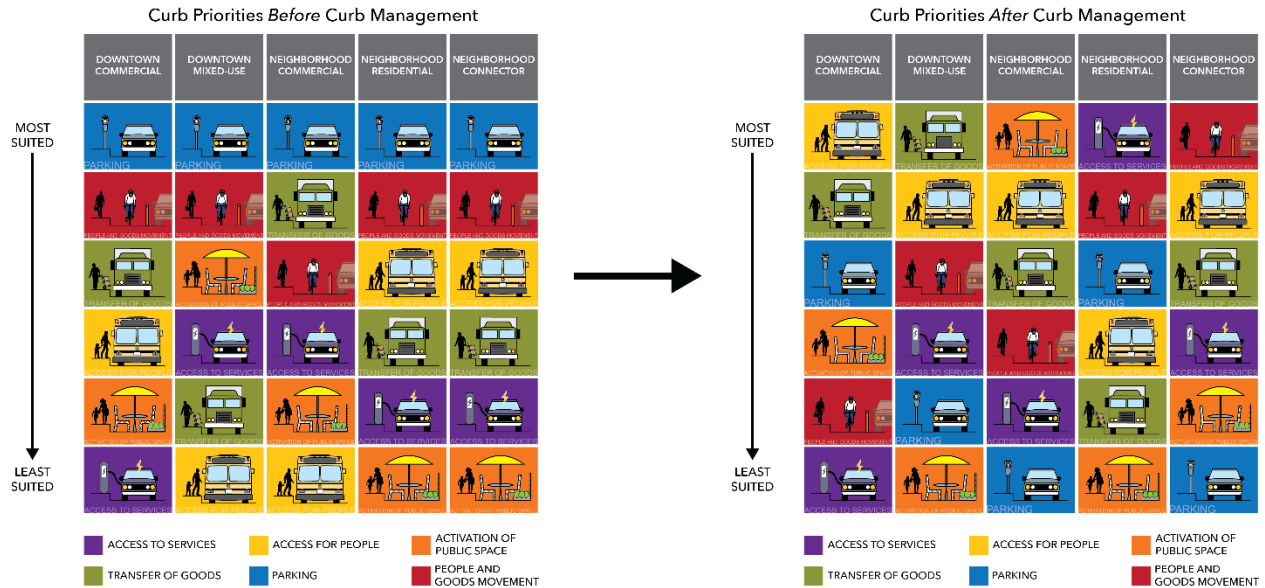
Integrate wayfinding systems into the transportation network to support transitions between different transportation modes, promote a more interconnected and efficient transportation system, and enhance user experience.



A Complete Street is designed for all users.

TRA 1.6.5. Curb-Space Management

Explore curb-space management strategies that optimize the edge where movement meets access to enhance the efficiency and convenience of the multimodal transportation system. Examples of curb space uses include a vehicle travel lane, parking, pick-up/drop-off zones for people and goods, freight delivery, outdoor dining, bicycle lanes, and bus lanes.



Source: *Managing Curb Space in the Boston Region: A Guidebook* (2021).

TRA 1.6.6. Micro-Transit Service

Explore the feasibility of implementing an on-demand, point-to-point micro transit service that complements existing transit infrastructure to provide City residents and visitors with a convenient, flexible transportation option for short trips.

TRA 1.6.7. Dade City-Zephyrhills Connector

Collaborate with the City of Dade City and transportation agency partners to explore the feasibility of establishing a trolley service connecting downtown areas to alleviate traffic and parking congestion, reduce emissions, enhance tourism, foster business partnerships, and promote regional collaboration.



Freebie micro-transit (Dunedin).

TRA 1.6.8. Activity Centers

Maximize multimodal connectivity within and between activity centers such as the Zephyrhills Community Redevelopment District and Zephyrhills Industrial Corridor.

TRA 1.6.9. Freight Movement

Coordinate with state, regional, local, and private transportation agencies to facilitate safe and efficient freight movement and accessibility to support industrial uses in the Zephyrhills Industrial Corridor. Advocate for the upgrade and expansion of transportation infrastructure, such as roads, intersections, rail connections, airport facilities, and transit facilities, to support these efforts.

Participate in regional planning studies and advocate for transportation projects aligned with the competitiveness and sustainability of the Zephyrhills Industrial Corridor.



Source: Freight Design Guidelines, FDOT District 7 Strategic Freight Plan.

TRA 1.6.10. Truck Route Plan

Develop and implement a truck route plan that balances the needs of logistics with community impact, minimizes adverse effects on neighborhoods and the safety of pedestrians, cyclists, and transit users, and supports the economic vitality of local businesses and industrial zones.

TRA 1.6.11. Intermodal Logistics Park

Explore the feasibility of developing an intermodal logistics park, integrated with truck, rail, and air transport, as appropriate, to facilitate the storage, transfer, and distribution of goods for regional freight operations.



Central Florida Intermodal Logistics Center near Winter Haven.

OBJECTIVE TRA 1.7. Development Design

Integrate transportation and land use planning and design to create cohesive, sustainable places.

POLICIES

It shall be the City's policy to:

TRA 1.7.1. Context Classification System

By December 2025, develop and implement a Context Classification System that categorizes thoroughfares into various context zones, each with specific design guidelines and performance measures tailored to planned land uses and users of those areas, to advance the community's safety, mobility, livability, and economic development objectives.

TRA 1.7.2. Complete Streets Design Standards

Establish and implement Complete Street design standards/guidelines in the City code and technical manuals which are tailored to the Context Classification System, place-type planning, and user needs.

TRA 1.7.3. Frontage and Backage Roads System

Promote the development of a comprehensive system of frontage and backage roads along busy thoroughfares like US 301 and Chancey Road to mitigate traffic impacts from new developments by offering alternative routes for local traffic and facilitating access to adjacent properties.

TRA 1.7.4. Street Grid System

Preserve, restore, and enhance the City's grid system of streets, a fundamental framework for accessibility and urban design. Ensure new development maintains grid integrity through development standards. Restore or add streets to larger blocks or tracts to optimize network efficiency and accessibility with new development or capital projects. Where restoring automobile access is impractical or conflicts with broader City plans, consider adapting the grids for pedestrian and cyclist use.

TRA 1.7.5. New Grid Systems

Establish new street grids in conjunction with new development and area-wide planning. Plan development around a grid or modified grid to improve connectivity, safety, and mobility for all users. Develop standards for thoroughfare spacing, prioritizing walkable, interconnected neighborhoods that promote transportation efficiency and reduce reliance on single-occupancy vehicles.

TRA 1.7.6. Interconnected Street Networks

Require new developments to establish interconnected street networks, including street stub outs to adjacent properties and pedestrian and bicycle connections between adjacent, compatible development, to facilitate multiple access points and alternative routes that disperse traffic more evenly and reduce congestion on main thoroughfares.

TRA 1.7.7. Alleys

Evaluate alleys within the historic street grid for their potential to enhance pedestrian and cyclist connectivity. Consider improvements such as lighting, upgraded surfaces, and green infrastructure to make alleys safe and inviting. Incentivize or require alleys in new development to support desired

urban design, residential, commercial, and utility accessibility, and multimodal transportation connectivity.

TRA 1.7.8. Transportation and Placemaking

Capitalize on transportation investments as opportunities to apply placemaking treatments to create thoroughfares that are not only functional but also enhance community identity, social interaction, and economic vitality.

TRA 1.7.9. Visual Quality

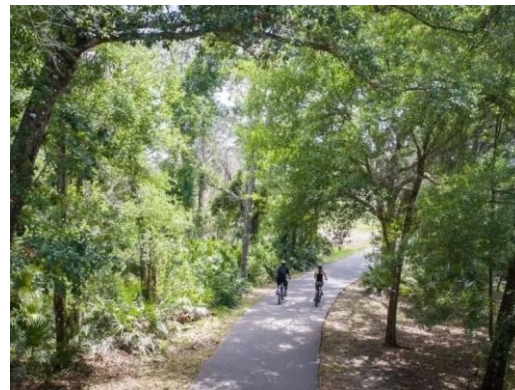
Ensure that transportation infrastructure projects are designed and implemented to enhance or uphold the visual quality of the surrounding context through design elements such as street trees, landscaping, lighting, and signage that complement the character of the area. Prioritize the use of context-sensitive design elements that respect and preserve the unique visual and cultural attributes of neighborhoods, historic districts, and natural landscapes.

TRA 1.7.10. Greenway Trails Partnerships

Explore opportunities for public-private partnerships to develop and connect greenway trails to supplement the active transportation network, improve access to recreational opportunities, and enhance community health.



Busch Greenway, KATY Trail system.



Greenway trail, Pasco County.

TRA 1.7.11. Right-of-Way Preservation

Evaluate the City's right-of-way preservation standards for arterial and collector thoroughfares and calibrate as needed to accommodate multimodal infrastructure and improve safety and traffic flow.

TRA 1.7.12. Street Design Standards

Evaluate the right-of-way width and street design standards in the Land Development Code for impact on vehicle operating speeds and pedestrian and bicycle safety, impervious surfaces and stormwater management, and space for pedestrian and urban livability infrastructure and make adjustments, as appropriate.

TRA 1.7.13. Access Management Standards

Evaluate the City's access management standards for opportunities to improve safety, optimize traffic circulation and land use efficiency, and maximize public right-of-way for active transportation infrastructure.

OBJECTIVE TRA 1.8. Innovation and Technology

Integrate innovative strategies and leverage technology to address transportation needs and prepare for future advancements in mobility to enhance safety, efficiency, reliability, and overall user experience for all transportation modes.

POLICIES

It shall be the City's policy to:

TRA 1.8.1. Innovative Transportation Infrastructure

Explore state-of-the-art transportation infrastructure that supports multimodal connectivity and accessibility. As feasible, allocate funding for innovative infrastructure such as dedicated lanes for bicycles and smart traffic management systems.

TRA 1.8.2. Innovative Transportation Services

Foster partnerships with transportation service providers to offer innovative services that complement existing transit options such as on-demand ride-sharing services, micro-transit solutions, and mobility-as-a-service (MaaS) platforms.

TRA 1.8.3. Micro-Mobility Solutions

Explore ecofriendly micro-mobility solutions for short-distance travel within urban place types. Consider designating parking zones and bike/scooter-sharing programs, coupled with educational campaigns to manage parking demand, reduce traffic congestion, and promote safe travel behaviors.



Mobility as a Service Platforms.

TRA 1.8.4. Emerging Technology Pilots

Collaborate with technology providers and community stakeholders to pilot emerging transportation technologies, such as electric bicycle sharing, drone delivery, autonomous vehicle testing zones, and smart traffic and parking management systems, to ensure alignment with community needs and preferences.

TRA 1.8.5. Innovative Parking Strategies

Explore innovative parking strategies to support local businesses and walkable environments, reduce congestion and emissions from circling cars, and minimize parking conflicts in residential neighborhoods. Such actions may include:

- a. Shared parking programs that allow multiple businesses, institutions, and residential developments to share parking facilities based on varying peak demand times;



Micro-mobility solutions.



Autonomous shuttle pilot.

- b. Flexible parking policies that accommodate changing mobility trends, such as curbside management to accommodate ridesharing and micromobility options;
- c. Park-and-ride facilities located at key transportation corridors to encourage commuters to park their vehicles in designated lots and utilize public transit for the remainder of their journey;
- d. Sustainable parking design principles that prioritize environmental stewardship, energy efficiency, and green infrastructure such as stormwater permeable pavement, solar panels, bicycle storage, and electric vehicle charging stations;
- e. Smart parking solutions that utilize sensors, mobile apps, and data analytics to provide real-time information on parking availability; and
- f. Parking benefit districts where revenue generated from parking fees or permits is reinvested in local transportation improvements, infrastructure upgrades, and neighborhood enhancements.

TRA 1.8.6. Data-Driven Mobility Optimization

Utilize data-driven insights to proactively address emerging mobility challenges, refine infrastructure design standards, and continuously improve the quality of the city's transportation system and environment.

TRA 1.8.7. Emerging Alternative Fuels

Monitor the implementation and effectiveness of compressed natural gas (CNG), hydrogen, and other alternative fuel infrastructure initiatives aimed at reducing greenhouse gas emissions and enhancing energy security. Collaborate with alternative fuel providers for related infrastructure needs and barriers, as appropriate.

5. Influence on Other Plan Elements

All elements of the PLANZephyrhills 2045 Comprehensive Plan work together to guide the growth, redevelopment, and provision and coordination of services while protecting the natural resources and sustaining the quality of life for all Zephyrhills residents. As such, no one element, goal, objective, or policy should be evaluated in isolation, but rather taken as guidance as each has a specific and general influence on achieving the Zephyrhills community's vision.

Figure TRA-X. Title [to be completed in conjunction with other elements]

Chapter	Element	Policy Direction
	Future Land Use Element	Multi-modal concurrency
	Future Land Use Element	Adequate facilities to support development
	Future Land Use Element	Compatibility with airports
	Future Land Use Element	Transit oriented corridors, Downtown-Intown Transportation Concurrency Exception Area, increased residential densities
	Future Land Use Element	Complete streets, connectivity
	Recreation and Open Space	Pedestrian and bicycle amenities
	Schools	Sidewalk connectivity, transit access
	Intergovernmental Coordination	Safety, transportation system management, access management
	Intergovernmental Coordination	Transit services
	Capital Improvements	Mobility funding plan, transportation strategies

APPENDICIES

APPENDIX A

Going Places Zephyrhills Mobility Plan (2024)

[Click to view the plan on the GoingPLACES webpage on the City website.](#)

APPENDIX B

Socioeconomic Data, 2018-2022 American Communities Survey, US Census Bureau.

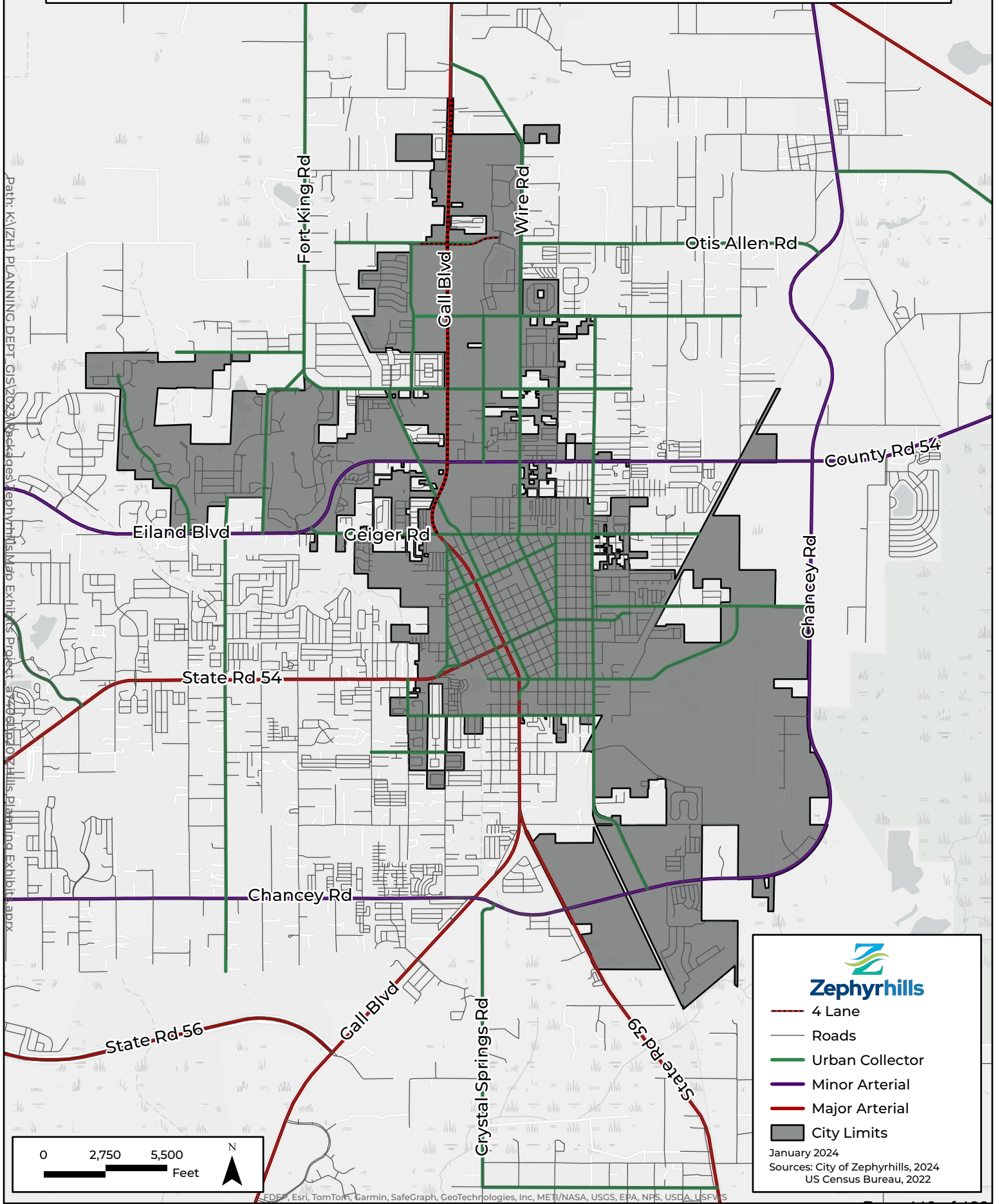
APPENDIX C

Transportation and Mobility Map Series

Map TRA-1 Traffic Circulation

Plan Zephyrhills 2035

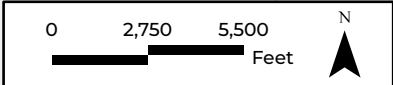
Path: K:\ZH PLANNING DEPT GIS\2023\Packages\ZephyrhillsMap Exhibit.spr
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- 4 Lane
- Roads
- Urban Collector
- Minor Arterial
- Major Arterial
- City Limits

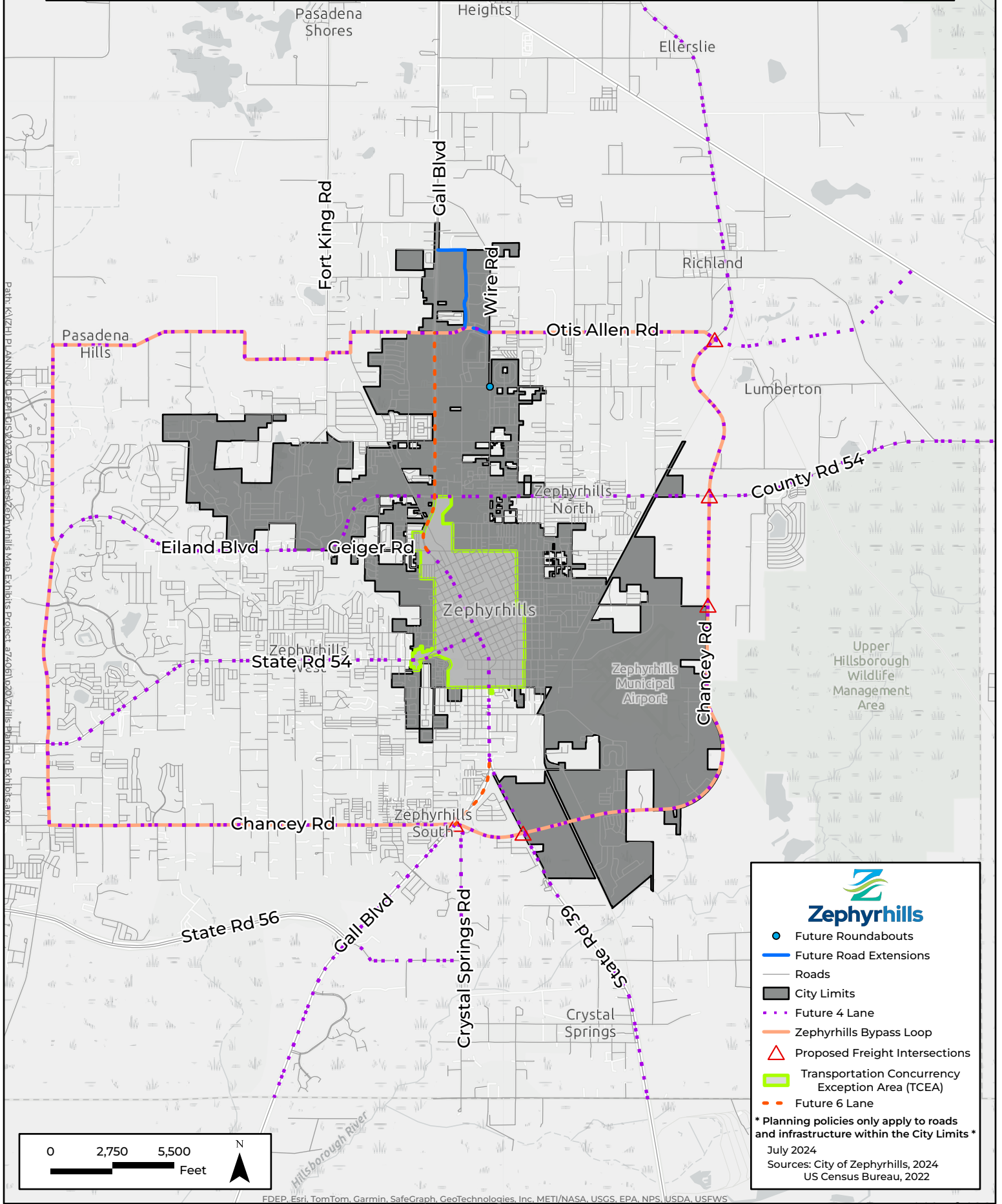
January 2024
 Sources: City of Zephyrhills, 2024
 US Census Bureau, 2022



Source: Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Map TRA-2 Future Traffic Circulation

Plan Zephyrhills 2035



Map TRA-3 Public Transit Corridors

Plan Zephyrhills 2035

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Zephyrhills

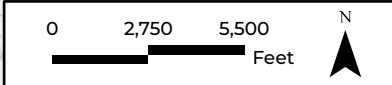
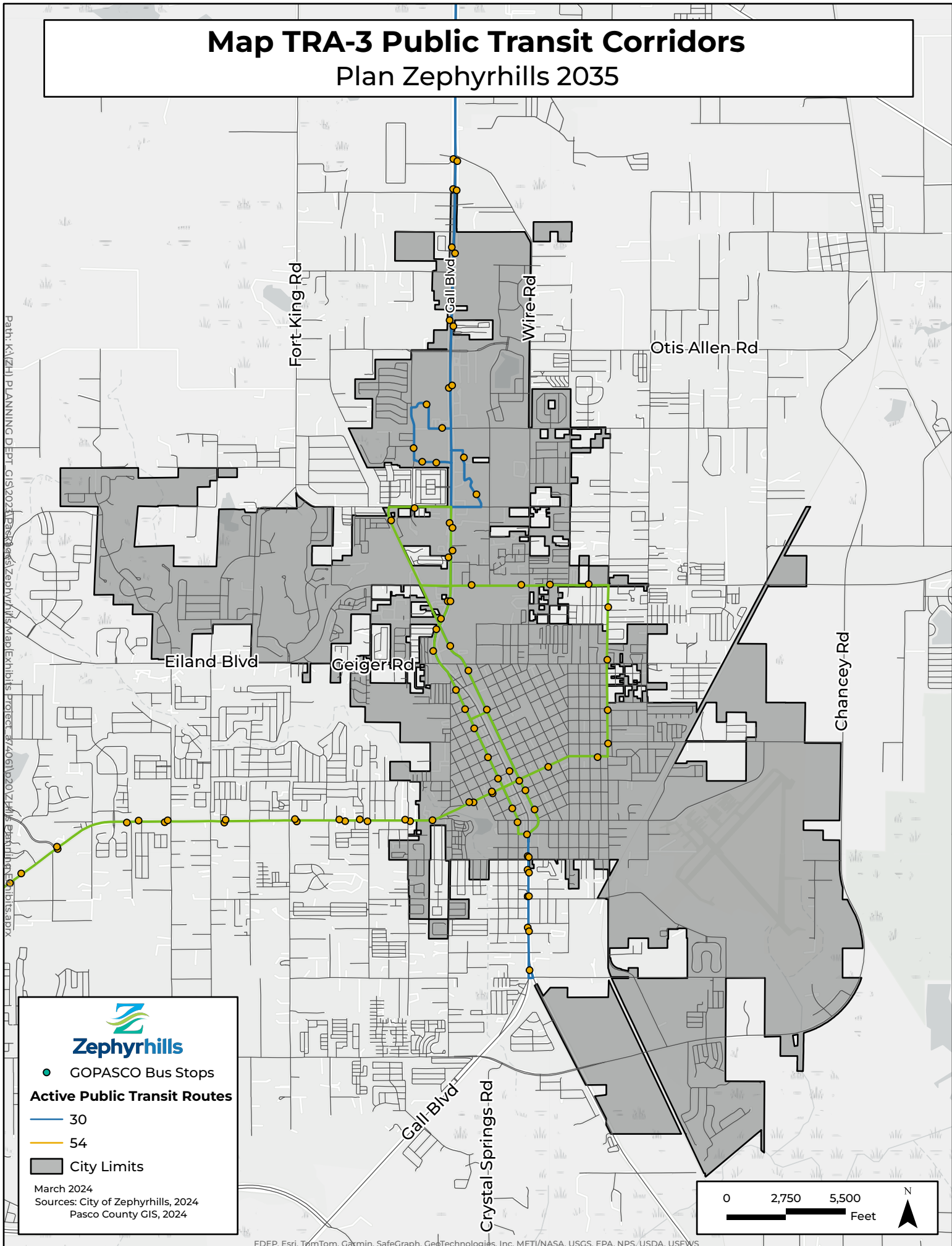
- GOPASCO Bus Stops

Active Public Transit Routes

- 30
- 54

City Limits

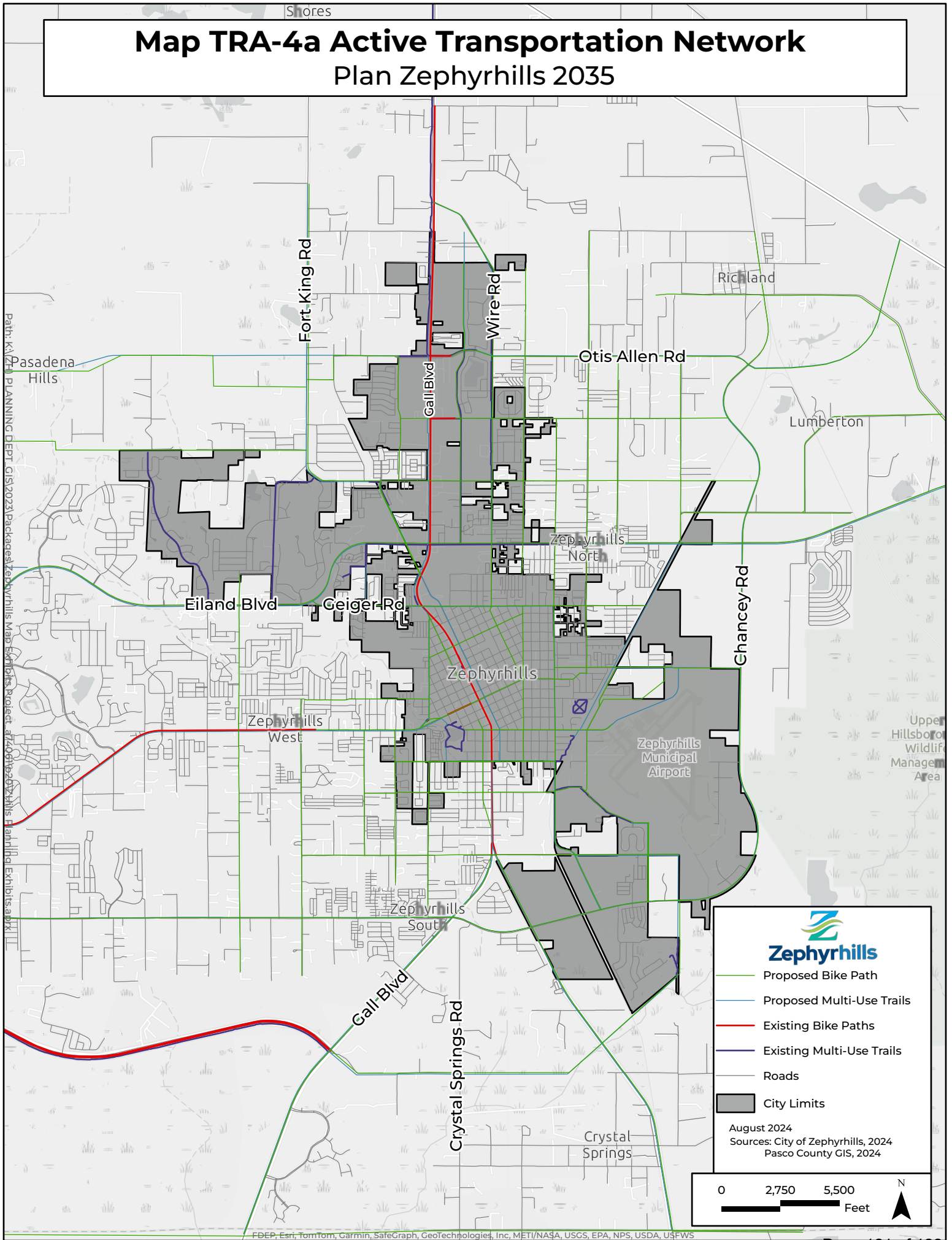
March 2024
Sources: City of Zephyrhills, 2024
Pasco County GIS, 2024



FDEP, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, USDA, USFWS

Map TRA-4a Active Transportation Network

Plan Zephyrhills 2035



Map TRA-4b Active Transportation Network

Plan Zephyrhills 2035

